

U.S. Department of Transportation

SUPPORTING STATEMENT

Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program Grant Application Template OMB Control No.

Introduction: This is to request the Office of Management and Budget (OMB) approve a 180 day emergency clearance for the information collection entitled, ATTIMD Grant Application Template. The Office of the Secretary of Transportation (OST), in close collaboration with the Federal Highway Administration, provides financial assistance to a State, local units of government, multijurisdictional groups made up of the above eligible applicants, and consortia of research or academic institutions previously described through the ATTIMD Program.

- Responding to the collection is voluntary and is required to obtain or retain a benefit.
- Responders are a State, local units of government, multijurisdictional groups made up of the above eligible applicants, and consortia of research or academic institutions.
- The collection is grant application, grant agreement, and project management.
- The information is collected as needed.
- Information relevant to the application as detailed in the Notice of Funding Opportunity (NOFO), and any reporting requirements agreed to by Grants recipients.
- The information will be received by the FHWA.
- The purpose of the collection is to receive information relevant to evaluating applications to the ATTIMD Program Grant program, per the NOFO, and reporting requirements agreed to by recipients of the Grants.

This ICR supports the FY 2022 – 2026 DOT Strategic Plan, including the six strategic goals of:

1. Safety
2. Economic Strength & Global Competitiveness
3. Equity
4. Climate & Sustainability
5. Transformation
6. Organizational Excellence

Changes to the Advanced Transportation Technologies and Innovative Mobility Deployment Program from the Advanced Transportation and Congestion Management Technologies Deployment Program

The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program, authorized under the Bipartisan Infrastructure Law (BIL) is picking up from the previous program, the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program, authorized under the FAST Act. The changes are largely a result of stakeholder input to Congress on the original ATCMTD Program.

Differences Between the two Programs

Federal Share

- ATCMTD was 50 percent maximum, ATTIMD is 80 percent maximum.

Eligible Entities

- Under ATCMTD, metropolitan planning organizations (MPOs) representing a population over 200,000 were eligible. Under ATTIMD, all MPOs are eligible, regardless of population.

USDOT Selection Criteria - ATTIMD added the following new selection criteria.

- Improve the mobility of people and goods.
- Improve the durability and extend the life of transportation infrastructure.
- Protect the environment.
- Collect, disseminate, and use real time traffic, work zone, weather, transit, and paratransit to provide for more efficient, accessible, and integrated transportation and transportation services.
- Facilitate account-based payments for transportation access and services and integrate payment systems across modes.
- Accelerate the deployment of vehicle-to-pedestrian activities.
- Improve the mobility of people and goods.
- Incentivize travelers to: share trips during periods in which travel demands exceed system capacity, or shift trips during periods in which travel demand does not exceed system capacity.

Contents of Applications - ATTIMD requires the following to be included in an application.

- A plan to deploy and provide for the mobility of people and goods.
- Address quantifiable systems improvements, including facilitating payment for transportation services.

Rural Set-Aside

- Under ATTIMD, a rural set-aside is added. Not less than 20 percent of the amounts made available shall be reserved for projects serving rural areas.

Use of Grant Funds - Under ATTIMD, the following are added to the list of eligible activities.

- Advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities.
- Integrated corridor management systems.
- Advanced parking reservation or variable pricing systems.
- Toll collection systems.
- Technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing.
- Integration of transportation service payment systems.
- Access and on-demand transportation service technologies, and other shared use-mobility applications.
- Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems.
- Advanced transportation technologies, in accordance with the research areas described in section 6503 of title 49.

Report to the USDOT Secretary - Under ATTIMD, the following are added to the contents of grantee's annual reports.

- Lessons learned to optimize mobility, and pavement system performance.

USDOT Annual Report - Under ATTIMD, the following are added to the contents of USDOT's annual report on the state of the program.

- How the program has improved integration of payment systems.

Part A. Justification.

1. Circumstances that make collection of information necessary:

The collection of information is necessary in order to receive applications for grant funds, evaluate the effectiveness of projects that have been awarded grant funds, and monitor project financial conditions and project progress pursuant to the Department's ATTIMD Program. The program is being implemented pursuant to 23 U.S.C. 503(c)(4)(A) of the Infrastructure Investment and Jobs Act (**Public Law** No:

117-58 or also referred to as the Bipartisan Infrastructure Law or BIL). The purpose of this program is to provide competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment, and provide financial assistance that leverages non-Federal contributions.

DOT requests information from applicants in the form an application. The application will assist in soliciting proposals for funding from eligible applicants for the five-year grant program, to monitor the grant program recipients, project progress, assess project outcomes and permit evaluation.

The relevant sections of the 23 U.S.C. 503(c)(4)(A) , are attached hereto as Exhibit A.

The reporting requirements are submitted by recipients and will be completed during the application stage, grant agreement stage, and the project management.

Application Stage

To be considered to receive an ATTIMD Program grant, an eligible applicant must submit an application to DOT containing information as detailed in the Notice of Funding Opportunity. The project narrative should include the information necessary for the Department to determine that the project satisfies eligibility requirements as warranted by law.

Grant Agreement Stage

The grant agreement is an agreement between FHWA and the recipient. In the grant agreement, the recipient must describe the project that FHWA agreed to fund, which is typically the project that was described in the ATTIMD Program application, or a reduced-scope version of that project. The grant agreement must also include a detailed breakdown of the project schedule and a budget listing all major activities that will be completed as part of the project.

Project Management Stage

The reporting requirements under this stage are necessary to ensure the proper and timely expenditure of federal funds within the scope of the approved project. The requirements comply with the Common Grant Rule and are also included in sections of the grant agreement. During the project management stage, the grantee will complete Quarterly Progress and Monitoring Reports to ensure that the project budget and schedule will be maintained to the maximum extent possible, that the project will be completed with the highest degree of quality, and that compliance with Federal regulations will be met. The substantive requirements of the report include: the project's overall status; significant project activities and issues; action items/outstanding issues; project scope overview; project schedule; project cost; an SF-425 Federal Financial Report; and certifications. This reporting requirement will greatly reduce the need for on-site visits by staff.

2. How, by whom, and for what purpose is the information used:

The information collected will be used by FHWA.

FHWA will continue to use the information collected in the application phase to evaluate proposals and make decisions to award grants to applicants for any future similar appropriations.

FHWA will use the information to monitor the progress of projects that have been awarded ATTIMD Program funds, and to monitor the proper expenditure of Federal funds.

The project management information will be collected by grant recipients. Much of the information will be produced and collected through the normal process of project management, so the additional burden of Government information collection is small in comparison to the information that grant recipients already collect to manage their projects properly. The purpose of the project management information collection is to ensure that the project budget and schedule will be maintained to the maximum extent possible, that the project will be completed with the highest degree of quality, and that compliance with Federal regulations will be met.

3. Extent of automated information collection:

The Department will receive applications reports electronically via email and via websites from grant awardees upon approval from OMB. Certain agencies within the Department have found that delivery of reports electronically is the most reliable way to collect information and will use their existing grant administration systems to collect the information covered under this request. To minimize the burden on applicants, OMB approved standard forms are being used to collect information where possible. Such standard forms include the Application for Federal Assistance (SF-424), available online at https://apply07.grants.gov/apply/forms/sample/SF424_2_1-V2.1.pdf, and the post-award Federal Financial Reports form (SF-425), available online at https://apply07.grants.gov/apply/forms/sample/SF425_2_0-V2.0.pdf.

All information submitted as part of or in support of any application shall use publicly available data or data that can be made public. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) Note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions. DOT protects such information from disclosure to the extent allowed under applicable law. In the event DOT receives a Freedom of Information Act (FOIA) request for the information, DOT will follow the procedures described in its FOIA regulations at 49 CFR 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

4. Efforts to identify duplication:

The information collected from grantees is project specific and the information is not available other than from the grantees. The information will be used to monitor projects on a quarterly basis, and to ensure on an annual basis that the project's plan conforms to the project's real operating environment.

5. Efforts to minimize the burden on small businesses:

Grantees include States, local units of government, multijurisdictional groups made up of the above eligible applicants, and consortia of research or academic institutions. No grantees are business organizations, small or otherwise.

6. Impact of less frequent collection of information:

If the information requested in the reports is not collected, the Department will not be able to evaluate project progress or financial conditions in accordance with the 23 U.S.C., Bipartisan Infrastructure Law and the Notice of Funding Opportunity for the program published in the *Federal Register*. The quarterly collection of financial data ensures that the use of Federal funds can be appropriately monitored.

7. Special circumstances:

During the negotiation of the grant agreement, FHWA may require the recipient to report information to the agency more often than quarterly. Otherwise, all information collected is consistent with the guidelines in 5 CFR 1320.6.

8. Compliance with 5 CFR 1320.8:

This 180-day clearance is requested pursuant to 5 CFR 1320.8(d)(4).

9. Payments or gifts to respondents:

No payment is made to respondents, other than remuneration to successful ATTIMD Program grantees. The remuneration to grantees are in the form of reimbursements up to the amount of the ATTIMD Program grant award as negotiated in the signed and executed grant agreement.

10. Assurance of confidentiality:

There is no assurance of confidentiality regarding these submissions.

11. Justification for collection of sensitive information:

None of the information is of a sensitive nature.

12. Estimate of burden hours for information requested:

<u>Requirements</u>	<u># of Annual Submissions</u>	<u>Burden hours per Submission</u>	<u>Total Burden hours</u>
---------------------	--------------------------------	------------------------------------	---------------------------

Application Stage

Applications	60	40	2,400
--------------	----	----	-------

Grant Agreement Stage

Requests for information related to <u>signing grant agreements</u>	10	4	40
<i>Total</i>	<i>70</i>	<i>44</i>	<i>2,440</i>

Project Management Stages Stage 1 & 2

Quarterly Progress Report (S1)	40	2	80
System Engineering Doc (S2)	10	20	200
Data Management Plan (S2)	10	20	200
Report to the Secretary (S2)	10	20	200
<i>Total</i>	<i>70</i>	<i>62</i>	<i>680</i>
Grand Total	110	106	3,120

All burden hour estimates are based on: an estimated review of all the requirements associated with the ATTIMD Program, discussions with appropriate modal staff, and analysis of other Department programs.

Estimate of the cost to respondents:

There is a wide variance in the level of effort required by recipients to comply with the Project Management Stage reporting requirements. A majority of reports, however, will be simple and straightforward. The figures below are representative of a straightforward project of average complexity that has completed construction over a five-year period with a five-year period of performance measurement once the project is complete.

Application Stage

We estimate that it takes approximately 40 person-hours to read the Notice of Funding Opportunity and compile an application package for a Bridge Investment Program application. Since FHWA expects to receive 60 applications per NOFO announcement, the total hours required are estimated to be 2,400 hours (40*60 hours) on a one-time basis, per announcement. Although various personnel are involved in the development of an application, the average salary is estimated to be \$55 per hour. This is based on the average loaded wage of a project manager in the local government sector of \$54.96 (Bureau of Labor Statistics). Therefore, the cost to the respondents is computed at \$132,000 (2,400 hours x \$55 = \$132,000).

Grant Agreement Stage:

We estimate that it takes approximately 20 person-hour to respond to FHWA requests for more information in negotiating the grant agreements. Based on other grant programs, FHWA estimates that there will likely be 10 grant agreements negotiated per additional announcement. The total hours required are estimated to be 200 (20 hr. x 10 agreements = 200 hours) on a one-time basis, per announcement. Although various personnel are involved in the development of an application, the average salary is estimated to be \$55 per hour. Therefore, the cost to the respondents is computed at \$11,000 (200 hours x \$55 = \$11,000).

Project Management Stage:

We estimate that it takes approximately 62 person-hours to develop and submit the project deliverables (i.e., quarterly project progress report , System Engineering Document, Data Management Plan, and Report to the Secretary) in the NOFO to FHWA for review. Based on previous rounds of ATTIMD project selections (i.e., 2016 – 2021) and the expected number of awards, the total hours required are estimated to be 4,340 (62 hours x 70 project deliverables = 4,340 hours). Although various personnel are involved in the development of an application, the average salary is estimated to be \$55 per hour. Therefore, the cost to the respondents is computed at \$238,770 (4,340 hours x \$55 = \$238,700).

The grand total annual cost to respondents for the application, grant negotiation, program management and evaluation stages is \$381,700.

13. Estimate of total annual costs to respondents:

There is no additional cost beyond that shown in items 12 and 14.

14. Estimate of cost to the Federal government:

The cost is calculated as follows:

Application Stage:

FHWA will review the applications to assess project eligibility and merit and to

provide information for the discretionary decision-making process prior to the award of any future ATTIMD Program grants.

We estimate that the average grade level of the reviewers is GS-13/step 5, paid at approximately \$58 per hour. Each project will require approximately 20 person-hours of review as an overall average. Since we expect to evaluate 60 applications, the cost to the federal Government is \$69,600 (20 hours x 60 applications = 1,200 hours x \$58 = \$69,600), per appropriation.

Grant Agreement Stage:

Information may be requested from grantees to negotiate the implementation grant agreements under which the ATTIMD Program funds will be distributed under which eligible activities will be implemented. OST/FHWA does not expect to request much information from grantees, since most of the information required was submitted along with the grant applications.

We estimate that the average grade level of the reviewers is GS-14/step 5, paid at \$69 per hour. Since we expect to negotiate 10 implementation grant agreements and for one employee to spend about 10 hours requesting the information and using it to draft the grant agreements, the cost to the federal Government is \$6,900 (10 hours x 10 applications = 100 hours x \$69 = \$6,900), per appropriation.

Project Management Stage:

Individuals managing projects throughout FHWA vary from GS-11 to GS-14; however, in looking at the averages it can take a GS-13/step 5 (average salary, \$58 per hour) about 16 hours to annually review the following project deliverables: quarterly project progress report, System Engineering Document, Data Management Plan, and Report to the Secretary. The cost to the federal Government is \$64,960 (16 hr. x 70 submissions = 40 hours x \$58 = \$64,960), annually.

The grand total annual cost to the Federal Government for the application, grant negotiation, program management and evaluation stage is \$140,080 as shown in the table below:

Project Stages	Cost to the Federal Government
Application Stage	\$69,600
Grant Agreement Stage	\$6,900
Project Management Stage	\$64,960
The grand total	\$141,460

15. Explanation of program changes or adjustments:

This is a new collection.

16. Publication of results of data collection:

FHWA is required to provide a report to Congress annually for a subset of applicants under this program (23 U.S.C. 124 (g)).

17. Approval for not displaying the expiration date of OMB approval:

There is no reason not to display the expiration date of OMB approval.

18. Exceptions to certification statement:

No exceptions are stated.

EXHIBIT A

§503(c)(4). Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) Program

(A) IN GENERAL.— The Secretary shall provide grants to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

(B) CRITERIA.—The Secretary shall develop criteria for selection of an eligible entity to receive a grant under this paragraph, including how the deployment of technology will—

- (i) improve the mobility of people and goods;
- (ii) improve the durability and extend the life of transportation infrastructure;
- (iii) reduce costs and improve return on investments, including through optimization of existing transportation capacity;
- (iv) protect the environment and deliver environmental benefits that alleviate congestion and streamline traffic flow;
- (v) measure and improve the operational performance of the applicable transportation network;
- (vi) reduce the number and severity of traffic crashes and increase driver, passenger, and pedestrian safety;
- (vii) collect, disseminate, and use real-time traffic, work zone, weather, transit, paratransit, parking, and other transportation-related information to improve mobility, reduce congestion, and provide for more efficient, accessible, and integrated transportation and transportation services ;
- (viii) facilitate account-based payments for transportation access and services and integrate payment systems across modes;
- (ix) monitor transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;
- (x) deliver economic benefits by reducing delays, improving system performance, and providing for the efficient and reliable movement of goods and services;
- (xi) accelerate the deployment of vehicle-to- vehicle, vehicle-to-infrastructure, vehicle-to-pedestrian, autonomous vehicles, and other technologies; or
- (xii) incentivize travelers—
 - (I) to share trips during periods in which travel demand exceeds system capacity; or
 - (II) to shift trips to periods in which travel demand does not exceed system capacity.

(C) APPLICATIONS.—

(i) REQUEST.—Each fiscal year for which funding is made available for activities under this paragraph, the Secretary shall request applications in accordance with clause (ii).

(ii) CONTENTS.—An application submitted under this subparagraph shall include the following:

(I) PLAN.—A plan to deploy and provide for the long-term operation and maintenance of advanced transportation and congestion management technologies to improve safety, mobility, efficiency, system performance, and return on investment.

(II) OBJECTIVES.—Quantifiable system performance improvements, such as—

(aa) reducing traffic-related crashes, congestion, and costs;

(bb) optimizing system efficiency;

(cc) improving access to transportation services; and

(dd) facilitating payment for transportation services.

(III) RESULTS.—Quantifiable safety, mobility, and environmental benefit projections such as data-driven estimates of how the project will improve the region's transportation system efficiency and reduce traffic congestion.

(IV) PARTNERSHIPS.—A plan for partnering with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders.

(V) LEVERAGING.—A plan to leverage and optimize existing local and regional advanced transportation technology investments.

(D) GRANT SELECTION.—

(i) GRANT AWARDS.— Each fiscal year for which funding is made available for activities under this paragraph, the Secretary shall award grants to not less than 5 and not more than 10 eligible entities.

(ii) GEOGRAPHIC DIVERSITY.—

(I) IN GENERAL.—Subject to subclause (II), in awarding a grant under this paragraph, the Secretary shall ensure, to the extent practicable, that grant recipients represent diverse geographic areas of the United States, including urban and rural areas.

(II) RURAL SET-ASIDE.—Not less than 20 percent of the amounts made available to carry out this paragraph shall be reserved for projects serving rural areas.

(iii) TECHNOLOGY DIVERSITY.—In awarding a grant under this paragraph, the Secretary shall ensure, to the extent practicable, that grant recipients represent diverse technology solutions.

(E) USE OF GRANT FUNDS.—A grant recipient may use funds awarded under this paragraph to deploy advanced transportation and congestion management technologies, including—

(i) advanced traveler information systems;

(ii) advanced transportation management technologies;

(iii) advanced transportation technologies to improve emergency evacuation and response by Federal, State, and local authorities;

(iv) infrastructure maintenance, monitoring, and condition assessment;

(v) advanced public transportation systems;

(vi) transportation system performance data collection, analysis, and dissemination systems;

(vii) advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology;

(viii) integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems;

(ix) integrated corridor management systems;

(x) advanced parking reservation or variable pricing systems;

(xi) electronic pricing, toll collection, and payment systems;

(xii) technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing;

(xiii) integration of transportation service payment systems;

(xiv) advanced mobility, access, and on-demand transportation service technologies, such as dynamic ridesharing and other shared use-mobility applications and information systems to support human services for elderly and disabled individuals;

(xv) retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or

(xvi) advanced transportation technologies, in accordance with the research areas described in section 6503 of title 49.

(F) REPORT TO SECRETARY.—For each eligible entity that receives a grant under this paragraph, not later than 1 year after the entity receives the grant, and each year thereafter, the entity shall submit a report to the Secretary that describes—

(i) deployment and operational costs of the project compared to the benefits and savings the project provides; and

(ii) how the project has met the original expectations projected in the deployment plan submitted with the application, such as—

(I) data on how the project has helped reduce traffic crashes, congestion, costs, and other benefits of the deployed systems;

(II) data on the effect of measuring and improving transportation system performance through the deployment of advanced technologies;

(III) the effectiveness of providing real-time integrated traffic, transit, and multimodal transportation information to the public to make informed travel decisions; and

(IV) lessons learned and recommendations for future deployment strategies to optimize transportation mobility, efficiency, multimodal system performance, and payment system performance.

(G) REPORT.—Not later than 3 years after the date that the first grant is awarded under this paragraph, and each year thereafter, the Secretary shall make available to the public on an Internet website a report that describes the effectiveness of grant recipients in meeting their projected deployment plans, including data provided under subparagraph (F) on how the program has—

(i) reduced traffic-related fatalities and injuries;

(ii) reduced traffic congestion and improved travel time reliability;

- (iii) reduced transportation-related emissions;
- (iv) optimized multimodal system performance;
- (v) improved access to transportation alternatives;
- (vi) improved integration of payment systems;
- (vii) provided the public with access to real-time integrated traffic, transit, and multimodal transportation information to make informed travel decisions;
- (viii) provided cost savings to transportation agencies, businesses, and the traveling public; or
- (ix) provided other benefits to transportation users and the general public.

(H) ADDITIONAL GRANTS.—The Secretary may cease to provide additional grant funds to a recipient of a grant under this paragraph if—

- (i) the Secretary determines from such recipient's report that the recipient is not carrying out the requirements of the grant; and
- (ii) the Secretary provides written notice 60 days prior to withholding funds to the Committees on Transportation and Infrastructure and Science, Space, and Technology of the House of Representatives and the Committees on Environment and Public Works and Commerce, Science, and Transportation of the Senate.

(I) FUNDING.—

(i) IN GENERAL.—From funds made available to carry out subsection (b), this subsection, and sections 512 through 518, the Secretary shall set aside for grants awarded under subparagraph (D) \$60,000,000 for each of fiscal years 2022 through 2026.

(ii) EXPENSES FOR THE SECRETARY.—Of the amounts set aside under clause (i), the Secretary may set aside \$2,000,000 each fiscal year for program reporting, evaluation, and administrative costs related to this paragraph.

(J) FEDERAL SHARE.—The Federal share of the cost of a project for which a grant is awarded under this subsection shall not exceed 80 percent of the cost of the project.

(K) GRANT LIMITATION.—The Secretary may not award more than 20 percent of the amount described under subparagraph (I) in a fiscal year to a single grant recipient.

(L) EXPENSES FOR GRANT RECIPIENTS.—A grant recipient under this paragraph may use not more than 5 percent of the funds awarded each fiscal year to carry out planning and reporting requirements.

(M) GRANT FLEXIBILITY.—

(i) IN GENERAL.—If, by August 1 of each fiscal year, the Secretary determines that there are not enough grant applications that meet the requirements described in subparagraph (C) to carry out this section for a fiscal year, the Secretary shall transfer to the programs specified in clause (ii)—

(I) any of the funds reserved for the fiscal year under subparagraph (I) that the Secretary has not yet awarded under this paragraph; and

(II) an amount of obligation limitation equal to the amount of funds that the Secretary transfers under subclause (I).

(ii) PROGRAMS.—The programs referred to in clause (i) are—

- (I) the program under subsection (b);
- (II) the program under this subsection; and
- (III) the programs under sections 512 through 518.

(iii) DISTRIBUTION.—Any transfer of funds and obligation limitation under clause (i) shall be divided among the programs referred to in that clause in the same proportions as the Secretary originally reserved funding from the programs for the fiscal year under subparagraph (I).

(N) DEFINITIONS.—In this paragraph:

(i) ELIGIBLE ENTITY.—The term “eligible entity” means a State or local government, a transit agency, metropolitan planning organization, or other political subdivision of a State or local government or a multijurisdictional group or a consortia of research institutions or academic institutions.

(ii) ADVANCED AND CONGESTION MANAGEMENT TRANSPORTATION TECHNOLOGIES.—The term “advanced transportation and congestion management technologies” means technologies that improve the efficiency, safety, or state of good repair of surface transportation systems, including intelligent transportation systems.

(iii) MULTIJURISDICTIONAL GROUP.—The term “multijurisdictional group” means any combination of State governments, local governments, metropolitan planning agencies, transit agencies, or other political subdivisions of a State for which each member of the group—

- (I) has signed a written agreement to implement the advanced transportation technologies deployment initiative across jurisdictional boundaries; and
- (II) is an eligible entity under this paragraph.