



Session 5

ITS/CVO Funding

ITS/CVO Program Budget

Program Areas

Safety Assessment

- Automated inspections and reviews
- Onboard safety

Credentials Administration

- Interagency data exchange
- Interstate data exchange

Electronic Screening

Automated weight and credential

Other

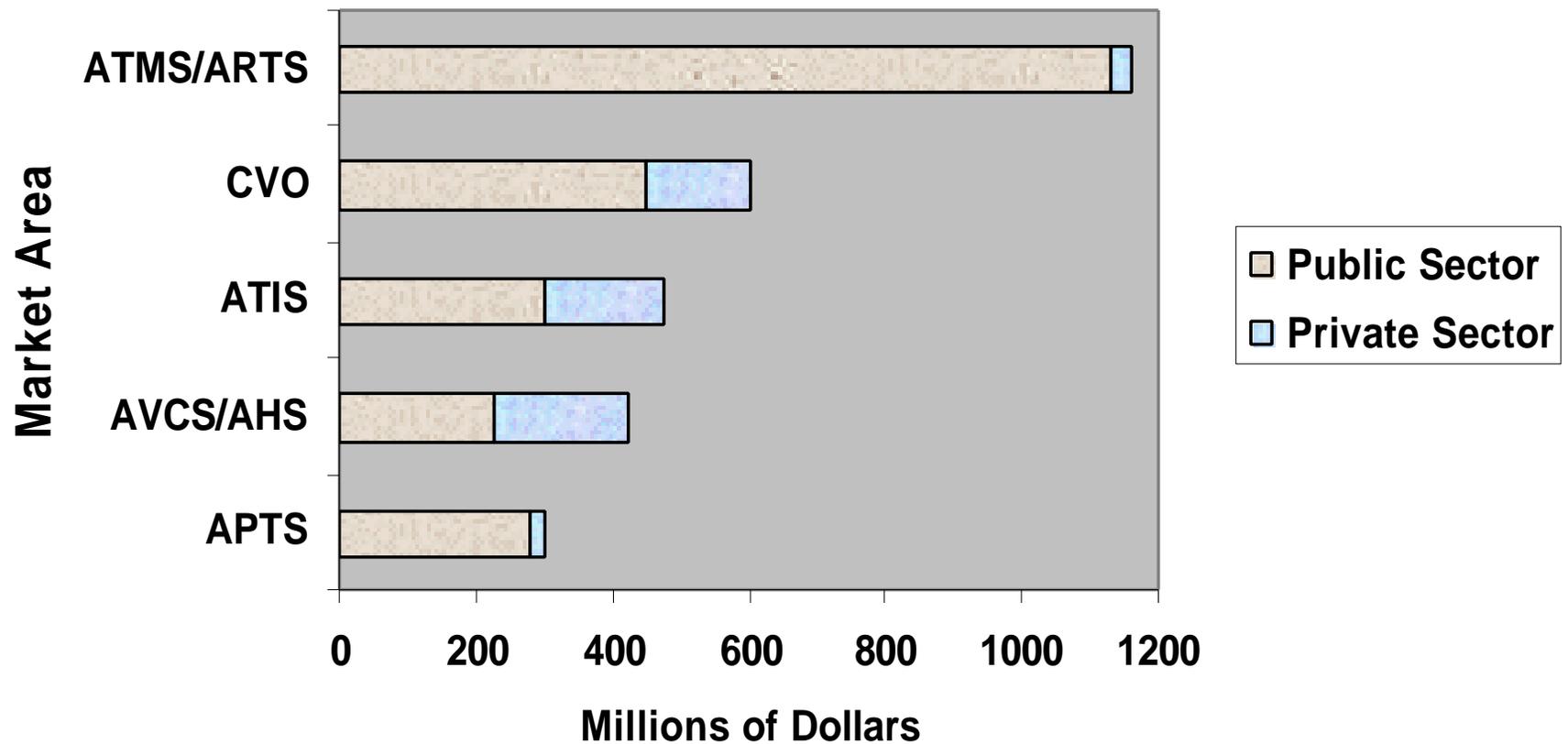
- Information systems
- Hazardous materials

mainstreaming (Organizational structure)

(Organizational structure)

(Organizational structure)

ITS Expenditures, 1992 to 1995

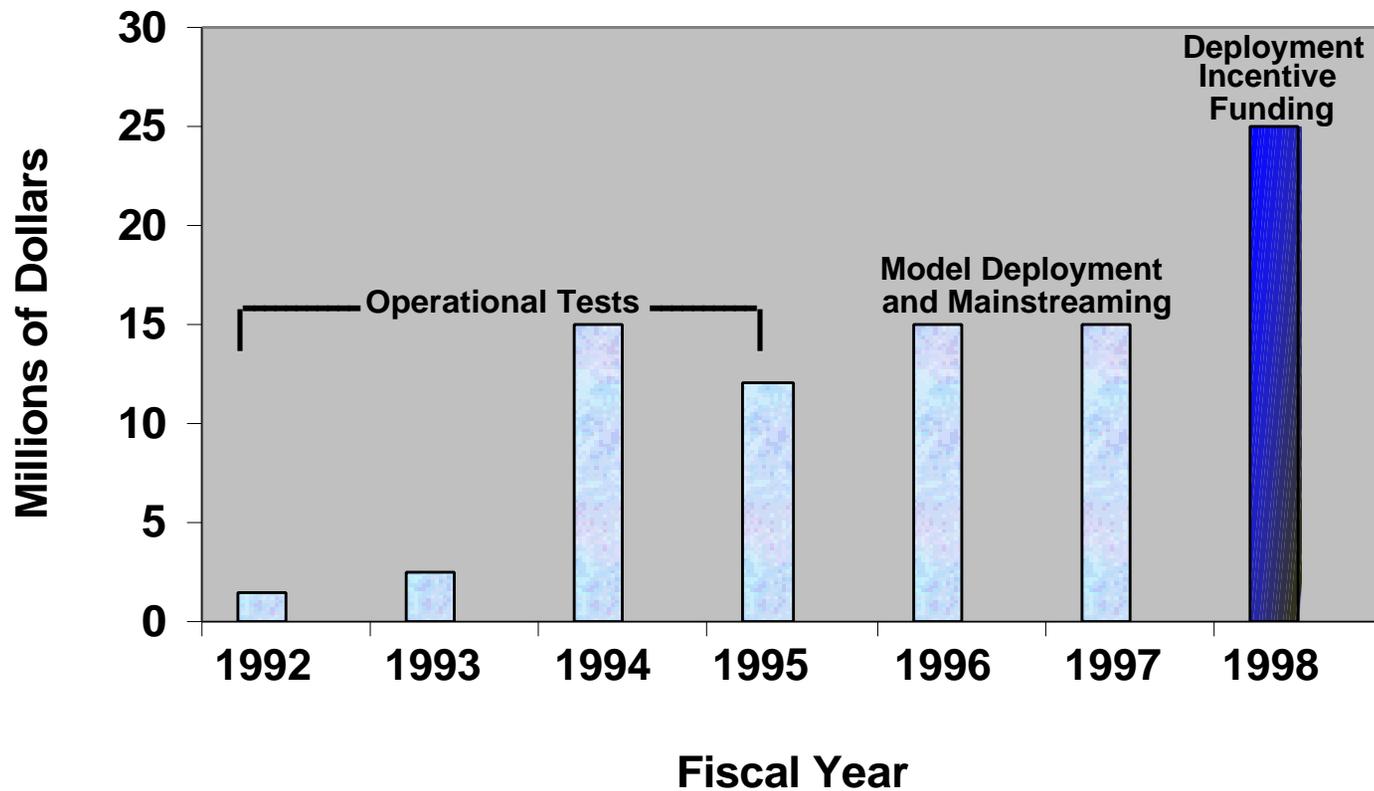


Source: U.S DOT, Joint Program Office for ITS

ITS/CVO FFY96-98 Spending Plan (\$Millions)

	FFY 1996	FFY 1997	FFY 1998
R&D (SAFER, Onboard, ASAP)	\$6,210	\$7,000	\$7,500
Ops Test (CVISN, IBC, Safety)	\$13,398	\$14,500	\$2,000
Mainstreaming	\$2,250	\$1,000	\$2,750
Corridors (Earmarks)	\$10,714	\$11,500	\$0
Intermodal (Re-program)	\$695	\$435	\$0
Deployment Incentives	\$0	\$0	\$25,000
Total	\$33,267	\$34,435	\$37,250

Federal Funding Outlook



Source: U.S., Joint Program Office or ITS; Cambridge Systematics, Inc. estimates from 1996-98.

ITS/CVO Mainstreaming Program Key Dates

- **December 1997**
 - **State business plans due**

- **February 1998**
 - **Anticipate passage with spending authority for ISTEA Reauthorization**

- **May 1998**
 - **Regional business plan due**

- **June 1998**
 - **Allocation decisions for 1998 mainstreaming funds based on performance criteria (assuming existence of 1998 mainstreaming funds)**

1998 Performance Criteria

- **Successful completion of business plans for states and regions**
- **Continued regional and state forum participation by all public and private partners**
- **Plans for updates and state and regional business plans**
- **Progress on integrating ITS/CVO priorities into existing state planning processes**
- **Additions of new states to regional consortia**

FY 1998 Mainstreaming Emphasis Areas

- **Regional champions**

- **Regional forums**
 - **Information dissemination**
 - **Policy issue discussions**
 - **Dispute resolution**
 - **Deployment coordination and facilitation**

- **Continued integration of ITS/CVO into existing planning processes**

- **State business plan development for non-mainstreaming states**

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM

COMMERCIAL VEHICLE SAFETY PLAN (CVSP)

MCSAP CONSIST OF 3 AREAS

- Performance-Based Grants
 - Basic Motor Carrier Safety Programs
 - Safety Performance Incentive Grants
- Border & High Priority Initiatives
- State Training and Administration

MCSAP PLANNING PROCESS

- ANNUAL PLAN
- COMMERCIAL VEHICLE SAFETY PLAN (DUE AUGUST 1)
- PERFORMANCE-BASED (RESULTS ORIENTED PLAN)

MCSAP FY 1998 Budget Request

\$ 67.5M Basic Funding

7.5M Safety Performance Incentive Grants

7.0M Border & High Priority Initiatives

1.0M State Training & Administrative

\$83.0M MCSAP request *

*Total SafetyProgram "Lead Agency Concept"

MCSAP ITS\CVO TECHNOLOGIES

- 100/200 MCSAP INSPECTION SITES
- PEN-BASED COMPUTERS
- ADVANCE ROADSIDE
COMMUNICATION
- AUTOMATIC BRAKE TESTERS
 - INFARED TRUCK/BUS BRAKE PROJECT

Incorporating ITS into Planning

- o Supportive of Congestion Management/Mobility Enhancement
 - Information - Real-Time Performance Monitoring
 - Control - Ability to “Tune” Operations to Demand, across Modes
- o “Deployment” by States/Localities, not Federal Government
 - Less Emphasis on Federal Research/Congressional Earmarks
 - Must Compete for Funding with “Traditional” Alternatives
 - Submittal to Environmental Processes at Systems and Project-Level
- o Technical & Institutional Barriers
 - Limited Experience with Empirical Data
 - Beyond Sensitivity of 4-Step Modeling
 - Perceived Low Impact/High Expense
 - Little MPO Experience in Operations
 - Little MPO Expertise in Technologies
 - Involves Public/Private Cooperation

What It Means to Mainstream ITS

- o Consider as Option at Earliest Stages
 - Integrate in Studies - Unified Program
 - Pre-Plan in Congestion Mgmt System
 - Refine Plan - Major Investment Study and others
 - Adopt as Option in Plan and TIP
 - Use Early Deployment Plan/Process
- o Planning Process is Flexible and Engaging Context for ITS
 - Provides Ideal Institutional Setting
 - Provides Basis in Community and Mobility Need
 - Considers Key Opportunities and Constraints
 - Renders Eligibility for Federal-Aid
 - Fluid, Continuing Process Accommodating at Every Stage
 - Depends upon the Willingness of Decision-makers
- o Tap ITS for Performance Monitoring
 - Cost Effective, Accurate, Timely Source of Performance Data
 - Like Drinking Water from a Fire Hose

SETTING THE CONTEXT

- o **" Smart Moves" Documents Benefits**
- o **Common Threads of "Success Stories"**
 - **Multimodal/Interagency Coordination**
 - **Deployment Incentive from "Need"**
- o **What Is True Status of Deployment?**
 - **State DOTs Lead - Freeway Focus**
 - **Local Gov'ts "Tagged-Along"**
 - **"Stove-Pipe" Focus**
 - * **Little Technological Coordination**
 - * **Little Institutional Coordination**
- o **Planning Is Institutional/Analytic Context**
 - **Regionally, Multimodally Integrated**
 - **Continuing Transp Investment Pgm**

BASICS OF DECISION-MAKING

- o Goal-Setting/Community Visions**
 - Vision Broader than Transportation**
 - Translate into Performance Measures**

- o Action Considerations - Study Options**
 - Congestion Management Systems**
 - Major Investment Studies**
 - “Early Deployment” ITS Plans**
 - Consider ITS as Part of ALL Options**

- o Coordination**
 - “Board of Directors” Function**
 - Public and Stakeholder Involvement**

- o Setting Priorities and Resource Allocation**
 - Cost Estimates (incl. Op/Maintenance)**
 - Fiscally Constrained Plans/Programs**
 - Consider ALL Forms of Sponsorship**

- o Evaluate Results/Cycle Back to Step #1**

- o **Tap ITS for Performance Monitoring**
- o **Planning is Flexible/Engaging Context**
 - **Provides Ideal Institutional Setting**
 - **Provides Basis in Need**
 - **Considers Opportunities/Constraints**
 - **Renders Eligibility for Federal-Aid**
 - **Fluid Process - at Every Stage**
- o **Technical & Institutional Barriers**
 - **Limited Experience & Empirical Data**
 - **Beyond Sensitivity of 4-Step Modeling**
 - **Perceived Low Impact/High Expense**
 - **Little MPO Experience in Operations**
 - **Little MPO Expertise in Technologies**
 - **Involves Public/Private Cooperation**

**DEPENDS UPON
DECISION-MAKER
SUPPORT**

WHY ALL THE FUSS ON DEPLOYMENT ?

- o Expansion Beyond Single-Digit Impacts**
- o ITS As Cross-Roads, Integrating...**
 - Infrastructure and Communication**
 - Planning and System Operations**
- o Planning (vs. Operations) Dimensions**
 - Planning Has Capital Projects Focus**
 - Planning Has Long-Range Horizon**
 - Planning Has Many Perspectives**
 - Planning With Analysis/Context**
- o Seizing the Opportunity - Planning/ITS**
 - ITS Enhances Operational Efficiency**
 - Planning Enhances Decision-Making**
 - MPO Provides Framework for Both**
 - Next Frontier - Regional Architecture**