

ITS America Statement for the Record

“Disrupter Series: Smart Communities” Hearing

House Energy and Commerce Subcommittee on Digital Commerce and Consumer Protection

March 16, 2017

On behalf of the Intelligent Transportation Society of America (ITS America), we appreciate and welcome the Subcommittee’s consideration of policy measures that improve and enhance the deployment of smart communities.

ITS America is the nation’s leading advocate for the technological modernization of our transportation system by focusing on advancing research and deployment of intelligent transportation systems. Its unique membership brings together all key stakeholders in the intelligent transportation movement—including established and emerging private companies, public agencies, state DOT officials as well as leaders in the academic and research communities.

I. The Importance of Intelligent Transportation

As put forward in our public policy [roadmap](#)¹ last month, ITS America seeks to revitalize our infrastructure and modernize our outmoded transportation system. Broadly, we seek to improve the safety and efficiency of our transportation networks and our nation’s economy, standard of living, and health and security. Transportation connects communities and is the lifeblood of commerce. It widens job opportunities and is essential to addressing equity, poverty, unemployment, and access to education and health care. 35,092 people died on our roads in 2015²—the highest fatality rate since the 1960’s. We believe “intelligent transportation” can address the broadest spectrum of challenges and opportunities.

Our objective is to grow our economy and improve our quality of life through innovative technologies that enhance the mobility, safety, security, privacy, sustainability and accessibility of our transportation system in the next decade. Safety, security and privacy in particular are critical and must be addressed by the technology sector along the entire technology lifecycle—in design, development, deployment, and operations. ITS America seeks to grow collaboration within industry and between private and public sectors in these critical areas.

II. Reinvesting in our Communities Through Smart Technology

We are increasingly becoming a more urban and technology centric world. In the United States, more than 85% of the nation’s population live in cities and metropolitan areas.³ The portion of the world’s population that lives in cities is projected to grow from 50% to nearly 70% by 2050. To adjust to this

rapid growth, we will need to identify new ways to assist communities in becoming “smarter” and more efficient. Access to jobs, education, healthcare, and public safety services are critical. Changing how we design, develop, and manage the nation’s critical infrastructure components will be an essential element for any “Smart Community” of the future. Our public policy [roadmap](#) recommends:

Communicating the Benefits and Facilitate Deployment of Smart Community Technologies: To increase support by elected officials and policymakers as well as the general public, show how intelligent transportation systems (ITS) can improve everyday life. Use the narrative to inspire and make the business and economic case for a safer, faster, more equitable, efficient, and sustainable transportation system.

Encouraging Federal Funding Flexibility and New Funding Mechanisms: Advocate for flexible policies regarding Federal/State matching requirements (e.g., 100% Federal funding upfront with a back-end match by Locals/State for continuing operations) and other implementation provisions in the FAST Act and any new infrastructure bill related to the deployment of smart technology for communities. Examine the potential use of a tax overhaul to fund infrastructure investment plans. In any new infrastructure bill, examine requiring that a percentage of all infrastructure funding must be allocated for Smart community/tech-driven mobility. Emphasize performance goals.

Identifying Innovation Champions at the Local Level and Educate Them on the Tools for Experimentation: Encourage communities to allow Chief Technology Officers or other appropriate officials to use Other Transaction Authority, pilot programs, and similar programs to bypass onerous, time-consuming procurement procedures. Encourage the FHWA to enable better flexibility in the States by using performance level conditions measures instead of the traditional measures. Examine Federal restrictions on sole sourcing. Study means to add flexibility to communities (e.g. States, Cities, MPOs, etc.).

Supporting Proposals that Integrate Federal “Smart Communities” Programs and Provide Resources Where Appropriate: Support legislative efforts that would improve coordination of smart community programs across the Federal government. Provide State and Local governments with technical assistance and resources to help foster the deployment of smart community technologies. Support STEM education and training required for the development and operation of smart communities. Support the necessary R&D to enhance the functionality—including cybersecurity and privacy protections—of smart community technologies.

III. Autonomous Vehicles (AVs) and Vehicle-to-Vehicle (V2V) Communications Technologies Are Important Components of Smart Communities

When developing smart communities, intelligent transportation systems (ITS) that transform mobility in those communities will be necessary. Our public policy [roadmap](#) recommends:

Establishing the Foundation for the Deployment of Automated Vehicles: Build public confidence by achieving broad industry participation in the NHTSA Automated Vehicles Policy development process.

Revise the guidance where it serves that purpose. Engage with States, safety regulators, and advocates to address their concerns about testing as well as to help them in establishing processes that would help the transition from testing to larger scale deployment. Advocate for changes or clarifications to Federal Motor Vehicle Safety Standards or other authorities to support new technologies (e.g. for automated vehicle, advanced driver assistance systems (ADAS), visibility, lighting, etc.).

Establishing the Foundation for the Deployment of Vehicle-to-X Safety and Mobility Communications:

Advance a Federal standard for passenger vehicle V2V and push USDOT guidance on V2I to ensure smooth deployment of Dedicated Short Range Communications (DSRC) by addressing vehicle interoperability, security, and privacy. Advance same standards for trucks and buses. Establish paths for upgrading V2V and V2X standards when next generation wireless systems, such as 5G, are deployed in telecom networks over the long term, addressing same issues as above.

Building Broadband Infrastructure and Secure Spectrum to Support Advanced Vehicle and Transportation Infrastructure Technologies:

Include broadband networks in any infrastructure legislation, including broadband funding for rural or otherwise hard-to-serve areas. Support a technology-driven approach to spectrum sharing between Wi-Fi and DSRC that allows Wi-Fi use in the 5 GHz band, but in a way that preserves the safety and utility of DSRC without unduly burdening road users and transportation infrastructure operators.

IV. Conclusion

ITS America would like to thank the Subcommittee for holding this hearing and greatly appreciates the opportunity to submit written testimony. ITS America looks forward to working with you on smart communities and emerging intelligent transportation issues. For more information, please contact: Jason Goldman, VP of External Affairs & Stakeholder Engagement, at 202-721-4212 or via email at jgoldman@itsa.org; or Ron Thaniel, VP of Legislative Affairs, at 202-721-4226 or via email at rthaniel@itsa.org.

¹ *The Road Ahead: The Next Generation of Mobility*, ITS America (rel. Feb. 8, 2017), available at: <http://itsamerica.org/wp-content/uploads/2017/02/Final-The-Road-Ahead-The-Next-Generation-of-Mobility-Roadmap-020717b.pdf>.

² *Traffic fatalities up sharply in 2015*, NHTSA (rel. Aug. 29, 2016), available at: <https://www.nhtsa.gov/press-releases/traffic-fatalities-sharply-2015>.

³ *U.S. Metro Economies GMP and Employment Report: 2015-2017*, The United States Conference of Mayors, 2016.