

**Congress of the United States**  
**Washington, DC 20515**

June 23, 2009

The Honorable James Oberstar  
Chairman  
Committee on Transportation  
and Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable John Mica  
Ranking Member  
Committee on Transportation  
and Infrastructure  
2163 Rayburn House Office Building  
Washington, DC 20515

The Honorable Peter DeFazio  
Chairman  
Subcommittee on Highways and Transit  
B370A Rayburn House Office Building  
Washington, DC 20515

The Honorable John Duncan  
Ranking Member  
Subcommittee on Highways and Transit  
B375 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Oberstar, Ranking Member Mica, Subcommittee Chairman DeFazio, and Subcommittee Ranking Member Duncan:

As you begin to work on the reauthorization of the surface transportation bill, we would like to highlight the importance of encouraging more widespread deployment of smart technologies and innovative solutions that will create a performance-driven, intermodal transportation system for the 21<sup>st</sup> century. Technologies are here today that can increase safety, reduce congestion and emissions, boost competitiveness, improve system performance, and create more livable and sustainable communities.

We believe it is critical for communities to take advantage of technology to modernize their infrastructure and optimize capacity, while building a more efficient multimodal transportation systems to meet the needs of tomorrow's transportation users. To accomplish this, we make the following recommendations:

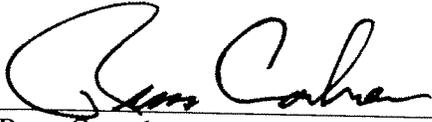
- **Create Smart Towns and City Streets:** Technologies exist today that can help cars and commercial vehicles prevent crashes, that could make rush hour a thing of the past, and where vehicles have wireless connectivity to an infinite range of traveler services, from real-time traffic, transit, and parking information to collision avoidance systems and even the ability to reschedule a bus, train, or plane ticket from your cell phone or in-vehicle navigation device. With strong federal leadership the deployment of an integrated, interoperable communications network to deliver these services to transportation users can become a reality. The next surface transportation bill should create a competitive selection process to designate several "smart" cities, towns, and communities to serve as model deployment sites for wireless safety, mobility, and environmental solutions. Selected sites should be required to perform rigorous data collections and analysis and report back to Congress on the costs, benefits, lessons, learned, and recommendations for future deployment strategies. We believe an effective Smart Towns and City Streets Initiative should be funded at \$200 million per year over the life the next authorization.

- **Plan for Performance:** As we work with to address budgetary shortfalls at both the federal and state level, we believe it is critical for state DOTs and MPOs to perform a cost-benefit analysis of ITS solutions and operational strategies as part of their annual and long-range statewide and regional plans. Where a cost/benefit analysis shows performance benefits outweighing other alternatives, ITS technologies and operational strategies should be integrated into transportation plans and projects and, where appropriate, implemented as standalone solutions for optimizing system performance and return on investment. ITS solutions should be funded at 100 percent federal share in order to encourage rapid, effective and low-cost performance results.
- **Incentivize Performance Improvements:** Transportation funding should be linked to specific, aggressive performance goals to ensure transportation users receive an appropriate return on their investment. To align state and metropolitan planning with national goals, each state DOT and MPO should develop a performance management process to monitor progress toward meeting national goals. State DOTs and MPOs should establish short-term and long-range performance targets in areas such as traffic-related fatalities, traffic congestion, and travel times. U.S. DOT should establish a financial incentive program to reward local agencies and states for achieving or exceeding national goals, and should create a National Scorecard to publish data on performance results and improvements.
- **Put Smart Technologies to Work:** A state of good repair has been identified as a necessary objective for federal transportation programs by the National Transportation Policy and Revenue Commission. To that end it is critical for the next surface transportation authorization to provide states and MPOs with the tools and resources to maintain deployed ITS systems. Section 1205 of TEA-LU authorized the use of ITS Deployment Program funds for operations and management of these technologies. We believe maintenance and intermodal integration of the deployed systems and training of operating personnel are critical to the continued realization of ITS benefits. We respectfully request \$1 billion in annual funding for ITS deployment and intermodal integration, in addition to any funding provided for operations and systems management.
- **Increase ITS Research Investments:** In addition to putting existing technologies to work, it is critical we continue federal investment in ITS research conducted through the U.S. DOT's ITS Joint Program Office in order to advance next generation innovations. As deployment increases, a robust research program is critical to ensuring interoperability of ITS technologies nationwide. We request the next surface transportation bill double federal research funding to \$250 million annually over the life of the next reauthorization.

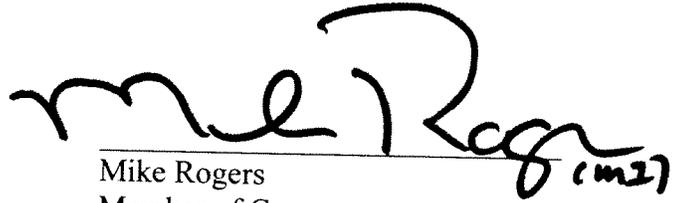
Collectively, we believe these investments will lead to a safer, cleaner, more efficient and more financially sustainable multimodal transportation system for communities across the country and transportation users.

Thank you for your consideration and we look forward to working with you through the authorization process to create a safe, smart, efficient, and sustainable transportation network for our nation's future.

Sincerely,



Russ Carnahan  
Member of Congress



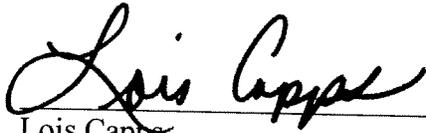
Mike Rogers  
Member of Congress



Ellen Tauscher  
Member of Congress



Shelley Berkley  
Member of Congress



Lois Capps  
Member of Congress



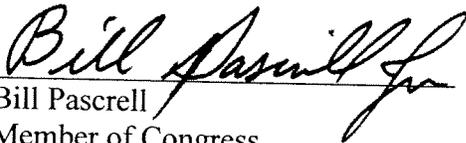
Rush Holt  
Member of Congress



Deborah Halvorson  
Member of Congress



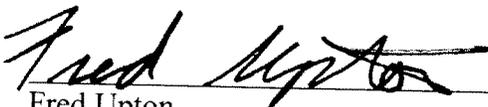
Daniel Lipinski  
Member of Congress



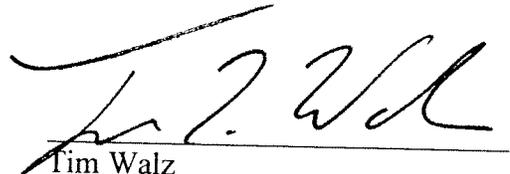
Bill Pascrell  
Member of Congress



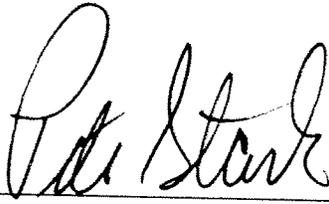
Jared Polis  
Member of Congress



Fred Upton  
Member of Congress



Tim Walz  
Member of Congress

A handwritten signature in black ink, appearing to read "Pete Stark". The signature is written in a cursive style with a large initial "P".

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Fortney "Pete" Stark  
Member of Congress

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