



**Remarks of
JEFFREY N. SHANE
Under Secretary for Policy
U.S. Department of Transportation**

at the

**Intelligent Vehicle Initiative
National Meeting and Demonstration**

**Washington, DC
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I am very pleased to be able to represent Transportation Secretary Norm Mineta today, and appreciate everyone taking time out to be here for this important meeting.

The Secretary regrets that he cannot be here, but wanted me to tell you of his gratitude for your work on Intelligent Transportation Systems—Intelligent Vehicles in particular—and to assure you that DOT will continue to support those efforts. We are committed to working with you to make this technology a reality and to bring it to our streets and highways.

As you know, transportation is a key ingredient in our nation's economic well being, and a safe and efficient transportation system is absolutely essential to keeping our communities, and our Nation, prosperous.

The advanced safety systems that are on display out at the Federal Highway Administration's Turner-Fairbanks facility in McLean, Virginia clearly demonstrate the commitment of the automotive industry, suppliers and state DOTs to developing and deploying effective safety systems. I visited Turner-Fairbanks yesterday, and it is a very impressive show. These are powerful, elegant technologies, and they have the potential to help us save thousands of lives.

The Intelligent Vehicle Initiative partnerships are to be congratulated for your success in developing, deploying, and bringing to market vehicle technologies that help drivers avoid accidents. The IVI is a program that offers tremendous opportunities to

save lives in ways we could not have imagined just a few years ago. That is why these programs are so important to America's future.

SAFETEA

As you all know, safety is our top priority at the Department of Transportation. Nearly 43,000 people died on our highways last year, and another 3 million were injured in preventable car crashes. These figures are simply unacceptable, and both President Bush and Secretary Mineta are committed to reducing this number significantly in the next few years. While we are working on near-term solutions like state approval of primary safety belt laws, we must also look to the future and fund those research projects that will uncover new solutions to this age-old problem.

That's why we look forward to working with all of our partners in safety – partners like the automotive industry and their suppliers, educators, researchers, public servants, and students – as Congress moves to reauthorize our Nation's highway, highway safety and transit programs this year. DOT's surface transportation reauthorization proposal provides a great many opportunities to improve highway safety – as evidenced both by the acronym we've given to our bill and, of course, its important safety-related provisions. As you probably know, our proposal is called SAFETEA – the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 – and it was transmitted to Congress earlier this year.

SAFETEA is very much about the future. That's why we have proposed a twenty percent increase in funding for Intelligent Transportation Systems research, including IVI, from 1.3 billion dollars under TEA-21 to 1.7 billion dollars in SAFETEA. This is a substantial increase, particularly during these times of tight federal budgets.

A new ITS Performance Incentive Program in our proposed bill would “mainstream” ITS, creating a performance-based program with financial incentives to support the deployment and integration of ITS technologies. Under this \$810 million program, states would be asked to demonstrate measurable successes in using ITS to improve safety and security, relieve congestion, improve system reliability, or enhance the safety of commercial vehicle operations.

On the research side, we dedicated approximately 25 percent of our ITS funds to IVI during the life of TEA-21, and it is our hope that we can do that once again with the additional funds we have requested under SAFETEA. We are eager to see our proposed funding increases become a reality. They embody our commitment to the future. They will bring much-needed technological innovation to our highway safety activities.

We look forward to working with all of you to ensure successful passage of SAFETEA, by the U.S. Congress. Before I leave this point however, there is one message that Secretary Mineta wanted me to leave with you today: *It is absolutely critical that Congress live up to its responsibility and pass a six-year reauthorization bill during this Session.* If Congress passes the bill, they will give state and local officials,

and our partners in programs like IVI, the ability to make long-term planning decisions and invest in new technologies. A failure to pass the legislation will serve only to damage our economy and prevent us from implementing the important programmatic reforms contained in our SAFETEA proposal, all of which would modernize federal transportation programs to ensure that taxpayers get a better return on their investment.

Benefits of the IVI Program

The benefits of the IVI program are substantial, and therefore we must work together to support the continued development and deployment of intelligent vehicle-based systems. More specifically, some of the things we can do to get these technologies in place include:

- Defining safety system performance requirements;
- Demonstrating and validating the benefits of effective systems; and
- Encouraging the market availability of IVI safety tools.

To accomplish these goals, we must recommit ourselves to accelerating and continuing the commercialization of these technologies in order to save more lives. Vehicle-only systems have already proven highly effective in a number of applications.

As we continue to deploy these new technologies, we must also take the next step in the IVI program: vehicle-to-vehicle and vehicle-infrastructure cooperation. Vehicle-infrastructure cooperation, for example, supports the greatest degree of safety in complicated scenarios such as at intersections and during lane changes.

Ensuring the availability of radio spectrum is a critical element in facilitating the development and deployment of vehicle technologies. Spectrum, as you know, is a scarce, valuable commodity that is in increasingly high demand in this modern, high-tech, increasingly wireless world in which we live. That is why DOT is working hard with the Federal Communications Commission, the National Telecommunications and Information Administration, and others to ensure that ITS technologies have the spectrum they need to prosper.

By working cooperatively with the FCC to secure radio spectrum in the 5.9 gigahertz band for dedicated short-range communications – or DSRC – DOT has already begun to lay the groundwork for vehicles to be able to communicate with each other, and with the infrastructure, in a much more intelligent fashion. DOT has also actively facilitated the development of standards in support of DSRC, a powerful tool in bringing the greatest safety benefit to vehicle travel. This step has helped make the United States a leader in the development of ITS.

Earlier today, our Federal Highway Administrator, Mary Peters, discussed FHWA's new vehicle-infrastructure cooperative intersection built at the Turner-Fairbanks research facility in McLean. DSRC is an underpinning technology of this "intelligent intersection," which delivers far more safety information to a driver than is typically available today. This is just one more example of how DSRC devices can

improve our lives.

While helping to develop these technologies is obviously the focus of the IVI, ultimately we cannot deliver these tools to the American public without the help of our partners in state and local transportation agencies. Those of you working with us at the local level are critical to developing and deploying the infrastructure portion of cooperative systems. For example, DOT is currently working with a consortium of three of the leading states in ITS – California, Minnesota and Virginia – to develop the first cooperative systems that will help reduce intersection collisions. This is just one more step down the exciting path towards a future where technology helps us to dramatically reduce casualty rates on our highways.

Conclusion

The United States enjoys the safest and best transportation system in the world, yet the truth is that we still face safety and capacity challenges that those of us here have the potential to solve. I know I am talking to a room full of “believers,” and so I ask for your continued support of the IVI program.

We at DOT look forward to expanding this life-saving partnership as we strive to be architects of the future – a future where technology delivers all of the information a driver needs to stay safe and where a driver can be automatically re-routed around an incident without getting stuck in a traffic jam.

It is time to work together to ensure the quick passage of SAFETEA so that we can make these programs a reality and so that Americans can drive more safely than ever before.

Thank you for allowing me to share these thoughts with you today.

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