UNITED STATES DEPARTMENT OF TRANSPORTATION

RESEARCH AND INNOVATION
TECHNOLOGY ADMINISTRATION

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INTELLIGENT TRANSPORTATION SYSTEMS
PROGRAM ADVISORY COMMITTEE (ITS PAC)

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MEETING

+ + + + +

WEDNESDAY
MAY 2, 2011

+ + + + +

      The Advisory Committee met by teleconference, at 1:00 p.m. Eastern Daylight Time, Bob Denaro, Chair, presiding.

PRESENT
ROBERT P. DENARO, Vice President, Nokia
TERESA ADAMS, Chair, Transportation
     Management and Policy Program and
     Director, National Center for Freight
     and Infrastructure Research and
     Education, University of
     Wisconsin-Madison
STEPHEN ALBERT, Director, Western
     Transportation Institute, Montana
     State University
ROGER BERG, Vice President, Wireless
     Technologies, DENSO North America
     Research Laboratory
JOHN CAPP, Director of Global Active Safety
     Electronics, General Motors
     Corporation
PAULA HAMMOND, P.E., Secretary, Washington
     State Department of Transportation
SONNY HOLTZMAN, Principal, The Holtzman
     Group

STEVE KENNER, Global Director of Automotive
       Safety, Ford Motor Company
HANS KLEIN, Associate Professor, School of
       Public Policy, Georgia Institute of
       Technology
SAM LaMAGNA, Product Line Manager, Intel
SCOTT J. MCCORMICK, President, Connected
       Vehicle Trade Association
RAJ RAJKUMAR, Professor, Department of
       Electrical and Computer Engineering,
       Carnegie Mellon University
BRYAN WAYNE SCHROMSKY, Director, Federal
       Government and Public Safety, Verizon
       Wireless
TON STEENMAN, Vice President/General
       Manager, Intelligent Systems Group,
       Intel Corporation
GEORGE T. WEBB, County Engineer, Palm Beach
       County, Florida

ALSO PRESENT
GREG WINFREE, RITA Acting Administrator
SHELLEY ROW, Director, Intelligent
       Transportation System Joint Program
       Office
SHEILA ANDREWS, American Motorcyclists
       Association
VALERIE BRIGGS, ITS JPO, Policy
BRIAN CRONIN, ITS JPO
LINDA DODGE, ITS JPO, Next Generation
       9-1-1; Public Safety; Emergency
       Transportation Operations; Rural
       Safety
STEVE GLASSCOCK, ITS JPO
BOB LEONARD, Metropolitan Washington
       Council of Governments
BOB MONNIERE, RITA Office of the Chief
       Counsel
IMRE SZAUTER, American Motorcyclists
       Association
CHARLIE VELEZ, Citizant

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1   P-R-O-C-E-E-D-I-N-G-S

2   (1:06 p.m.)

3   MS. ROW: Okay, so this is Shelley

4   Row at the ITS Joint Program Office in D.C.

5   Again, we apologize for being a few minutes late.

6   We had some phone difficulties on our end.

7   Now do we have someone monitoring

8   email if there are technical difficulties with

9   any of the participants?

10   Okay. All right, so if you have any

11   issues let us know, with the connection.

12   Everyone okay so far? You can either connect

13   in with the instructions that we provided

14   before, or you can follow along with your

15   read-ahead materials that we sent out. Any

16   technical issues we need to resolve before we

17   get started?

18   MR. WEBB: Shelley, George Webb.

19   I had the same problem. When you clicked on

20   it, it didn't come up. We needed to cut and

21   paste, I mean as the new weblink that you guys

22   sent out.

23   MR. GLASSCOCK: We apologize for

1 that. Just before we get started, for the FACA

2 rules we have to record anything that is said

3 in the meetings. So when you speak, please

4 identify yourself, and if we could do a quick

5 roll call that would be appreciated.

6   MS. ROW: Bob, would you start?

7 And then we will go around. If everyone would

8 again, as Steven suggested, state your name and

9 your affiliation so we can capture that for the

10 record.

11   MR. DENARO: Sure. Yes, this is

12 Bob Denaro with Nokia.

13   MR. STEENMAN: Ton Steenman of

14 Intel Corporation.

15   MR. ALBERT: Stephen Albert of

16 Western Transportation Institute, Montana.

17   MR. MCCORMICK: Scott McCormick,

18 Connected Vehicle Trade Association.

19   MR. KENNER: Steve Kenner with Ford

20 Motor Company.

21   DR. KLEIN: This is Hans Klein at

22 Georgia Tech.

23   MR. BERG: Roger Berg at DENSO.

1   MR.   HOLTZMAN: Sonny   Holtzman,

2 Holtzman Group, Coral Gables.

3   MS.   HAMMOND: Paula   Hammond,

4 Washington DOT.

5   DR.   ADAMS: Teresa   Adams,

6 University of Wisconsin, Madison.

7   MR.   CAPP: John   Capp,   General

8 Motors.

9   MR.   LEONARD: Bob   Leonard,

10 Metropolitan Washington Council of Governments.

11   MR.   WEBB: George Webb, Palm Beach

12 County.

13   MS. ROW: Is that everybody?

14   DR.   RAJKUMAR: Raj   Rajkumar,

15 Carnegie Mellon University.

16   MS. ROW: Okay.

17   MR.   SZAUTER: Imre   Szauter,

18 American Motorcyclists Association.

19   MS. ROW: Okay, good.   Thank you.

20   MS. ANDREWS: I'm Sheila Andrews,

21 American Motorcyclists Association.

22   MS. ROW: Any other guests?

23   MR. LAMAGNA: Sam LaMagna, Intel.

1   MS. ROW: Anybody else?

2   MR. GLASSCOCK: Okay. Go ahead,

3 Shelley.

4   MS. ROW: Okay, thank you so much.

5   So we're going to go ahead and get started,

6 and again, I'm Shelley Row. I'm the director

7 of the ITS Joint Program Office.

8   The other person you've been hearing

9 speak is Steven Glasscock. Steven is part of

10 our staff here, and he is our Federal Advisory

11 Committee chief smart person here in our office,

12 so he's the one who makes sure that we follow

13 all the rules and the regulations about FACA.

14   You will be hearing from Bob

15 Monniere who is one of our chief smart legal

16 people in RITA. And so he will be making sure

17 that you all are aware of some of the legal

18 ramifications of your role as part of a FACA

19 committee.

20   Before we get into all of that,

21 however, it is my pleasure to introduce Greg

22 Winfree who is the RITA Acting Administrator,

23 and we're very fortunate to have a few minutes

1   of Greg's time here today. But he was very clear

2   that he wanted to personally say a few words

3   and welcome you all into our ITS Advisory

4   Committee.

5   So Greg, I'm going to turn it over

6   to you.

7   MR. WINFREE: Sure. And perhaps

8   before I carry on I'll just ask, who was the

9   last person to join so that we have a full record

10   of phone attendees?

11   MR. SCHROMSKY: This is Bryan

12   Schromsky, Verizon Wireless.

13   MR. WINFREE: Oh, wonderful.

14   Welcome, Bryan.

15   MR. CRONIN: Hey, Greg. This is

16   Brian Cronin from ITS Joint Program Office.

17   I'm on the phone as well.

18   MR. WINFREE: Great. Well, again

19   I'm Greg Winfree, Acting Administrator of the

20   Research   and   Innovative   Technology

21   Administration. I'd like to welcome you all

22   to the ITS Advisory Committee.   It's an

23   important committee on one of our most important

1 initiatives here at the Department. So

2 certainly want to thank you all for taking time

3 out of your busy personal and professional

4 schedules to lend your time and talents to, you

5 know, what is going to be a game-changing

6 technology going forward. I think we all

7 recognize the importance of the initiatives for

8 which we are working so diligently. We've got

9 many newcomers on the phone, and we are

10 appreciative of those folks who have been able

11 to join the Advisory Committee and again help

12 us move forward. So welcome again.

13 We are at a critical juncture with

14 respect to our research activities looking at

15 the connected vehicle environment. As most of

16 us are aware, we are at the doorstep of a 2013

17 Agency decision from the National Highway

18 Traffic Safety Administration, where they'll

19 be looking at all of the full sum results from

20 all of the research that's been done across the

21 connected vehicle spectrum, and determining how

22 best to move forward with what they've been

23 provided. So again, thanks to all of you for

1 providing your expertise. We will certainly

2 be reaching out. You are a valuable resource,

3 not just collectively but individually for all

4 of the rich experience and expertise that you

5 bring.

6 So I won't belabor it any longer,

7 otherwise just to repeat that we're very

8 grateful for your participation and look forward

9 to working with you hand in glove going forward.

10 So with that I'll turn it back over to Shelley

11 and Bob Monniere.

12 MS. ROW: Thank you, Greg. And I'm

13 going to actually turn it over to Bob Denaro.

14 So as you have probably ascertained, Bob is

15 the chair of your committee, so I do want to

16 emphasize that while today, and perhaps even

17 at your first in-person meeting in May, you will

18 see probably a very active role for the USDOT

19 staff, I do think it's important to emphasize

20 that this is your committee. And so Bob is the

21 chair, we will be appointing a vice chair as

22 well, and he will be working with you to lead

23 your group in providing recommendations to the

1 Department. So with that, Bob,

2 would you like to say a few opening words as

3 well?

4 MR. DENARO: Sure. Thanks,

5 Shelley, and welcome, everybody, and thanks for

6 volunteering your time in this important

7 endeavor.

8 It's as you saw from the

9 documentation, people were selected very

10 specifically for their background of expertise

11 and to create a balanced committee that spans

12 all the disciplines that we feel are important.

13 So we have, in my opinion, a very substantial

14 opportunity to influence the direction that JPO

15 goes, and help them to succeed basically, which

16 is what it's all about.

17 And I hope you will take some time

18 to read some of the previous reports that we've

19 generated. They're all on a website. You've

20 got that link and we've got quite a book full

21 of read-ahead material. I'm going to make a

22 wild assumption that not everyone read

23 everything ahead. But I do request that as you

1 have time, please take some time to scan a lot

2 of it, especially the strategic plan that's in

3 here, some of the background. Because the more

4 that we can come up to speed individually, I

5 think the more value we have. First of all, the

6 more efficient meetings we'll have and the more

7 value that we'll be able to provide. And as

8 Shelley said, you know, this is our committee.

9 We come up with our independent recommendations

10 which we will summarize at the end of this

11 process in two years.

12 And just real quickly, I mean the

13 purpose we'll get into in a minute, we'll cover

14 that in the slides that are there. The process

15 we use pretty much is our meetings, okay, and

16 most of the work is going to go on there. Our

17 face meetings are very important because that's

18 where we have a lot of interaction with each

19 other and extensively with the staff.

20 But then we also will have some

21 interim phone conferences like this one to do

22 some things. We may decide, as we did in the

23 previous committee, to break into subcommittees

1   and handle certain topics that we agree are the

2   key topics we're going to focus on. But, you

3   know, I think we have to be realistic and realize

4   that, frankly, most of the time that we're going

5   to be able to commit to this endeavor are going

6   to be in the meetings and phone conferences that

7   we have. So we'll do our best with that. So

8   I think that's all and that's good enough for

9   now.

10   I think if maybe we get into the

11   presentation then, the real purpose of this

12   meeting today is to have a first overview. And

13   I know the JPO has worked very hard on putting

14   a succinct story together for us in a limited

15   number of charts so we can get a good feel for

16   the program and maybe answer your questions and

17   so forth. Any questions of me at this point?

18   DR. KLEIN: Bob, this is Hans Klein.

19   Will there be a list -- sorry, am I cutting

20   out?

21   MR. DENARO: Yes.

22   DR. KLEIN: Will there be a list,

23   sir, of an email discussion group for our

1   committee?

2   MR. DENARO: That's open to us. I

3   think that's a great suggestion and I think

4   that's something we should discuss at our May

5   24th meeting. But finding efficient ways for

6   us to communicate I think is very important,

7   so we're definitely open to those kinds of

8   suggestions.

9   MS. ROW: Bob, this is Shelley, and

10   Hans, a great idea. The only thing we will

11   research between now and your May meeting is

12   how we can do that within the FACA guidelines.

13   Everything that you all discuss is open and

14   public, in fact, we're recording you right now,

15   so you'll see transcripts of all of our meetings.

16   So we will do everything we can to find ways

17   to make sure that we can do something like that,

18   but we will just double check it to make sure

19   that we do it in a way that is responsive to

20   FACA requirements.

21   MR. DENARO: Great point, Shelley.

22   MR. MCCORMICK: This   is   Scott

23   McCormick. I have a question.

1   MR. DENARO: Go ahead, Scott.

2   MR. MCCORMICK: Is this committee

3 -- if there's an administration change, not that

4 I'm   forecasting   one,   but   (telephonic

5 interference)?

6   MR. DENARO: Was   your   question

7 about   surviving   an   administration   change,

8 Scott?

9   MR. MCCORMICK: Yes.

10   MR. DENARO: You're breaking up a

11 little bit but I think we got the gist. Shelley,

12 do you want to take that?

13   MS. ROW: Certainly.   Scott, the

14 answer is yes.   The Advisory Committee is

15 established by our legislation, so it is not

16 dependent upon the administration.   And it

17 would, in the event that there would be an

18 administration change then our committee goes

19 on just as it would have previously. The only

20 thing that changes the committee is if the

21 legislation changes.

22   MR. MCCORMICK: Thank you very

23 much.

1   MR. DENARO: If there are no other

2   questions, I think we can turn it over to

3   Shelley.

4   MS. ROW: Okay. And were there

5   some other people who signed on since we started?

6   MS. DODGE: This is Linda Dodge, ITS

7   Joint Program Office.

8   MS. ROW: Great. Thanks, Linda.

9   Okay, I'm going to turn it over to Bob Monniere.

10   This is important for you to understand some

11   of the ethics issues in your role as a FACA

12   committee member. So Bob, it's over to you.

13   MR. MONNIERE: Thank you, Shelley.

14   Good afternoon, for those folks that are on

15   east coast time, and for those that aren't, good

16   morning, or whatever other greetings are

17   appropriate.

18   I just wanted to take a few moments

19   to explain some of the ethics that applies to

20   the committee. First off, once again, and I'm

21   sure it has been emphasized prior to this point

22   that no one who is a registered lobbyist can

23   serve on the committee. Hence, and I'm not

1 saying this will happen but if it should, if

2 a committee member was to, for whatever reason,

3 become a registered lobbyist, by OMB regulations

4 that individual would have to resign. Enough

5 said on that. I think the rules are quite clear.

6   The other area that I wanted to

7 emphasize was conflicts of interest, and the

8 not necessarily just actual conflicts of

9 interest but also the appearance of a conflict

10 of interest. You are obviously appointed to

11 this committee to present your views on certain

12 ITS issues, and anything that would jeopardize

13 that must be examined. And by that I mean if

14 a committee member was to enter into a business

15 relationship with the Agency that can be

16 problematic. From the appearance from the

17 outside obviously a member of the public could

18 view that situation and say, well, is the

19 committee member actually giving honest, candid

20 feedback given that they are in a business

21 relationship with the Agency?

22   Thus, we have had this issue in the

23 past and basically where we have come down in

1   the past is that the committee member has to

2   make a decision as to whether they want to

3   continue to serve on the committee or enter into

4   a business relationship with the Agency but not

5   doing both.

6   Again, I just want to give you my

7   point of contact information.   The name is

8   Robert.   The   last   name   is   spelled,

9   M-O-N-N-I-E-R-E.   You   can   reach   me   at

10   202-366-5498 for any questions concerning the

11   committee, how the GSA regulations apply to

12   committee activities.

13   And we'll take a look concerning the

14   one premise that I do have to emphasize to

15   committee members is as Shelley indicated, there

16   is a requirement under the GSA regulations that

17   committee business be conducted in the open,

18   and it is quite an effort to have the committee

19   have a "closed door" or what they might call

20   an executive session.

21   So prior to any effort to close one

22   of our Advisory Committee meetings there has

23   to be a number of steps taken and, in fact, there

1 has to be authorization for that. So the GSA

2 regulations are quite detailed and I'm sure

3 Shelley is going to research that issue and see

4 what we can do to make the communication process

5 work efficiently.

6   Shelley, that's all I've got.

7   MS. ROW: Okay, any questions for

8 Bob before we let him go? Okay, we're going

9 to go ahead then and dive into some of the

10 briefing materials, and I'm going to turn it

11 over to Bob Denaro in just a minute.

12   I do have to say that I appreciate

13 you all persevering with us for this phone call.

14   It is a little awkward, we understand. It's

15 not very participatory. It's a little bit

16 difficult for you. We promise that we will do

17 better in future meetings, but we felt like that

18 we could get some of the at least preliminaries

19 out of the way through a phone call and have

20 a more efficient use of your time when you're

21 actually here together at the end of May. So

22 I do ask your indulgence, but do feel free to

23 ask questions as we go along so that we can be

1 responsive to your needs.   So Bob, I'm

2 going to turn it back over to you.

3   MR. DENARO: All right. Thank you,

4 Shelley. So if you're following in your book

5 or online or whatever, online chart -- well,

6 let's look at the agenda first, Chart 2.

7   And what we're going to do is talk

8 about that.   I'll talk briefly about our

9 committee charter, and then the rest of the deck

10 really is about the background on the ITS Joint

11 Program Office and the program, and Shelley will

12 cover that for you. And then we'll end right

13 on time.

14   So I'm on Chart 3 which is an

15 overview of our charter. This committee was

16 established as Shelley said, by legislation,

17 the SAFETEA-LU of 2005. And as we just heard

18 from Bob, we do follow the FACA rules regarding

19 these kind of meetings. And our committee is

20 commissioned for two years starting on January

21 23rd, so that kind of gives us our timeline,

22 if you will, and our deadline by which we want

23 to accomplish our end product.

1   And as I said earlier, the end

2   product is really an advice memorandum that goes

3   to the JPO and then on to the Secretary and also

4   members of Congress, and this is something that

5   we'll talk about in our meeting at the end of

6   May a little more in detail about how we all

7   feel we're going to get to that angle and so

8   forth. I've been putting some thought into that

9   and I'll have some strawman recommendations

10   there.

11   The membership as I've said is we've

12   got 20 members and they were, you've all been

13   chosen specifically for your background and

14   expertise, and in order to have a balanced

15   committee, and as you see we've got metropolitan

16   and rural interests and an organization

17   representing minorities and so forth, so that's

18   all specified actually in the legislation if

19   you did read it in the document there. And as

20   I said we serve two years.

21   I'm on Chart 4 then. Our charter

22   is really pretty open. We're dealing with, you

23   know, ground transportation and we have a number

1 of ways that we can accomplish our

2 deliberations. Typically, the bulk of our

3 work, as I said earlier, will be in our meetings

4 very interactive with JPO. We'll have

5 additional briefings doing deep dives into

6 certain issues that we think are of interest.

7 We can bring in outside experts as well if we

8 want additional help that way. We can have

9 workshops and other meetings also there to being

10 open and public, as we said earlier, but we're

11 pretty free in terms of the methodologies that

12 we can use to do our work. And again, we'll

13 talk more about that at the meeting at the end

14 of May.

15   Our role then is to provide input

16 for the development of ITS for surface

17 transportation. And these three questions that

18 are listed under the bottom bullet there are

19 really within our guidelines in the committee.

20   First of all, the activities that

21 the ITS JPO is engaged in, are they likely to

22 advance the state-of-the-art or

23 state-of-practice of ITS? Secondly, are these

1   technologies likely to deploy, and if not or

2   even as being deployed, what are the barriers

3   and what does that mean about that deployment?

4   And then finally, the appropriate

5   roles for government and private sector which

6   is always a concern, always an issue that we

7   wrestle with in terms of what should be done

8   there.

9   And I'll point out, and we'll get

10   more into detail and Shelley will get more into

11   detail on this also, this also implies issues

12   between the levels of government. So we've got

13   federal government, we've got state and local

14   who really do the implementation. And you'll

15   find us discussing that quite a bit, because

16   as we loop back to, are they likely to be

17   deployed, a lot of the barriers on there are

18   just how we're structured and what's the domain

19   of responsibility and authority of, for example,

20   the federal program, the ITS JPO versus the

21   implementation that goes on in state and local.

22   So we'll have a lot of that

23   discussion. And I'll say it's really a personal

1   goal of mine to make sure that what we're talking

2   about really does see the light of day that this

3   stuff does get deployed. So I really want to

4   encourage all of us to ask the tough questions,

5   come from different directions, and let's really

6   look at this and understand that we believe it's

7   going in a direction that will be deployed, or

8   if not, what are our recommendations to help

9   steer that even better?

10   So on Chart 5 then, just in the past,

11   you can see that these committees started back

12   in, well, it was authorized in 2005, but in 2007

13   we had a couple of meetings and you can see the

14   number of meetings we had in each of the years.

15   We got a little bit more intense in 2011, having

16   four meetings.

17   I would envision us, right now I'm

18   kind of thinking that what we should aim for

19   is three meetings a year, three face meetings,

20   perhaps interim phone meetings for each one

21   of those to get prepared. But again that's

22   something that we'll discuss as a committee,

23   and I'm open to your suggestions on what will

1   be most effective for us and, you know, our

2   ability to commit our time and how many meetings

3   we want.

4   And then we have the four advisory

5   memoranda. Again I do strongly recommend that

6   you do take a look at those, place most of the

7   emphasis on the most recent ones obviously.

8   We've been growing as a committee and as an

9   organization understanding how we can provide

10   value, but also the entire program and for that

11   matter the entire industry has been evolving

12   dramatically as we all know since let's say 2007

13   or 2008. So we've had to adapt ourselves to

14   that evolution.

15   But you'll get a feel, I think, by

16   looking at these past memos, and in particular

17   the most recent one, you'll get a feel for

18   perhaps what we're aiming at in terms of the

19   substance that we want to provide as a committee

20   at the end of our two-year piece here.

21   So with that I think I'll turn it

22   back over to Shelley then to walk through the

23   rest of the deck.

1   MS. ROW: Thanks, Bob. Before I do

2   that, any questions for Bob on the introductory

3   material? Okay, you guys are really easy on

4   us today. I'll chock that up to kind of the

5   awkwardness of just a telephone conference call.

6   So I'm going to move on to some of

7   the other slides that are in the deck, and as

8   Bob said, we will be very conscious of your time

9   and make sure that we finish promptly at no later

10 than 2:00.

11   My role today is to give you a sense

12 of the breadth of the existing ITS program.

13 I don't intend to go into any details

14 necessarily, but I also want to give you a sense

15 of how the program is organized within DOT so

16 that you just have that context as you begin

17 your deliberations about the program. I'm not

18 going to go into anything in any great detail.

19   So I'm on Chart 6, and we've provided

20 for you here and as well as in Tab E, some of

21 the legislative history of the program.

22   So Tab E is our current legislation.

23   So if you really love that you can read all

1   the legislation you want. The important thing

2   to know is that we've had a history of

3   legislation, now three pieces of legislation

4   that has kind of evolved the program.

5   The very first ones start out with

6   an operational test sort of a bent as well as

7   deployment. And in this context it was

8   primarily highway system, transit system type

9   deployment being discussed here, and it started

10   the architecture standards program as well as

11   commercial vehicles.

12   When we moved into the TEA-21

13   legislation the program began to evolve and you

14   begin to see more of an emphasis on the research

15   and the development. And we also had a

16   deployment program and that program was fully

17   earmarked. Our current legislation that we're

18   still in effect eliminated the ITS deployment

19   program, and that again, deployment was

20   primarily focused on the highway, transit,

21   commercial vehicle, those sorts of

22   applications.

23   The program now is a $110 million

1 annually as it has been through all of its

2 history. It is focused by choice on connected

3 vehicle technology, and we'll talk more about

4 that. But that was a conscious choice some

5 number of years ago in a strategic planning

6 activity.

7   As you all probably are aware, we're

8 in a legislative cycle right now. There has

9 been some proposed legislation on the Hill.

10 Nothing of course has been enacted. We're all

11 patiently waiting still, and so we can talk more

12 about that in the future as well. ITS is in

13 the proposed legislation, however, there are

14 some issues with it that would rather

15 dramatically impact the future of the program.

16 I'm not going to go into that here. We can

17 talk further about that later if we need to.

18   So just a couple more words about

19 the existing legislation. On Slide 7, we've

20 given you an excerpt for those who don't want

21 to read the whole thing that shows the scope

22 of the legislation. And the noteworthy things

23 is that we are about research, development and

1   operationally testing ITS and providing

2   technical assistance for the nationwide

3   application of those systems. And so I'll try

4   to be more explicit about how we have enacted

5   that or tried to follow that legislation.

6   Our legislation does make some

7   specific requirements of us. You see those

8   listed at the bottom of Page 7. We make you

9   aware of that so that you understand when you

10 see those elements in our program why those are

11 explicitly in the program, and that is because

12 Congress explicitly told us that we should have

13 an advisory committee, an information

14 clearinghouse, we should do research. We need

15 to support the national ITS architecture and

16 standards. We have a set-aside for a road

17 weather program. We're required to have

18 operational test guidelines, and we have a

19 set-aside for a multi-state corridor operations

20 and management program.

21   So that's a very quick legislative

22 background to give you a sense of the breadth

23 of the legislative underpinning.

1   On Slide 8, this is the organization

2   of my office, the ITS Joint Program Office.

3   All you need to understand here is that we are

4   a part of the Research and Innovative Technology

5   Administration which Greg leads. I am the

6   director of the ITS Joint Program Office. The

7   deputy director, John Augustine, you will meet.

8   He's not able to be here today. You see Steven

9   Glasscock over on the right. You just spoke

10   with Steven earlier this morning. You'll be

11   hearing from him as your primary point of contact

12   for any questions and anything about FACA.

13   We have three teams. Brian Cronin

14   is on the phone right now with us and he's the

15   coordinator across all of the technical

16   research. We have a policy team. That's

17   Valerie Briggs, and she leads the policy work,

18   the professional capacity building and all of

19   our outreach activities. And then we have a

20   program management and evaluation team that's

21   led by James Pol. In addition, we have a chief

22   of staff, Linda Dodge, and Linda is also on the

23   phone with us today.

1   MS. BRIGGS: Shelley, this is

2   Valerie.   I'm here too.

3   MS. ROW: Oh Valerie, excellent.

4   Thank you.

5   So you all have access to these folks

6   and more.   Any time you need more detailed

7   information we are at your disposal and we will

8   do our best to be responsive to your needs so

9   that you can do the job that you were engaged

10   to do as a part of the Advisory Committee.

11   The other thing that you need to

12   understand, we are a very small office.   That's

13   by intention because we work by definition with

14   the many modal administrations within USDOT.

15   They are our full partners, so we leverage that

16   relationship and their staff, their interests.

17   So while we have a small staff, it's actually

18   much bigger than it appears because we're

19   working   so   closely   with   the   modal

20   administrations.

21   So if you see on Page 9, the role

22   that the ITS Joint Program Office serves is to

23   be the strategic coordinator and the strategic

1 direction setter for the program as a whole.

2 We then coordinate that role across the USDOT

3 with our modal partners.

4 Our office, the ITS Joint Program

5 Office, maintains the fiscal accountability and

6 the responsibility for overall departmental

7 coordination and to serve as the USDOT's voice

8 for ITS when we're not all speaking together.

9 At the bottom of Page 9 you'll see

10 some of the major partners that we work with

11 very closely. This is something that we take

12 very seriously and we have a very strong working

13 relationship with modal staff in all these

14 administrations. And I think you'll get a sense

15 for that when you are working together with us.

16 MR. WEBB: Shelley, George Webb.

17 MS. ROW: Yes, George?

18 MR. WEBB: Just in order of

19 magnitude, the number of individuals from these

20 various other partners, are you talking about

21 an average of two per or ten per? I know it

22 may change from Federal Highway versus Maritime,

23 but just to get a sense of how many more staff

1   people might be heavily involved in connected

2   vehicles at this time.

3   MS. ROW: Yes, George, it's a good

4   question. And as you indicated, it's different

5   for each administration. I'm going to take a

6   guess, and I know Brian and Valerie on the phone

7   who work very closely with them, if I'm way off

8   please shout out. I would guess in FHWA we

9   probably work closely with I'm going to say about

10   eight people, actually more than that if you

11   go all the way up to the leadership. Greg has

12   had   meetings   with   the   Federal   Highway

13   administrator,   the   NHTSA   administrator,   on

14   connective vehicle issues.   So   at   the

15   working level I'd say probably eight and then

16   up   when   you   add   up   the   senior   leadership.

17   FMCSA, I'm going to guess four-ish.   FRA,

18   probably, that's an emerging relationship. I'm

19   going to say a couple people there.   FTA is

20   probably in the three to four range. MARAD is

21   a couple. NHTSA is the other major player along

22   with FHWA. NHTSA is, I don't know, ten, twelve

23   or more. And again we have regular meetings

1   with their senior political leadership as well.

2   So Greg is very involved with David Strickland,

3   the administrator for NHTSA.

4   MR. WEBB: Thank you.

5   MS. ROW: So that's a ballpark for

6   the numbers.

7   MR. WEBB: Perfect.   Thanks.

8   MS. ROW: Other questions?   Okay,

9   Slide 10.   I'm just going to continue this theme

10   again so that you understand.   We are the ITS

11   Joint Program Office.   We're the core nucleus.

12   We have a strategic planning group within the

13   Department that are leaders that are my peers

14   across all those administrations.   We sit

15   together, discuss issues, discuss budgets,

16   funding, programs and strategic direction.   At

17   least yearly we meet with the administrator

18   level of all those administrations, and they

19   are the ones who give us the final concurrence

20   on our annual budget and spend plan.

21   We just completed that activity in,

22   I think it was January of this year with the

23   administrators.

1   The Advisory Committee is you all,

2   and that's where we're able to get some formal

3   external input in addition to some of the

4   informal external input we get through some of

5   our other stakeholder involvement activities

6   that are on the outer ring of that circle.

7   So let me just pause there before

8   I go into any of the program activities. Any

9   questions about sort of how we are organized

10   and work internally to the Department? Okay,

11   you guys are being so nice to me today.

12   Okay, I'm going to proceed on then

13   on Slide 11. This is the vision statement that

14   we have. A couple of words that I would point

15   out, multimodal, surface transportation system,

16   a connected transportation environment for all

17   vehicle types. And again, we take that

18   seriously as well, and I think you'll see that

19   reflected in some of our other program work.

20   If you move on to Slide 12 -- oh,

21   you know what, and there was one thing I meant

22   to point out to you, I apologize. I wanted you

23   to be aware in the book that we sent you, for

1   more information about the ITS Joint Program

2   Office staff we've included a staff listing in

3   Tab I. And also there's a listing of all of

4   you under Tab H.

5   Now I'm going to go into a little

6   bit about the program. Our current strategic

7   plan that is about to be updated next month is

8   under Tab F, and short fact sheets about the

9   major parts of our program are under Tab G.

10   Those fact sheets are probably the easiest way

11   to get a handle on the current program scope

12   without having to read too many pages. And

13   they're by topic so you can actually pick and

14   choose the ones of most interest to you

15   personally.

16   Okay, moving on, I'm actually going

17   to go to Slide 13. You'll see images like this

18   a lot from us. This reflects our connected

19   vehicle environment and the focus of our

20   research right now in connected vehicles. I

21   do not know how many of you are familiar with

22   the terminology of connected vehicles. In

23   short it's basically, at its most fundamental

1   level, putting a radio receiver and transmitter

2   on vehicles and other devices like a traffic

3   signal, for example, to enable wireless

4   communication for safety warnings or for

5   mobility, environmental or weather

6   applications.

7   You will hear us talk about V2V,

8   vehicle-to-vehicle, V2I,

9   vehicle-to-infrastructure, V2X, meaning

10   vehicle to anything else, like a pedestrian,

11   other types of roadside equipment or whatever.

12   So on Slide 14, here is one of the

13   reasons that we chose to focus so much energy

14   on connected vehicles. This slide pertains

15   specifically to the safety benefits of

16   vehicle-to-vehicle technology. Early in the

17   program, NHTSA did a study to determine the

18   potential of that technology. That study just

19   uncovered that up to 80 percent of non-impaired

20   crash types may be impacted by connected vehicle

21   technology. There's a lot of caveats in that

22   sentence, but nonetheless an 80 percent number

23   is enough to get all of our attention.

1   And Bob Denaro alluded to the NHTSA

2   agency decision.   Let me just, since he

3   mentioned that let me just make you aware of

4   it because it is such an important thing.

5   Because of the potential for lifesaving

6   capabilities, in fact, we all in the Department

7   believe this technology is a true game changer

8   for safety, very significant potential here.

9   Because of that NHTSA has been very public in

10   stating that they intend to make an Agency

11   decision at the end of 2013 on the future of

12   this technology in the new vehicle fleet.

13   Specifically what that means is that between

14   now and then, and we'll say much more about this

15   when we see you in May, we are working as a

16   Department to understand research and collect

17   the data necessary to understand the potential

18   safety benefits of this technology.

19   Depending on how that analysis comes

20   out by NHTSA, they have roughly three choices

21   for their Agency decision.   They could say that

22   there's not enough information to move forward.

23   They could say that they intend to incorporate

1   the technology into their new car assessment

2   program which is a voluntary program by

3   automakers. Or they could start down a

4   regulatory path that would mandate that

5   technology in new vehicles in the future. I'm

6   sure you appreciate that is a very significant

7   issue for the automotive industry and for all

8   of us in transportation. So we're working very

9   diligently to support that activity.

10   There is also a parallel activity

11   for vehicle-to-infrastructure work, and also

12   parallel activities for how do we use this same

13   technology to enhance mobility and

14   environmental impacts in transportation. So

15   that's just a little bit of background and we'll

16   talk more about that in May.

17   But let me just give you a sense of

18   the organization of the program so you're able

19   to kind of follow along with this when you hear

20   about all the different things that we're doing.

21   Slide 15. Slide 15 is a simplistic block

22   diagram of how our work is organized. So as

23   you can appreciate, if there is technology on

1   a vehicle or in a traffic signal on the roadside

2   that's communicating, that communication is an

3   enabler.

4   And there's many things that we can

5   do with that type of technology and those would

6   be the applications that would make use of the

7   underlying technology. Hence, you see a body

8   of our research on applications in safety,

9   mobility and the environment. They're

10   underpinned by the technology issues such as

11   standards, architecture, human factors, systems

12   engineering, test environments, all of that

13   forms the technology layer of our work. And

14   finally that too is underpinned by the policy

15   issues which are significant, and we'll talk

16   more about that in May as well. But that's the

17   basic structure of our work.

18   Now on Slide 16, you also need to

19   just be aware that that is not all of our work.

20   We also have technology transfer activities.

21   PCB is professional capacity building. It's

22   largely a training education program. We do

23   evaluation and we do deployment tracking, and

1 we'll share some material with you about that

2 in your read-aheads next time.

3 We do have a small exploratory

4 research program because we feel like one of

5 our jobs is to continually look out for what's

6 coming next in technology. And then we have

7 a small portion of the program that is targeted

8 for the very specific modal administrations.

9 That's because our connected vehicle work is

10 inherently multimodal, and everything works

11 together and everyone's involved together,

12 everything that we do has a multimodal team

13 involved. So that's at the very high level

14 sense of what we have in our research program.

15 Let me just finish off and then I'm

16 going to turn it back to Bob and let him say

17 some words as well. We have done a little bit

18 of thinking about your May meeting and talked

19 with Bob Denaro about that as well. Again it

20 is your committee.

21 Frankly, at DOT there are several

22 complex, vexing issues that we are facing in

23 the connected vehicle program because we intend

1   to be able to implement this technology. We're

2   at a point where we've got to find some solutions

3   to some of the difficult deployment challenges.

4   We would be very interested in your all's input

5   into and thoughts about how to overcome some

6   of those challenges.

7   So that's why you see some thoughts

8   about sharing with you at your May meeting more

9   details   about   the   vehicle-to-vehicle,

10   vehicle-to-infrastructure programs and some of

11   our policy and security challenges that are our

12   major issues right now.

13   However, this is your committee.

14   So if you choose to focus in another area that

15   is totally your prerogative. These are things

16   that we, frankly, could use your help on, but

17   if you see some areas that you think that we

18   are not being responsive to or we're not doing

19   our jobs around, then that is completely your

20   call on how you want to spend your time. So

21   we're going to be working in the weeks to come

22   with Bob to focus your May meeting so it is very

23   productive for you. And so these are just our

1   ideas about some of the topics that we would

2   suggest be on your radar screen.

3   So let me just pause there and see

4   if there are any questions or comments for me.

5   DR. KLEIN: Shelley, this is Hans

6   Klein.   One question, you said the annual budget

7   is $110 million.   If you add the effort from

8   other agencies, do you feel that the budget is

9   significantly larger?

10   MS. ROW: No.   This program is by

11   far and away the largest funding source for

12   anything related to ITS in the Department.

13   There is a little bit of ITS funding that goes

14   on in some of the other modal administrations,

15   but it is small in comparison to this program.

16   DR. KLEIN: Okay.   And let me ask

17   another question. Deployment is an important

18   challenge that you're facing.   I understand

19   that in the grand sense.   Will you be more

20   specific about exactly what that means and the

21   kind of specifics you're getting into?

22   MS. ROW: Now are you talking about

23   connected vehicle deployment, Hans?

1   DR. KLEIN: You said sort of that

2   the Department right now, one of its interests,

3   I guess, is the challenges of deployment.

4   MS. ROW: Okay, yes.

5   DR. KLEIN: And actually, that's my

6   question. What exactly would that --

7   MS. ROW: Okay, thank you for

8   pointing that out. That was not clear what I

9   said. In that context I'm talking about the

10   connected vehicle implementation of that

11   technology. That's what I specifically

12   referred to there.

13   Now to be clear, generally when we

14   talk about ITS deployment we traditionally mean

15   more of the highway, the transit and electronic

16   tolls, some of those sorts of deployments.

17   We're going to provide you with a short white

18   paper next time that shows how that part of ITS

19   deployment is going.

20   And just the short story there is

21   that the best that we can analyze, it looks like

22   we're seeing about a billion dollars a year being

23   spent by state and local agencies to deploy

1   traditional ITS systems. That money is coming

2   through the regular federal aid program or

3   through their other financial resources like

4   state funds or local funds.

5   Other questions?

6   MR. WEBB: Shelley, George Webb

7   again.

8   MS. ROW: Yes, George?

9   MR. WEBB: The Secretary has had a

10   position on distracted driving. Some of the

11   issues that the connected vehicle is going to

12   be on delivery is information to the driver.

13   I know you guys have been involved. There's

14   got to be some research going on.

15   Can we get a small update for five

16   minutes or whatever as necessary at the 24th

17   as far as how those two play out?

18   MS. ROW: Certainly, George, because you

19   are correct on both counts. The Secretary has

20   been very clear about his concern about

21   distracted driving, appropriately so. This

22   program has a lot of research going on in the

23   human factors area that's dealing with how we

1 use this connected vehicle technology in a way

2 that maximizes its safety potential without

3 causing distraction problems.

4 NHTSA has been very forward-leaning

5 in this area. They have, in fact, recently

6 released preliminary driver distraction

7 guidelines that help guide the work we're doing

8 right now with connected vehicles. They expect

9 to update that based on the results of some of

10 the research we're doing in connected vehicles.

11 So that's the two. Second version, we'll be

12 happy to provide more information in May.

13 MR. WEBB: Thanks.

14 MS. ROW: And Bob, just in the

15 interest of time I'm going to turn it back to

16 you for any other thoughts that you have for

17 the committee.

18 MR. DENARO: All right. Thanks,

19 Shelley. Actually I don't have a lot to add.

20 Thanks for that overview by the way. I think

21 that was a great start, and appropriately it

22 was a wide span of topics that I know you could

23 spend two days covering, but it was a good

1 introduction over that span of activities. I

2 think that helps a lot.

3 The only thing I want to say is that

4 again, I want to really request that everyone

5 spends some time with the materials that we have

6 and the materials that we will yet receive for

7 the May 24th meeting in terms of being prepared

8 for that so that we're really kind of up to speed

9 and literally on the same page, and can really

10 get into some questions.

11 And then as far as how, you know,

12 yes, I'm the chair of this committee and we will

13 have a vice chair, but I'm really more of a

14 facilitator. Now those of you who know me, I

15 will not be shy in expressing my opinions, but

16 they're merely that, okay? We are a committee

17 and, you know, I enjoy pushback. I will

18 pushback on some of you and so forth. But I

19 think the strength and the robustness of our

20 end product will be a product of the individual

21 inputs we get from everybody. So I really ask

22 each of you to really think about this direction.

23 As far as what Shelley just said,

1 somewhat apologetically, that there's some key

2 issues they're wrestling with and, you know,

3 the apology being that it's our committee, we

4 can do what we want, but these are some issues

5 that they're facing that may be a source of some

6 of our focus.

7 And I want to reiterate that I very

8 much encouraged Shelley to share that with us

9 because, frankly, they're the ones spending ten

10 hours a day, five days a week on this subject.

11 We're kind of doing a drive-by view of this

12 whole thing. So likely as not, some of the

13 really knotty issues are the ones that they've

14 uncovered, and I think that's a great place to

15 start.

16 Having said that I will go back to

17 our charter which says that, you know, we're

18 to worry about this entire program, its

19 probability of being deployed, whether it's

20 advancing the state-of-the-art and so forth,

21 and the appropriate role of private sector and

22 the government. And we're going to have to look

23 at the program through both of those lenses,

1   okay. One that's really focused on a few issues

2   that are in front of us, one that steps back

3   and say, what else is here, what are we missing,

4   you know, what's going to be the barriers for

5   this? And I think that's what we'll wrestle

6   with through our meetings through our term here.

7   You know, I'm providing a little

8   experience basically, since I've been on it a

9   couple of terms already on this from the past.

10   These are some of the issues we've wrestled

11   with. I know that this committee will wrestle

12   with it also. I just wanted to give you a feel

13   for where we're going, and really ask your help

14   as your chair. You know, please give me

15   suggestions on how we can organize better, how

16   we can get to some meaningful results for our

17   committee.

18   MR. ALBERT: Hey Bob, this is Steve

19   Albert. Just a suggestion. Given the breadth

20   and the depth of the representatives on the

21   committee, it seems like one of things that we

22   should be trying to tackle, but which probably

23   there are some white papers on, are the whole

1   institutional roles and responsibilities in

2   terms of roll out.

3   That may change, you know, as

4   technology evolves, and maybe that's something

5   to look at or even have a subcommittee on.

6   Because I think that's one of those things that

7   seems always to be like a juggling act, are we

8   doing it right or are we not doing it right,

9   and how that might change over time.

10   MR. DENARO: Yes, I think that's a

11   good suggestion, Steve, and I've captured that.

12   We'll definitely plan to talk about that at

13   our May 24th meeting.   Thanks for that

14   suggestion.

15   Any other comments or questions at

16   this point? We're within a minute of closing

17   here. All right, again, thank you for your time

18   today and for listening and participating. And

19   we'll look forward to seeing you in May.

20   Shelley, do you have anything to

21   close with?

22   MS. ROW: All I would just say is

23   that if you have any needs or questions about

1   the May meeting, don't hesitate to contact me

2   or Steven. As we move forward together, never

3   hesitate to contact us, and once you get to know

4   the staff you're free to contact them as well.

5   And we really look forward to working with you.

6   And I guess my last thought I should

7   have said earlier. If the past committees are

8   any judge, we have gotten significant benefit

9   from the advice that has come from the previous

10   committees. So please understand that the work

11   that you're about to do is useful and will be

12   valued and will be taken very seriously by the

13   Department, and we really do look forward to

14   working with you and hearing your thoughts about

15   the program.

16   MR. DENARO: Thanks   for   that

17   comment, Shelley.   All   right, thank you,

18   everyone. I think we're adjourned, and we will

19   see you in May right after the ITS annual

20   meeting.

21   MS. ROW: Great. Thank you, Bob.

22   MR. DENARO: Thank you.

23   MS. ROW: Thanks, everyone.

1   (Whereupon,   the   above-entitled

2   matter went off the record at 2:00 p.m.)