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MATTER BEFORE THE
FEDERAL COMMUNICATIONS COMMISSION
1919 M Street, N.W., Room 222
Washington, D.C. 20554

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

Regarding - Amendment of Section 90.239 - Federal Communications Commission's Rules to Adopt Permanent Regulations for Automatic Monitoring Systems; RM 8013

Statement of the
International Bridge, Tunnel and Turnpike Association

Background

The International Bridge, Tunnel and Turnpike Association (IBTTA) is the not-for-profit trade association representing the world-wide toll industry. Our members worldwide operate more than 300 toll facilities in 23 countries. These toll roads, bridges and tunnels carry more than seven billion vehicles each year.

IBTTA supports toll financing as an effective alternative or supplement to tax and other revenues to finance the design, construction, operation and maintenance of transportation facilities.

We submit this statement opposing the petition for rulemaking filed by North American Teletrac and Location Technologies, Inc. (Teletrac). Teletrac, through its petition, desires to change existing Federal Communication Commission (FCC) regulations governing the use of Industrial, Scientific and Medical (ISM)

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applications band in the range of 902 through 928 MHz. Electronic Toll & Traffic Management (ETTM) and Automatic Vehicle Identification (AVI) systems also use this band. Teletrac, however, seeks exclusive use of a large part of this spectrum which would adversely affect deployed and future ETTM and AVI systems.

IBTTA believes that granting Teletrac exclusive use of this spectrum would lead to the potential disruption of Intelligent Vehicle Highway Systems (IVHS) and ETTM technology. Granting the Teletrac petition would jeopardize toll agencies that now use ETTM applications successfully throughout the United States. It would also seriously hamper those agencies planning to use ETTM in the future. Highway officials could lose the ability to use proven technology to meet regional transportation and telecommunications needs.

In addition, IBTTA requests that the Commission consider granting co-primary status for those ETTM devices that provide AVI services currently or potentially operating under FCC Part 90 regulations as secondary status users. By pursuing co-primary status, the FCC would better protect current ETTM systems and encourage the development of additional applications essential to meet our nation's existing and future surface transportation needs.

ETTM Definition and Current Uses

Recent technological advances allow the toll industry to collect tolls electronically in an accurate, efficient and cost-effective manner desired by the motoring public. Using ETTM systems, motorists can pay tolls in a hands-free, non-stop environment at highway speeds. ETTM provides added toll plaza capacity, reduced fuel consumption, less congestion, cleaner air and increased productivity.

ETTM systems allow drivers to pass through toll plazas equipped with tag readers. The reader communicates with a tag attached to the vehicle and records the transaction. Customers can either pre-pay with cash or by credit card to set up an account and receive a tag. ETTM customers enjoy the convenience and time-savings associated with hands-free non-stop electronic toll collection. Drivers who choose not to use the ETTM system can continue to pay their toll manually.

The Texas Turnpike Authority has been operating TOLLTAG, an ETTM system on the Dallas North Tollway since 1989. The system improves the Tollway's efficiency and reduces peak period congestion. This added capacity benefits all motorists, whether they are ETTM subscribers or not.

The Tollway has more than 153,000 tags issued to over 36,000 accounts. It processes over 20 million transactions annually virtually without error. The system is working in all toll lanes on the facility, and has the enthusiastic support of the

Tollway's patrons.

ETTM has allowed the Oklahoma Turnpike Authority (OTA) to build new toll roads, without traditional toll booths on the main line of the roadway. Motorists who participate in OTA's PIKEPASS system can pay tolls at highway speeds as they pass a toll collection point on the toll facility. Motorists who do not participate in PIKEPASS can exit the main line and pay their toll manually in a toll plaza on a service road parallel to the primary road.

PIKEPASS is operational on OTA's 10-road, 550-mile system. The agency has distributed PIKEPASS tags to more than 125,000 local, regional and interstate customers. The system accounts for 30 percent of all toll transactions in Oklahoma.

A March 1992 ETTM system survey conducted by IBTTA identifies an additional five toll authorities in the United States using ETTM systems. All report similar high performance standards:

1. The Louisiana Department of Transportation and Development implemented its ETTM system, also called TOLLTAG, on the Crescent City Connection in New Orleans. Here, motorists have purchased some 25,000 car tags, and the facility averages 21,000 TOLLTAG transactions daily.

2. The Greater New Orleans Expressway Commission uses ETTM on its Lake Pontchartrain Causeway. ETTM accounts for 60 percent of all daily transactions, and is used by 11,000 cars and 500 trucks.

3. The E-470 Public Highway Authority in Englewood, Colorado uses the EXPRESSTOLL system on its Segment I Toll Plaza. About 1,500 cars and trucks use this system, including roughly 140 emergency vehicles resulting in 43 percent of all daily transactions. The toll plaza includes non-stop ETTM lanes and manual toll lanes.

4. Advanced toll collection accounts for 110,000 tags -- with over 16,000 daily ETTM transactions amounting to 80 percent of all toll transactions -- on the Thomas J. Hatem Memorial Bridge. This is under the jurisdiction of the The Maryland Transportation Authority the system.

5. Applying ETTM to mass transit, more than 1,500 buses pass through the Lincoln Tunnel each day using an ETTM system offered by The Port Authority of New York and New Jersey.

Again under existing FCC procedures, these ETTM applications operate within the 900 MHz band on a secondary status.

Future Potential for ETTM

As a result of these successes, additional toll agencies are exploring ETTM for electronic toll collection and traffic management. Some toll agencies plan to use federal funds to install ETTM. These funds are available under the IVHS provisions in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), P.L. 102-240.

In the long term, ETTM also will provide important IVHS and traffic management functions, including the monitoring, collection and reporting of real-time congestion information to motorists. ETTM also will make possible the use of congestion pricing tests, provided for in ISTEA.

In California, ETTM technology will allow highway officials to collect tolls for the use of dedicated high occupancy vehicle (HOV) lanes by non-HOV motorists. Variable toll rates will allow officials to give commuters an incentive to avoid peak period travel and to form carpools.

Seven toll authorities in the Northeast formed an Interagency Group to select a compatible ETTM system for use by motorists throughout the New York, New Jersey and Pennsylvania region. These agencies are the New Jersey Expressway Authority, New Jer-

sey Highway Authority, New Jersey Turnpike Authority, New York State Thruway Authority, Pennsylvania Turnpike Commission, Port Authority of New York and New Jersey and Triborough Bridge and Tunnel Authority.

E-ZPass (as already termed by the Interagency Group) will allow region-wide electronic toll collection at all toll facilities. These include river crossings, toll facilities serving central business districts, and intra- and inter-state roads operated by the seven member agencies. While each agency in the Group is responsible for installing and operating ETTM on its own facility, the interagency approach will provide maximum convenience to motorists. It is anticipated that some of the agencies will begin implementing this technology in 1993.

The Interagency Group is conducting operational tests on two technologies that operate in the 900 MHz band (904 to 912 MHz and 918 to 926 MHz). Eventually, toll agency officials expect to distribute one million E-ZPass tags for use in several hundred toll plaza lanes.

The size and scope of this project and its potential impact on millions of daily commuters and commercial drivers is enormous. Interagency Group members have allocated more than \$63 million to fund E-ZPass activities during 1992 to 1996. The Group will also use an additional \$32 million in federal funds available from the

Federal Highway Administration under ISTEA.

In the New England area, seven transportation agencies are pursuing a Multi-Modal ETTM Program, promising to illustrate further the benefits of IVHS by combining toll, urban mass transit and ground airport facilities in one system.

Participants include the Maine Turnpike Authority, Massachusetts Executive Office of Transportation and Construction, Massachusetts Highway Department, Massachusetts Turnpike Authority, Massachusetts Port Authority, New Hampshire Department of Transportation (Bureau of Turnpikes), Rhode Island Turnpike and Bridge Authority and the Massachusetts Institute of Technology's Region One University Transportation Center.

The New England Group aims to have its ETTM system working by 1994 for advanced taxi toll collection at area airports, river tunnel crossings, and certain roads for commercial traffic.

While these interagency efforts move forward, numerous individual toll authorities are proceeding with ETTM systems, including:

1. The Harris County Toll Road Authority in Houston, Texas expects its new EZ TAG system to begin operation soon. Once fully equipped, the system will comprise 69 toll lanes.

2. The Georgia Department of Transportation (GDOT) plans to open the Georgia 400 Extension, a new limited-access highway in Atlanta, Georgia, in the next few months. GDOT plans to complete the facility by July 1993, including an advanced toll collection system in 18 lanes. Further plans are to expand ETTM to a total of 20 lanes. Federal funds helped develop the Georgia 400 Extension, a pilot project under the toll provisions of the Uniform Relocation Assistance Act of 1987.

3. The Illinois State Toll Highway Authority will offer its ETTM system by March 1993 on its new North-South segment covering about 17 miles, and on a separate stretch near Chicago's O'Hare International Airport. ETTM will be used for advanced toll collection, to queue parked vehicles at the airport and to identify hazardous materials movements.

Per current FCC guidelines, most of these ETTM applications will be operating on a secondary basis in the 900 MHz frequency range.

Concern With FCC Granting Exclusive Frequency Use

IBTTA understands that the Teletrac system is a vehicle location and tracking system. Teletrac and similar products will, in the future, benefit the public by tracking commercial truck traffic,

locating stolen vehicles and providing emergency road service.

Teletrac is one example of IVHS technology serving a particular need by a specific group of users or customers. Similarly, ETTM systems previously discussed are another type of application serving a unique need. Allowing Teletrac to operate on an exclusive basis in the 904 - 912 MHz and 918 - 926 MHz bands would interfere with future ETTM systems. It would discourage interested parties from spending time, staff resources and money to research, test and develop ETTM applications that provide AVI services under the FCC Part 90 regulations.

Toll agency officials have said that if Teletrac receives exclusive frequency use, their ETTM projects could be significantly affected. This is particularly true for the E-ZPass system in the Northeast.

These uses have been co-existing in the same frequency ranges while meeting and exceeding user expectations. Granting the Teletrac petition would not enhance the success or increase the scope of these applications. By granting an exclusive use rule for Teletrac, the FCC would find itself prioritizing one IVHS application over another, though each is designed to meet a separate demand. Further elevating these ETTM systems to a co-primary status, would offer more reliable and cost-effective service to ETTM customers while effectively sharing limited

spectrum for other uses.

Conclusion

Significant monetary losses, motorist dissatisfaction, and increased traffic congestion would result if the FCC grants exclusive use status to Teletrac and its partners, or any existing or future spectrum user that conflicts with and disrupts ETTM operations. FCC approval of this Teletrac petition would negate potential benefits of using IVHS and ETTM technologies.

Favoring the Teletrac request would set a dangerous precedent for the future by not allowing what should be "cooperating applications" to share frequency spectrum. Finally, favoring the Teletrac request would not be in the best interest of the motoring public.

Respectfully submitted,



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