

# INTELLIGENT TRANSPORTATION SYSTEMS

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HEARING  
BEFORE THE  
SUBCOMMITTEE ON  
HIGHWAYS AND TRANSPORTATION  
OF THE  
COMMITTEE ON  
TRANSPORTATION AND  
INFRASTRUCTURE  
HOUSE OF REPRESENTATIVES  
ONE HUNDRED SEVENTH CONGRESS  
SECOND SESSION

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September 10, 2002

**Subcommittee on Highways and Transit  
House Transportation and Infrastructure Committee  
Hearing on Intelligent Transportation Systems  
10:00 a.m.  
2167 Rayburn House Office Building**

**Testimony of  
David L. Jannetta, President  
Mobility Technologies, Inc.  
Wayne, PA**

## **INTRODUCTION**

Mr. Chairman, Mr. Borski, and members of the subcommittee, my name is David Jannetta and I am president of Mobility Technologies, a provider of Intelligent Transportation Systems data services. It is a great pleasure for me to be here today to testify on the ITS solutions we have been able to provide, thanks to the wisdom of this subcommittee in creating a program for a commercial ITS infrastructure in TEA-21. Our special thanks goes to Mr. Borski, the author of the program amendment and to the bi-partisan support the program has enjoyed from Chairman Young, Mr. Oberstar, and Mr. Rahall.

Mr. Chairman, I know your time is at a premium this morning, so I would like to summarize my statement and ask that the statement and its attachment be included in the hearing record.

## **SUMMARY**

I would like to briefly summarize the Intelligent Transportation Infrastructure Program (ITIP) created by section 5117 of TEA-21 and use the successes of the ITIP as the basis to urge the subcommittee to adopt three policy directions for the reauthorization of TEA-21:

- Stay the course
  - Create a national INFOstructure program
  - Build the ITIP program into that INFOstructure
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## THE INTELLIGENT TRANSPORTATION INFRASTRUCTURE PROGRAM

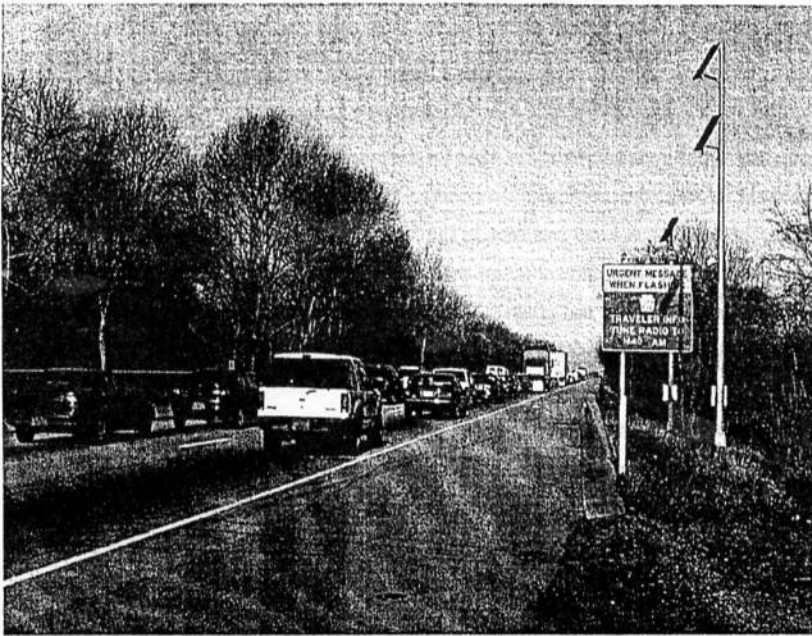
Section 5117(b)(3) of TEA-21 created the framework for a true public private partnership for ITS data services. It made available \$2 million per metropolitan area to provide performance and operations data to USDOT and the state DOTs and traffic congestion information to the public and commercial users. A team composed of Signal Corp and Mobility Technologies competed for and won the initial phase of the contract. After successfully proving the approach in Philadelphia and Pittsburgh, USDOT awarded a follow-on contract for \$50 million for data services in 21 additional cities. The cities that have applied for the program are:

Baltimore, Boston, Chicago, Detroit, Indianapolis, Las Vegas, Los Angeles, Miami, New York, Oklahoma City, Orlando, Phoenix, Portland (OR), Providence, Salt Lake, San Diego, San Francisco, St. Louis, Seattle, Tampa, and Washington, (DC).

In partnership with the USDOT and the states, Mobility Technologies works to integrate the existing ITS information system in a metropolitan area into a national system of real time traffic information. In addition to integrating existing data, Mobility deploys additional traffic data collection and processing infrastructure. We then use this infrastructure to provide traffic congestion information for three commercial markets: TV/radio, trucking and other fleets, and consumers. This Digital Traffic Pulse uses a system of wireless roadside sensors that anonymously count every vehicle and anonymously records speed 24 hours per day, seven days per week. The picture on the next page shows what the additional sensors look like.

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the President and the Governor to get the private sector engaged as a key homeland security partner. We are working with our private sector partners Verizon, MA-COM, and communication service providers to develop a robust system that can be quickly implemented to improve homeland security. We are also working closely with the

The information is updated every 60 seconds and made available over the Internet, by TV and radio stations, by trucking company dispatchers, and over the phone and other wireless devices. The commercial customers provide the revenue to relieve the public agencies of the cost of operating and maintaining the ITIP sensor system and generate a revenue share back to the agencies.

Mr. Chairman, this is not some pie-in-the-sky idea. The system is working today, day in and day out in Pennsylvania, to make our transportation systems safer and more efficient. Attached to my statement is a letter of support for the program from the current secretary of PennDOT and President of AASHTO, Brad Mallory.

We are working with the metropolitan areas I just mentioned to expand the benefits to more areas. During the terrorist attacks on September 11th last year, our web site was used by many citizens looking for the quickest way home. The web site saw an increase in usage that exceeded four hundred thousand page views and almost ten million hits. The heaviest volume was seen in the New York five boroughs area but there were also increases in other cities that saw major evacuations such as Philadelphia, Baltimore, Los Angeles, Pittsburgh and others. The heaviest usage started at approximately ten AM and lasted into the following evening.

Because of the reliability of our system, we are developing ways to leverage our existing ITS infrastructure to enhance homeland security efforts in our deployment areas. In Pennsylvania, under the leadership of Governor Mark Schweiker and his Office of Homeland Security, we are discussing a potential partnership to develop a project to demonstrate the capabilities of our system to provide the tools and technology to increase the ability of state agencies to respond to potential threats. Responding to the charge of the President and the Governor to get the private sector engaged as a key homeland security partner, we are working with our private sector partners Veridian, M/A-Com, and communication service partners to develop a robust system that can be quickly implemented to improve homeland security. We are also working closely with the International Brotherhood of Electrical Workers (IBEW) to ensure the highest quality installation of our innovative technology.

Based on these proven systems, we have seen our company grow from an idea to a company with over 220 employees who are working to use ITS to save lives, time and money. From our experiences, we would like to repeat the three proposed policy directions for the reauthorization of the ITS program:

- stay the course,
- create a national INFOstructure program, and
- build the ITIP program into that INFOstructure.

I would like to explain those ideas a little further.

## **STAY THE COURSE**

We urge the Congress to stay the course on ITS funding when it comes to the broad program structure. Currently, ITS projects are eligible for funding as part of any federally funded construction project. They are also eligible for funding as part of targeted ITS programs, such as the ITIP and the ITS research and deployment programs. The "mainstreamed" funds are an important source of funds, but the federal program needs to continue the broad funding approach and the targeted approach to ensure that there is the greatest opportunity to use ITS to improve transportation safety and security. Having said this, we think that there are opportunities to make the program work better.

## **CREATE A NATIONAL INFOSTRUCTURE PROGRAM**

As a company working first hand to integrate existing systems to provide customers (state and local agencies as well as the traveling public) real time information, we see first-hand the fragmented nature of the ITS systems that are being built. Often systems in the same state cannot talk to each other and rarely are states sharing real time traffic congestion data with each other. We see this largely as an institutional issue, because traffic operations and incident management are typically handled at the state DOT's district level, or by metropolitan regional agencies. As good as a system is in a metropolitan area- and they vary from state-of-the art to dysfunctional- neither the metro area nor the state is able to serve the multi-jurisdictional needs of the national traffic data user, such as the telematics and freight industries. There is a mismatch between their institutional jurisdiction and their scope of authority. A national, interoperable approach is needed to insure that public agencies have access to reliable information about homeland security and have the ability to communicate needed information to the public.

The development of government standards might be considered as a possible solution. However, the standards development program in ITS has been plagued with delays and resulted in government standards that have not always been adopted by the marketplace. Moreover, ITS technology is changing everyday and it is very difficult for a top-down standards process to keep up with the technological advances that are taking place in the marketplace. We think a better approach is to fund a national INFOstructure and have that INFOstructure become the de facto standard.

#### **BUILD THE ITIP INTO THE INFOSTRUCTURE**

As you shape the INFOstructure program, we urge you to build the ITIP into it. The ITIP is based on internet protocols and generally available commercial applications. Commercial companies like ours build our proprietary applications on this foundation and the foundation is open to all. We urge that the ITIP program be part of the backbone of the INFOstructure.

To ensure that the directions of the authorizing committees are carried out, we believe that it is necessary to have a predictable source and amount of funding made available for the INFOstructure. Instead of getting into disputes over developing a new formula, we suggest that a percentage set-aside for the INFOstructure be established from the major formula categories. The set-aside needs to be at the state level and flow down through to suballocations to metropolitan areas to make sure that both rural and metropolitan areas all have the benefit of the INFOstructure. To respond to possible concerns about the inflexibility of a new set-aside, we suggest that the chief elected official have the ability to reduce the set-aside, for demonstrated good cause, such as a robust existing system that is interoperable with the national INFOstructure.

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**CLOSING**

Thank you for the opportunity to appear before you today to explain how your enabling legislation is already benefiting public agencies and the public and how it is possible to have a true public/private partnership that works! We look forward to working with you to build on your successes.

I would be happy to answer any questions.

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