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October 10, 2006

VIA FAX AND E-MAIL

Mr. Mike Ward, Chief of Staff
Congressman Mike Rogers
133 Cannon House Office Building
Washington, D.C. 20515

Mr. Paul Kidwell, Chief of Staff
Congresswoman Ellen Tauscher
1034 Longworth House Office Building
Washington, D.C. 20515

Re: Recommendations from the Public Sector Advisory Committee to
the Congressional ITS Caucus

Gentlemen:

While the Public Sector Advisory Committee (PSAC) recognizes its primary charge is to come up with recommendations related to the next transportation reauthorization, the committee believes that actions can and should be taken between now and the preparation of reauthorization language to advance the deployment of ITS in this country. During our September 21, 2006 conference call, PSAC members agreed on several recommendations to the Congressional ITS Caucus. On behalf of PSAC, I respectfully submit the following topics of focus and our recommendations.

FOCUS: Identifying and Promoting the Benefits of ITS

There has been concern expressed among PSAC members that ITS is not being deployed as rapidly throughout the United States as it should be, and that part of the problem is the lack of adequate dissemination of information on deployment benefits, along with the lack of promotion of the benefit information that is available, to help convince public agency decision makers that ITS is a good investment. The committee believes that what is needed is a comprehensive national survey of deployed ITS systems that would document positive (or negative) results, would include before and after studies, and would demonstrate past successes and lessons learned. This effort would also include the development of material that would then be used to promote the further expansion of ITS in this country.

Recommendation:

The Public Sector Advisory Committee recommends that the Congressional ITS Caucus request the US DOT, in conjunction with FHWA, AASHTO, FTA, ITE, ITS America, and others, create a comprehensive inventory of existing ITS deployments in the United States and abroad. This would include documentation of success stories through a compilation of before and after studies and other measures of success. In instances where before and after studies have not been done in this country but could still be done using historic data, US DOT should seek to have those studies completed. Based on this inventory and related data, US DOT should then publish the results in a manageable and understandable format to be used to proactively market ITS to decision makers of public agencies nation wide. US DOT should use this data to convince decision makers that ITS technologies, if deployed on an expanded basis, would be most likely to provide the greatest results in the shortest time in the areas of congestion reduction and management, incident management, traffic safety, transit, freight management, and highway operations.

The committee noted that the above activity would be consistent with the direction outlined in the US DOT's draft strategic plan. Specifically, the committee noted the following strategy statement in the plan that suggests that the US DOT plans to take a more proactive advocacy role on behalf of ITS:

“Third, DOT will focus the Intelligent Transportation Systems (ITS) program to encourage more communities to adopt technologies and practices designed to help drivers avoid backups and cut the traffic tie-ups caused by construction and fender benders. Almost half of all traffic congestion is caused by construction and crash incidents. DOT will invite the country’s technology leaders to join a new Transportation Technology Forum. This forum will bring innovation and energy to build the world’s most technologically sophisticated transportation system.”

FOCUS: Support for the “Integrated Corridor Management” and “Corridors of the Future” Programs

PSAC supports the Integrated Corridor Management (ICM) and Corridors of the Future concepts, but would like to see more emphasis on ITS

applications, including before and after studies to demonstrate the success of ITS applications.

Recommendations:

Integrated Corridor Management: The Public Sector Advisory Committee recommends that the Congressional ITS Caucus strongly support the Federal Highway Administration's "Integrated Corridor Management" program, and also encourage the FHWA to ensure that ITS technologies are one of the central elements of the program. This would include ensuring that appropriate ITS technologies not only weigh into decisions, but are identified early on in the planning processes and play a prominent role in the proposed programs and strategies identified to integrate and manage the selected corridors. It also includes ensuring the proper studies are conducted to document the degree of success of the ITS programs, incorporating before and after studies and other appropriate means of quantifying ITS contributions to the program.

Corridors of the Future: The committee also recommends that the Congressional ITS Caucus to strongly support the Federal Highway Administration's "Corridors of the Future" program. Because the success of this program is contingent upon the degree to which it incorporates ITS technologies, the committee recommends that the ITS Caucus request the US DOT/FHWA to require that ITS technologies be the central element of this program. These elements could encompass broadband, Wi-Fi, WiMAX, closed-circuit television cameras (CCTV), changeable message signs (CMS), satellite radio with traffic information, state-of-the-art (maintenance-free) traffic detection systems, smart parking at transit centers, 511 or a 511-like system, etc. However, to ensure the program provides the greatest value, the US DOT/FHWA should be asked to document the success of the ITS technologies involved through appropriate before/after studies and data collection.

FOCUS: Greater state and local involvement in national VII Consortium

PSAC members are concerned that the US DOT has tended to give too little credence to the state and local agencies in the decision making process for VII. The US DOT too often makes decisions on its own, thereby pushing the states and locals to the sidelines. Local agency

Messrs Ward and Kidwell

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representation is especially weak. The executive leadership team for VII has only one county agency and one MPO represented. While the

original intent may have been to make sure the owners of the infra-structure were represented in the decision making process, in reality this is not happening.

Recommendation:

The Public Sector Advisory Committee recommends that the Congressional ITS Caucus take action to require that the US DOT ensure adequate, ongoing representation from state DOTs and local transportation agencies at the decision-making level within the national VII Consortium, to ensure that those who own and operate the transportation systems have a central voice in VII planning.

If appropriate, we would appreciate your conveying these recommendations to the Congressional ITS Caucus members for their review. Please let us know if additional information is needed, or if you have any questions, and, ultimately, of any decisions related to these recommendations.

Thank you for your support for the committee's efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brent O. Bair".

Brent O. Bair, Chairman
Public Sector Advisory Committee

BOB/w

C: PSAC Members