From Dreams to Nightmares

"The IT Project That Ate America"

I realized after writing this piece that the majority of people - including myself - would start reading it and think..ugh! it's about transportation legislation and the meaning of it. Boring! And I wouldn't argue that - but the subject itself - the information I was trying to convey - proving it with quotes from the legislation - is that transportation and transportation systems are integral to the global conspiracy that is tearing this country apart and diminishing it's prospects for the future. The NAFTA Superhighway is only one piece of what is actually a global scale **I**nformation **T**echnology (IT) project that defines "central planning". In the future, when historians look back, they will say that this was the IT project that ate America - bankrupting and defeating all that it stood for - for nearly 400 years.

On any given problem - and obviously, this is a big one, the only way to solve the problem is to get to the source of the problem - otherwise, you're like a doctor treating the symptoms of a disease and not treating the disease itself. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) is the disease. The Trans-Texas Corridor aka NAFTA Superhighway is a symptom and if you can make yourself stay awake through this webpage - and connected webpages, I promise you'll come away with a better idea of what needs to be done about it.

In the late 1960's there was a program on television called "21st Century". It was the era of dreamers with big dreams of what life would be like in the 21st Century and this program was our window into the future they saw.

I hadn't thought about that program in years until I started researching the NAFTA Superhighway. The NAFTA Superhighway is the implementation of one of the Big Dreams from the 1960's. The dream was an intelligent highway system with intelligent cars[2] that would have collision detection and prevention systems; traffic flow control systems; your car would talk to you and tell you the best route to take and it would give you road conditions ahead. It was fantastic and just the prospect of it was exciting. But here we are in the 21st Century and we are facing the reality of the Big Dream becoming the Big Nightmare.

Intermodal Surface Transportation Efficiency

The shift in transportation policy away from just building highways and moving us towards the 21st Century Nightmare began with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In that legislation, Congress declared the Dwight D. Eisenhower National System of Interstate and Defense Highways (Interstate System) complete and the 'National Highway System (NHS)' was created. The NHS included not only the Interstate System but also the feeder routes (urban and rural) leading to principal arterials and highways (including toll facilities), ports, airports, public transportation facilities, and other intermodal transportation facilities.

In the legislation, the purpose was described thusly:

> `The purpose of the National Highway System is t**o provide an interconnected system** of principal arterial routes which will serve major population centers, **international border crossings**, ports, airports, public transportation facilities, and **other intermodal transportation facilities** and other major travel destinations; meet national defense requirements; and serve **interstate and interregional travel[2]**

It doesn't seem out of line to consider that the ISTEA legislation federalized

Intermodal Surface Transportation Efficiency Act of 1991[1]

SEC. 2. DECLARATION OF POLICY: INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT.

It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy efficient manner.

The National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce.

The National Intermodal Transportation System shall include a National Highway System which consists of the National System of Interstate and Defense Highways and those principal arterial roads which are essential for interstate and regional commerce and travel, national defense, intermodal transfer facilities, and international commerce and border crossings.

The National Intermodal Transportation System shall provide improved access to ports and airports, the Nation's link to world commerce.

***The National Intermodal Transportation System shall be adapted to ``intelligent vehicles''**, ``magnetic levitation systems", and other new technologies wherever feasible and economical, with benefit cost estimates given special emphasis concerning safety considerations and techniques for cost allocation.*

the entire U.S. system of roads because all roads feed into - or lead to one of the major hubs mentioned above - except perhaps for Alaska where they have a road to nowhere. Maybe that was an act of rebellion on the part of Alaskans.

The 1992, IVHS Strategic Plan produced by the Intelligent Highway Systems (IVHS) was requested by the DOT.

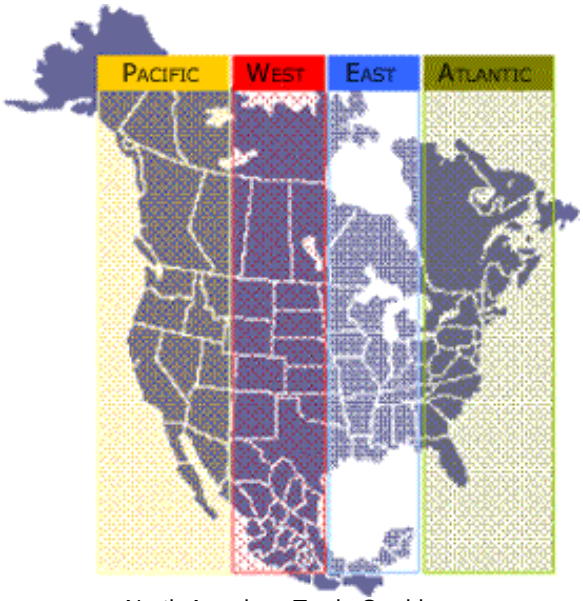
> *"DOT asked IVHS AMERICA to draw on its membership to develop a Strategic Plan for IVHS in the United States and set it in an international context. This document is that Strategic Plan. Written by the Strategic Planning Subcommittee of IVHS AMERICA, it can fairly be called a consensus of the IVHS community in the U.S."*[8]

This group was essentially given carte blanch to redesign America's transportation and border infrastructure for the purpose of building world's first fully automated, advanced technology highways and facilities, managed by information and control systems.

> *IVHS is, in fact, a paradigm shift. The transportation/ information infrastructure is a new way of looking at, thinking about, and improving mobility - a sociological as well as a technological revolution. The shift is ongoing in air and rail transportation. That paradigm shift is needed in highway and public transportation as well.*[9]

And it was always planned as an international project even though there were no agreements in place for it except the Canadian FTA. In fact, one has to wonder if Dallas wasn't chosen for the initial project (Mobility 2000) because it was one of the principal international routes.

> *"**Efforts already under way to create a North American IVHS program** are consistent with recent developments toward increased economic cooperation between the U.S., Canada, and Mexico."*[10]



North American Trade Corridors
(Source: North American Forum on Integration)

Section 1006 - ISTEA of 1991
(h) National Defense Highways Located Outside United States -

Mobility 2000

Mobility 2000 was the name of the Dallas-Fort Worth federally mandated, regional transportation study that was completed in 1986. Two years later, after a conference attended by various groups involved in road and traffic management, a national special interest group was formed. They named themselves Mobility 2000.[3]

"In 1988, Mobility 2000 was formed to develop a national program of automated highway technology, which eventually evolved into Intelligent Transportation systems (ITS). Mobility was the organizational precursor to ITS America, of which AASHTO [American Association of State Highway and Transportation Officials] was a founding member"[4].

"Founded in 1988, Mobility 2000 was an informal assembly of industry, university, and government representatives created to promote the use of advanced technologies to improve highway safety and efficiency. The initiative was formalized in 1991, when the Intermodal Surface Transportation Efficiency Act (ISTEA) was enacted, and the national Intelligent Vehicle Highway System (IVHS) program was established. A growing sense soon developed in the IVHS community, especially in the public transit arena, that "intelligent vehicle highway systems" did not embrace all the transportation modes addressed in the national IVHS program. In 1994, the national IVHS program was renamed the Intelligent Transportation System (ITS), to clarify the multi-modal intent."[5]

"In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) provided this initial funding and authorized the organization to be a Federal Advisory Committee to the U.S. Department of Transportation. Among its first major tasks was the development of a strategic plan for ITS deployment in the U.S. The document was a collaborative effort among the organization's membership and the U.S. DOT set a national framework for guiding the development of intelligent transportation systems."[6]

* * * * *

*"The mission of the IVHS community in the U.S. - composed of all levels of government; the automotive, electronic, communications, and information industries; and academia - is first, to improve surface transportation by **deploying IVHS technology broadly throughout the nation and, in cooperation with Mexico and Canada, throughout North America, and second, to develop a U.S.-based IVHS industry to provide technology in the U.S. and abroad**."*[7]

(1) Reconstruction projects.-If the Secretary determines, after consultation with the Secretary of Defense, that a highway, or portion of a highway, located outside the United States is important to the national defense, the Secretary may carry out a project for the reconstruction of such highway or portion of highway.

The National Highway System Designation Act of 1995 (P.L. 104-59) that was signed by President Clinton on November 28, 1995[12]

SEC. 359. MISCELLANEOUS STUDIES.

(a) <<NOTE: 23 USC 309 note.>> Pan American Highway.--
(1) Study.--The Secretary shall conduct a study on the adequacy of and the need for improvements to the Pan American Highway.
(2) Elements.--The study shall include, at a minimum, the following elements:
(A) Findings on the benefits of constructing a highway at Darien Gap, Panama and Colombia.
(B) Recommendations for a self-financing arrangement for completion and maintenance of the Pan American Highway.
(C) Recommendations for establishing a Pan American highway authority to monitor financing, construction, maintenance, and operations of the Pan American Highway.
(D) Findings on the benefits to trade and prosperity of a more efficient Pan American Highway.
(E) Findings on the benefits to United States industry resulting from the use of United States technology and equipment in construction of improvements to the Pan American Highway.

North American Super Corridor Coalition (NASCO)

Security and Prosperity Partnership

The following is an excerpt from a letter written by Federico Peña, Secretary of Transportation to Senator John Chafee, Chairman of the Committee on Public Works and the Environment in 1996 concerning a report regarding highway designations for the National Highway System:

> *Section 1006 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) authorized the NHS. However,* ***the act made clear that the NHS was not intended to be simply a highway system. Rather, it was intended to provide the links that would unite a national intermodal transportation network in a unified, interconnected manner.***
>
> *In December 1993, the Department submitted its recommendations to Congress for designation of the NHS. The recommendations included some connections to intermodal terminals, but the Department's report noted that the proposals received from the State transportation departments were not sufficiently consistent to warrant final designation of all connectors. The 1995 act, which designated the NHS, directed the Department to submit, within 180 days of enactment, modifications to the* ***NHS to provide connections "…to major ports, airports, international border crossings, public transportation and transit facilities, interstate bus terminals, and rail and other intermodal transportation facilities."*** *These connections, which are eligible on an interim basis for NHS funding, are subject to approval by Congress.*
>
> *This submission, developed wit the cooperation of the State transportation departments, metropolitan planning organizations, and terminal operators, identifies additional connections that should be part of the NHS. As discussed in the enclosed report, Pulling Together: The National Highway System and Its Connections to Major Intermodal Terminals, the recommended connections are consistent with criteria developed to address the earlier concern about consistency.*

Both the letter and the report: Pulling Together: The National Highway System and Its Connections to Major Intermodal Terminals can be found on the Federal Highway Administration website. If for some reason, access to the report is not available, a pdf has been captured and may be accessed HERE.

> *"Spending authority for the ITS program grew from $20 million in 1991 to $227.5 million in 1995. For the 1991-1995 period, the Congress has voted $827.6 million, and by the end of fiscal year 1994 the Department of Transportation had obligated $544 million for the program (see Summary Table 1)."* [11]

So if the National Highway System isn't just highways, then what is it? Click HERE to continue

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1) U.S. Dept of Transportation, Research and Innovation Technology Administration (RITA), H.R. 2950 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), http://ntl.bts.gov/DOCS/istea.html

2) U.S. Dept of Transportation, Research and Innovation Technology Administration (RITA), H.R. 2950 Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), National Highway System Replacement language for Section 103 of Title 23 Section 1006 (a) (b) (1) Purpose http://ntl.bts.gov/DOCS/istea.html

3) U.S. Dept of Transportation, Federal Highway Administration, Lyle Saxton, "Mobility 2000 and the Roots of IVHS" http://www.itsdocs.fhwa.dot.gov/JPODOCS/BRIEFING/9003.pdf

4) Siradol Siridhara, Virginia Tech Digital Library, 'AHS Maglev System Architecture', Dissertation, URN: etd-100799-120014, 8/23/1999, http://scholar.lib.vt.edu/theses/available/etd-100799-120014/ section referenced: Introduction - Page 2, http://scholar.lib.vt.edu/theses/available/etd-100799-120014/unrestricted/1introduction.PDF

5) I-70 Rural IVHS Corridor Master Plan, Colorado Dept of Transportation, De Leuw, Cather & Company, April 1996, 660205-01450 Appendix C--ITS Acronyms http://www.itsdocs.fhwa.dot.gov/edldocs/3825/app-c.pdf
(entire report) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_TE/3825.pdf (very large pdf)

6) Intelligent Transportation Society of America (ITS America) history, ITS America website
http://www.itsa.org/itsa_history/c48/Inside_ITSA/ITS_America_History.html (Note: former name was Intelligent Vehicle Vehicle Highway Society (IVHS))

7) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Mission Statement, Page II-7 (pdf p.34)
http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf

8) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Page II-1 (pdf p.28) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf

9) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Page II-4 (pdf p.31) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf

10) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Page I-15 (pdf p.22) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf

11) Congressional Budget Office, High-Tech Highways: Intelligent Transportation Systems and Policy, October 1995
http://www.cbo.gov/ftpdocs/0xx/doc16/Highways.pdf Additional info on spending: http://www.cbo.gov/publications/bysubject.cfm?cat=21

12) The National Highway System Designation Act of 1995 (P.L. 104-59) , http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=104_cong_public_laws&docid=f:publ59.104

The IT Project That Ate America
Page 2

Intelligent Transportation System

"Super (Information) Highways"

A brief overview of the elements of an Intelligent Highway System was provided in the IVHS Strategic Plan. More detail on each element can be found in the document.

> *"The Intelligent Vehicle Highway System (IVHS) is a large umbrella program that consists of a number of different user services in the categories of travel and traffic management, public transportation management, electronic payment, commercial vehicle operations, emergency management, and advanced vehicle safety systems. These services are related in that they all involve collecting, transmitting, processing, distributing, and displaying information. Moreover, the same information may be common to different user services and system components may be designed to accommodate requirements for multiple services.*
>
> *The complexity and enormity of IVHS, its numerous and byzantine interconnections, and its far-reaching applications and implications all demand that it be put together from the start in a well-thought-out manner. This up-front planning will ensure that the deployment of IVHS user services will occur within the most sensible system framework. It will also ensure that a nationally compatible system emerges, instead of having local or regional pockets of IVHS that will not accommodate intercity travel or cross-country goods movement. For all of these reasons, IVHS needs a system architecture. In addition, Section 6053 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires the Secretary of Transportation to develop and implement standards and protocols that "... shall promote compatibility among intelligent vehicle-highway systems technologies implemented throughout the States."*[1]

1992 - Five Functional Areas of IVHS[2]

These are:

> *Advanced Traffic Management Systems (ATMS)*
>
> *Advanced Traveler Information Systems (ATIS)*
>
> *Advanced Vehicle Control Systems (AVCS)*
>
> *Commercial Vehicle Operations (CVO)*
>
> *Advanced Public Transportation Systems (APTS)*
>
> *"All five functional areas apply to transportation in rural areas as well as in urban areas."*

Border systems, freight inspection, datalinks, traffic management command and control centers, and data collection hubs all fall under several of the above categories and are integral to IVHS concept.

Excerpt from the Strategic Assessment - Introduction of the 1992 IVHS Strategic Plan[3]:

"A program of Intelligent Vehicle-Highway Systems (IVHS) - the application of advanced technology to improve the operation of our highway and public transportation systems - is building momentum in the U.S. and abroad. Working through an informal organization known as Mobility 2000, transportation professionals from the public and private sectors and academia in the U.S. worked together for four years to develop a national vision for IVHS, completing the work in March 1990. Building on these efforts, a more formal organization, the Intelligent Vehicle Highway Society of America (IVHS AMERICA) was incorporated in August 1990. IVHS AMERICA is a utilized Federal Advisory Committee to the U.S. Department of Transportation (DOT) and is the organizational framework for cooperation and consensus-building for a national IVHS program. It spans the entire IVHS community, including a broad spectrum of about 400 members in the private sector, the public sector, and academia.

DOT asked IVHS AMERICA to draw on its membership to develop a Strategic Plan for IVHS in the United States and set it in an international context. This document is that Strategic Plan. Written by the Strategic Planning Subcommittee of IVHS AMERICA, it can fairly be called a consensus of the IVHS community in the U.S.

IVHS Strategic Plan Graphic[4]

*"IVHS is a paradigm shift -
the transportation/
information infrastructure. "*

STRATEGIC PLAN FOR IVHS IN THE UNITED STATES

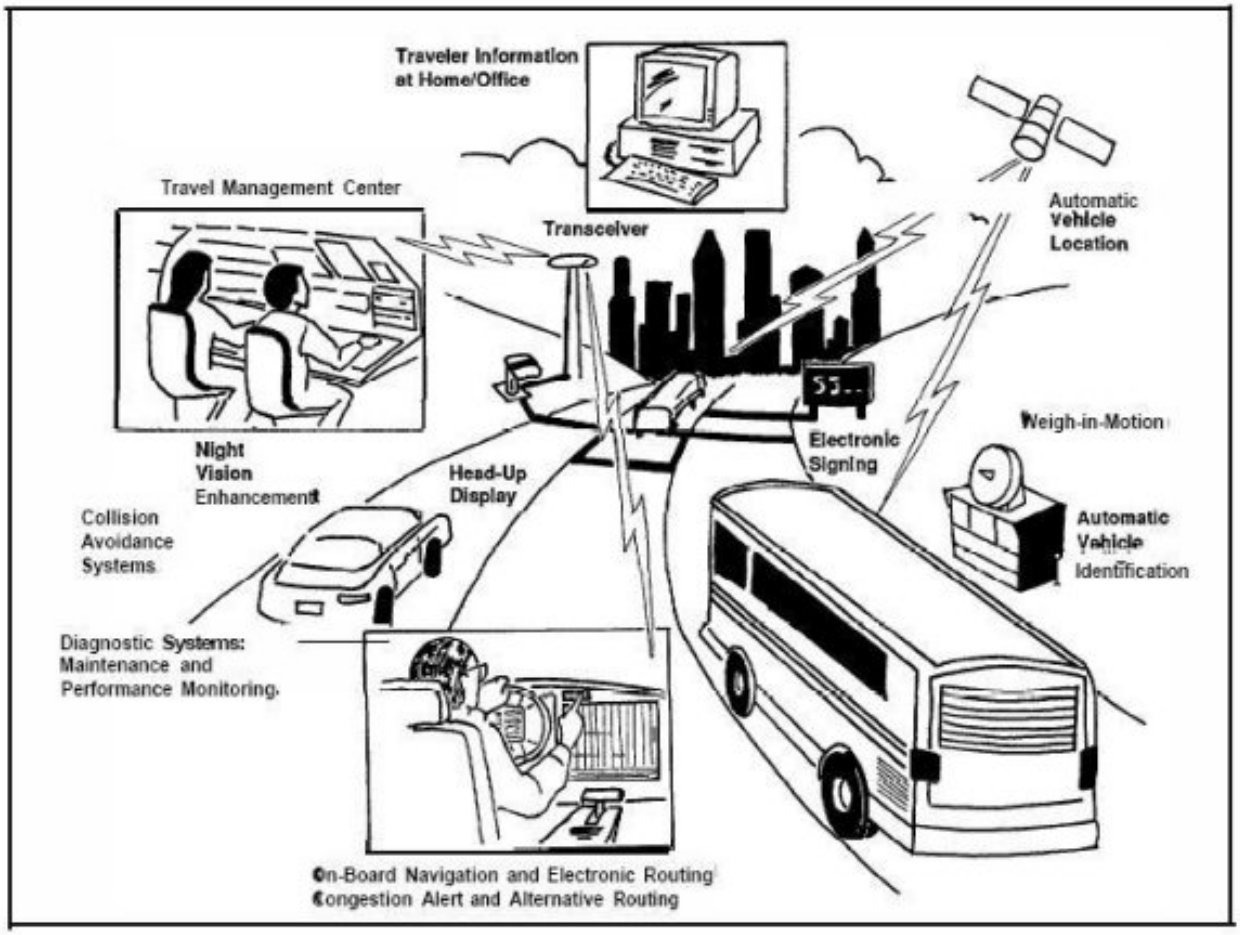


Figure 11-I. Some components of an Intelligent Vehicle-Highway System (Adapted from U.S. Department of Transportation National Transportation Strategic Planning Study, March 1990).

The NHS designated on November 28, 1995, included connections to 143 intermodal passenger and freight terminals. Based on the proposals submitted by the States in cooperation with their public and private sector partners, the FHWA has identified appropriate connections for. an additional 1,251 major terminals. (Some terminals do not require connections because they are adjacent to or in close proximity to NHS routes.) [5]
These terminals include:

- *194 major port facilities,*
- *167 major airports,*
- *68 major Amtrak stations,*
- *198 major rail/truck terminals,*
- *96 major intercity bus terminals,*
- *66 major pipeline terminals,*

- *377 major public transit terminals,*
- *43 major ferry terminals, and*
- *42 major multi-modal passenger terminals.*

The additional connections total approximately 3,208 kilometers (1,925 miles).

Applications of Intelligent Transportation Systems [6]

"In 1991, the Congress authorized a program exploring the use of advanced computer, communications, and sensor technologies to improve travel on highways and mass transit. Originally established under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) as the Intelligent Vehicle Highway Systems program, the effort has come to be known as Intelligent Transportation Systems (ITS) to reflect a broader set of concerns. The Department of Transportation manages the program." [7]

The ITS Program

o *Travel and transportation management* is aimed at keeping highway traffic flowing smoothly. It uses such measures as removing accidents and broken-down vehicles from roadways, controlling traffic signals, and providing information enroute to travelers about roads and services.

o *Travel demand management* aims to reduce travel by single-occupancy vehicles. It provides pretrip information about traffic conditions and the availability of transit services and ridesharing opportunities.

o *Public transportation operations* would provide enroute information to transit users, enable transit officials to keep track of the locations of their vehicles and monitor ridership demands, and enhance the safety of transit operations.

o *Electronic payment* would facilitate travel by allowing travelers to pay for parking, transit fares, and tolls through "smart cards."

o *Commercial vehicle operations* would facilitate interstate trucking by substituting electronic clearance for paperwork that is now required to comply with state requirements, weighing trucks at highway speeds instead of requiring them to stop at weigh stations, monitoring operations to enhance safety and improve efficiency, and providing for immediate notification of authorities in case of accidents, especially if hazardous materials are involved.

o *Emergency management* would enable quick notification of authorities and prompt response in emergencies.

o *Advanced vehicle control and safety systems* would employ such devices as collision avoidance warnings, automatic braking controls, and automated highway systems on which vehicles could move without being actively operated by a driver.

In addition to those applications, the ITS program includes several other efforts:

o *Corridor programs*, which would integrate various applications of technology within heavily traveled transportation corridors.

o *Development of a systems architecture*, which provides a blueprint of the way the various pieces of intelligent transportation technologies will fit together over the next five, 10, and 20 years, and beyond.

o *Deployment planning and support*, which involves resolving various legal and institutional issues as well as integrating new technologies into transportation systems.

The following pages will examine each of the above application areas but first, it's most important to understand the legal and logistical constraints of a project such as this one.

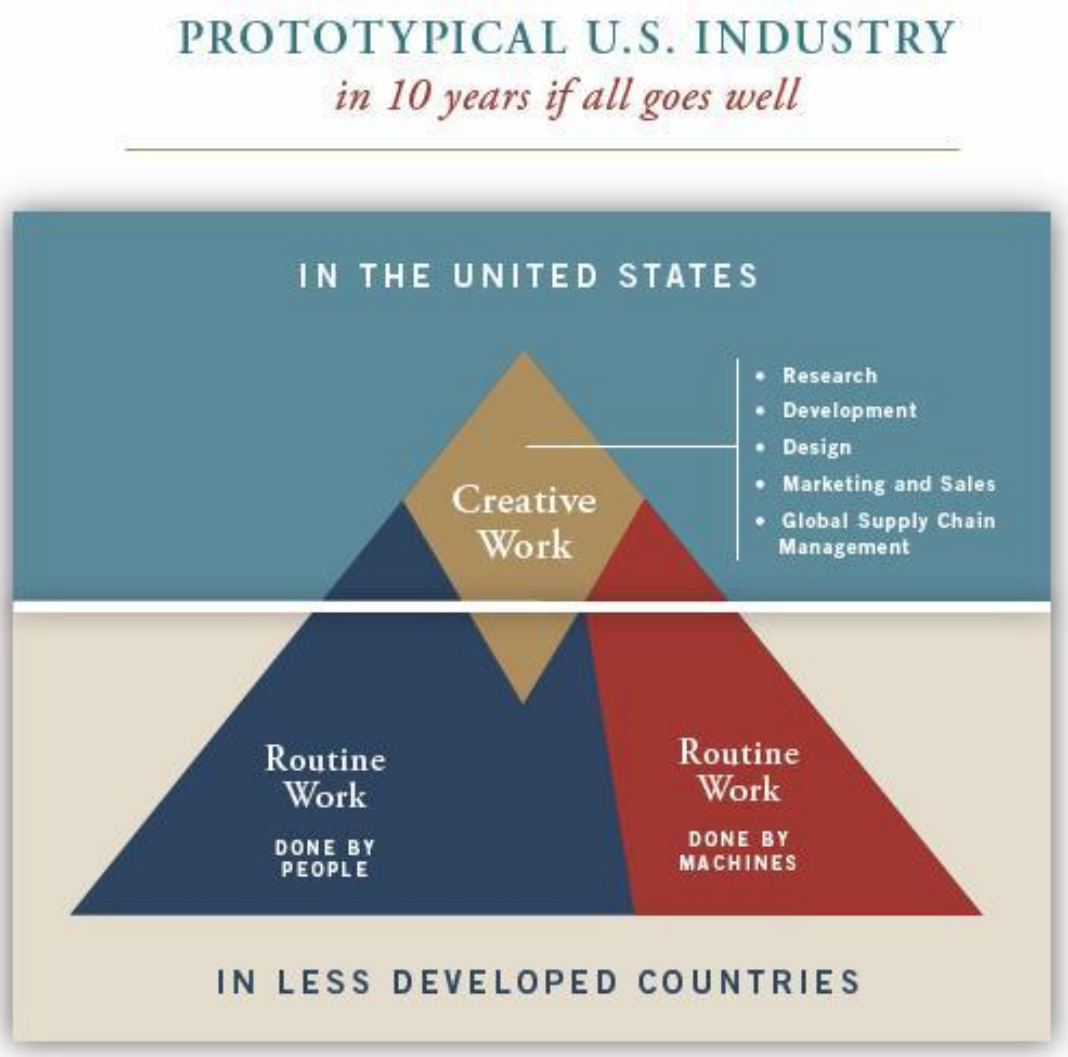
They are working across international, state and local jurisdictional boundaries. By including arterials leading to transportation hubs and population centers, they were essentially federalizing city and state roads. They included pipeline terminals and because the concept is for "smart highways", that means communications - fiber optic cabling (utilities), emergency management for quick response means connecting up with First Responders and Hospitals - the list goes on and on.

It also involves Constitutional issues of privacy and eminent domain - the taking of private property. And the most absurd thing is that when you consider that a big part of this project is to facilitate international commerce - which is draining our country of production, jobs and wealth; and it is increasing the price of cars substantially because of all the computer and tracking equipment that is required while at the same time, flooding the country with people - driving down wages so that the guy working at Walmart in the $7.00 hour job has to pay $15,000 for a car... AND insult to injury, the plan is to make the roads toll roads so that the poor Walmart Greeter can be billed by the mile for his use of the highway to get to work because the cost of the highways and data centers is so great they need to have on-going income from the roads to pay for it.

You have to wonder, what were these people smoking? And we don't even need to ask if they inhaled. Hurry and get those goods to the market that can no longer afford to buy them!

> *"As the trend to **globalization of the economy accelerates**, our domestic industry will compete increasingly with international companies.*
>
> *Inefficiencies in our domestic transportation system hurt U.S. industry in this competition. The importance of congestion will likewise increase as trends toward Just-In-Time (JIT) inventory systems increase. **Speed and reliability of freight movement will become increasingly important as the production of high value commodities grows."*** [7]

At the same time the planning for this "wonderful" New Economy was being planned around globalization and redesign of the American way of life to adhere to the 'new paradigm' of the Intelligent Vehicle Highway Systems, the education system was being redesigned as well. The following diagram was obtained from the National Center for Education and the Economy (NCEE) report: "Tough Choices or Tough Times". The NCEE is the organization that seems to do the central planning for the education system relative to the economy.



The truth of economic planning associated with the central planning for transportation systems, can be found in the detail design of the education-

workforce development system. The redesign of education is a conversion to hands-on vocational training, socialist conditioning for global citizenship in preparation for the breakup of the United States and the barest minimum of academic schooling to produce functionally literate workers. Sound far-fetched? Take a look at the (SEMCOG) Southeast Michigan Council of Governments' Workforce Development Report that was published in July 2007.

Before doing that however, it should be known that SEMCOG is the Metropolitan Planning Organization (MPO). MPO's are required by the federal government for regional transportation planning.

> *"SEMCOG supports local planning through its technical, data, and intergovernmental resources. SEMCOG's plans improve the quality of the region's water, make the transportation system safe and more efficient, revitalize communities, and spur economic development.*
>
> *As the region's designated Metropolitan Planning Organization, SEMCOG is responsible for regional transportation planning."*

Preparing Michigan's Workforce for the New Economy: (pdf)

Recommendations of SEMCOG's Task Force on Workforce Development for the Changing Economy[8]

> *SEMCOG has responsibility for adopting regionwide plans and policies for community and economic development, water and air quality, land use, and transportation, including approval of state and federal transportation projects. Funding for SEMCOG is provided by federal and state grants, contracts, and membership fees.*
>
> *SEMCOG's Task Force on Workforce Development in the Changing Economy and its Education Advisory Council are working to help Southeast Michigan communities adjust to the new economic reality caused by changes in the region's economy. The recommendations in this report provide practical ideas and assistance to help address the consequences of the economic change and move the region forward in developing a knowledge-based economy.*
>
> Preparation of this document may be financed in part through grants from and in cooperation with the Michigan Department of Transportation with the assistance of the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration; the Michigan Department of Natural Resources with the assistance of the U.S. Environmental Protection Agency; the Michigan State Police Office of Highway Safety Planning; and local membership contributions.
>
> ***Human Capital*** *(I think this was a typo... it should have been "cattle" :)*
>
> *Human capital is the development of an educated and skilled workforce that will enable the region to compete with other regions and states for business investment. It requires collaboration between education, government, business, and community/ nonprofits to raise educational standards, and awareness of the impact of education on quality of life and economic success. In addition, human capital development depends on ensuring that education is affordable; aligning curriculum skills with future workforce needs; and coordinating training programs so that students can build on previous educational experiences. The recommendations are:*
>
> 1. *Ensure coordination of all levels of education so that students can build upon previous educational experiences and prepare for lifelong learning,*
> 2. *Make education and training more affordable,*
> 3. *Align current curriculum skills with future workforce needs, and*
> 4. *Insist that early childhood education remains a priority.*

Another undeniable connection was made when John Engler, CEO of NAM participated in the presentation of the NCEE report, "Tough Choices" and then referenced that report when he was presenting the National Association of Manufacturers' Agenda for 2007. Engler is involved in both organizations. The report and the NAM conference were described on this webpage titled "Regionalism and Education".

At this point, if the word "communism" isn't upper most in your mind, then you should review the material above from the standpoint of central planning of the economy, the linkage of education and "workplace skills" to transform the schools into a supply chain management system for work. And it's also the time to start linking up the violent school incidents - (i.e. Columbine, Virginia Tech, police initiated terrorist "drills" at the schools). Resistance to the agenda has a price - not for the reason of political philosophy - but for the reason of how much money is being made by a few for implementing the police state, command and control mechanisms necessary for the communist system. It should be obvious by now that communism is a confidence game run by a criminal government and the thugs they hire both on and off the books to restrain people while their property is being stolen and they are being abused.

Technology - Defense Contractors and Surveillance Click HERE to Continue

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1) U.S. DOT, Federal Highway Administration, IVHS Architechure Program: A Systematic Approach to Progress, http://www.tfhrc.gov/pubrds/summer94/p94su8.htm
2) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Page I-10-11 (pdf p.17-18) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf
3) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Page II-1 (pdf p.28) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf
4) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Page II-5 (pdf p.32) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf
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6) Congressional Budget Office, High-Tech Highways: Intelligent Transportation Systems and Policy, Chapter 3, October 1995, http://www.cbo.gov/ftpdoc.cfm?index=16&type=0&sequence=4 (html) http://www.cbo.gov/ftpdocs/0xx/doc16/Highways.pdf (pdf)
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8) Southeast Michigan Council of Governments (SEMCOG), "Preparing Michigan's Workforce for the New Economy: Recommendations of SEMCOG's Task Force on Workforce Development for the Changing Economy", July 2007 http://library.semcog.org/InmagicGenie/DocumentFolder/WorkforceDevelopmentReport.pdf

The IT Project That Ate America
Page 3

Technology - Defense Contractors and Surveillance

Traffic management systems are about nothing if not surveillance and control - by definition. In a busy urban area, that surveillance of freeway conditions is appreciated by commuters - to keep traffic moving. And when there is an accident, swift action by First Responders is also appreciated. However, in the United States, we expect the surveillance to stop when we exit the roads. But with declining defense budgets and when satellite technology was made available to the private sector with the ISTEA license to 'blue sky' redesign life in America by techno-lusting systems designers formerly engaged in the defense industries, the United States land mass became the battlefield and citizens became the enemies to monitor, track and collect data on.

In a report to Congress titled, "Non-Technical Constraints and Barriers to Implementation of Intelligent Vehicle-Highway Systems", it said the following regarding use of Defense Contractors for the IVHS industry:

> *It is estimated that IVHS-related employment will rise from 21,000 in 1996 to 219,000 in 20 11. By 20 11, employment in the IVHS sector will account for a substantial share of the work force for certain highly skilled occupations. There should, however, be no major difficulty in meeting that demand.* ***The Nation's declining defense sector could be an important source of scientific, professional, and technical expertise for the IVHS industry. However, IVHS products and services will be deployed, operated, and maintained under conditions that are quite different from traditional defense sector practices, such as building relatively few high-technology products for a single client****.*[1]

That last statement was a promise they couldn't - and it is the feeling of this writer, that they never intended to fulfill.

Defense Technology Conversion - Report to Congress[2]

"The United States is the world leader in many technologies applicable to IVHS, and numerous efforts are currently underway to assess the feasibility of converting existing aerospace and defense technologies to IVHS. For example, DOT and the Department of Energy (DOE) entered into a Memorandum of Understanding on August 6, 1993, that will promote the use of the defense technology expertise of DOE's national laboratories in DOT's IVHS program.

Discussions have also taken place between DOT and various elements of the Department of Defense (DOD) and the Advanced Research Projects Agency (ARPA) to convert applicable defense technologies to IVHS. Potentially applicable technologies include: high-definition imaging and displays, advanced sensors (e.g., infrared, microwave, acoustic), radar/lidar technologies, simulation modeling, telecommunications, advanced software (e.g., systems control, image processing, and data infusion), artificial intelligence technologies, and vehicle robotics and location systems.

The GPS system. *with its network of satellites, IS already a component of many IVHS systems. DOT has been identified to work closely with DOD to facilitate the proper implementation of GPS for civilian use, and to ensure the long-term availability of GPS as a U.S. national asset that would be available to civilian users worldwide.*

The defense industry already recognizes the potential of the IVHS program, and some 50 defense organizations are members of IVHS AMERICA, including ARPA, the U.S. Tank and Automotive Command (TACOM), Martin Marietta, and Hughes Aircraft, In addition, over 20 defense community contractors are participating in the AI-IS Precursor Systems Analyses studies and ten defense contractors are involved in the development of the national IVHS system architecture. Continued

Commercial Remote Sensing and National Security[3]
Dennis Jones

In February 2002, Colombian President Andres Pastrana appeared on his nation's television and declared an end to peace negotiations with the Revolutionary Armed Forces of Colombia, an insurgent group that the government had been fighting for decades. In supporting his decision, Pastrana held up satellite photographs of clandestine road networks developed in the demilitarized zone in the south of Colombia —a violation, he argued, of the two-year-old peace process. The photos he held up for his nation and the world to witness were not declassified images from a Colombian military satellite, nor were they from any U.S. defense system. They were purchased from a U.S. commercial satellite company.

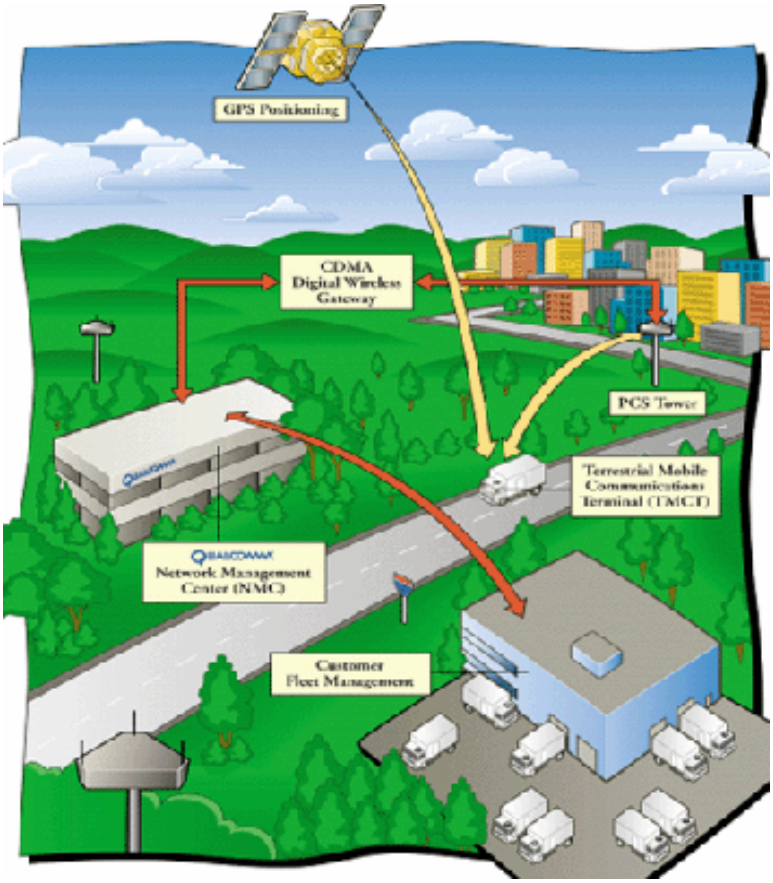
Pastrana's display of commercial satellite imagery received little notice in the media, which was naturally more concerned with his policy announcements. It was, however, one of the most dramatic manifestations of a policy signed by President Clinton in 1994, Presidential Decision Directive-23, U.S. Policy on Foreign Access to U.S. Remote Sensing Capabilities. Aerospace had a role in implementing that policy and later helped shape the directive that would succeed it.

A Landmark Directive

Presidential Decision Directive-23 (or PDD-23, as it is commonly known) had its roots in the Land Remote Sensing Policy Act of 1992, which established the terms for civil and

utilization of the resources represented by the defense and aerospace industry will be instrumental in advancing the national IVHS program and bringing IVHS systems to deployment."

Spy Satellites for Civilian Use *4 Footnote here*



Flash Video - GPS Tracking System - World Tracker[6]

commercial remote sensing in the U.S. Government. The act designated the National Oceanic and Atmospheric Administration (NOAA) as the chief regulatory agency for the commercial remote-sensing industry and outlined the general terms and conditions required to obtain a license to operate a remote-sensing satellite in the United States. These included, for example, the submission of on-orbit technical characteristics of the proposed system for NOAA review. The act also stipulated that a licensee "operate the system in such a manner as to preserve the national security of the United States and to observe the international obligations of the United States." These conditions required the government to investigate the ambiguous nexus between technology development and national security and decide on the best course of action. Accordingly, Aerospace began conducting research and analysis to assist the investigation and decision-making process.

* * * * *

Presidential Decision Directive-23: Land Remote Sensing Policy Act of 1992[5]

Figure 2 shows a conceptual view of the project implementation focus. The term "infostructure" is used to describe the communications infrastructure necessary to collect sensor data and to distribute data between applications and services.

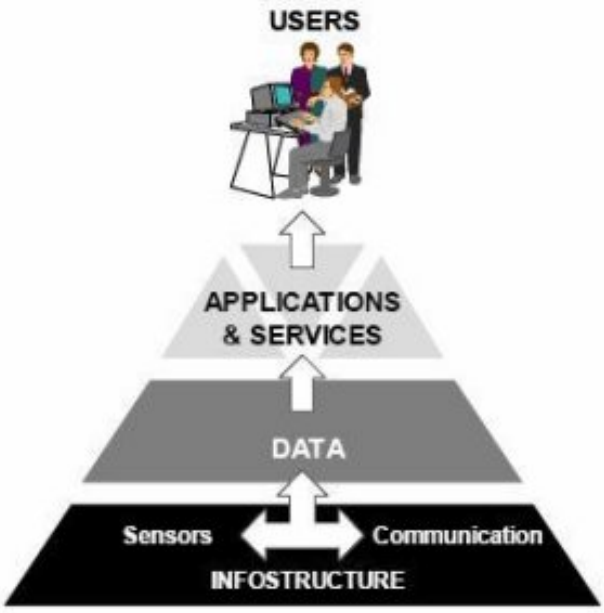


Figure 2: Project Implementation Focus

Figure 6 depicts the corridor data center concept that is at the heart of the Regulatory and Enforcement Data Collection and Distribution Process. A data center or integrated data centers are necessary to achieve the type of timely data distribution recommended above.

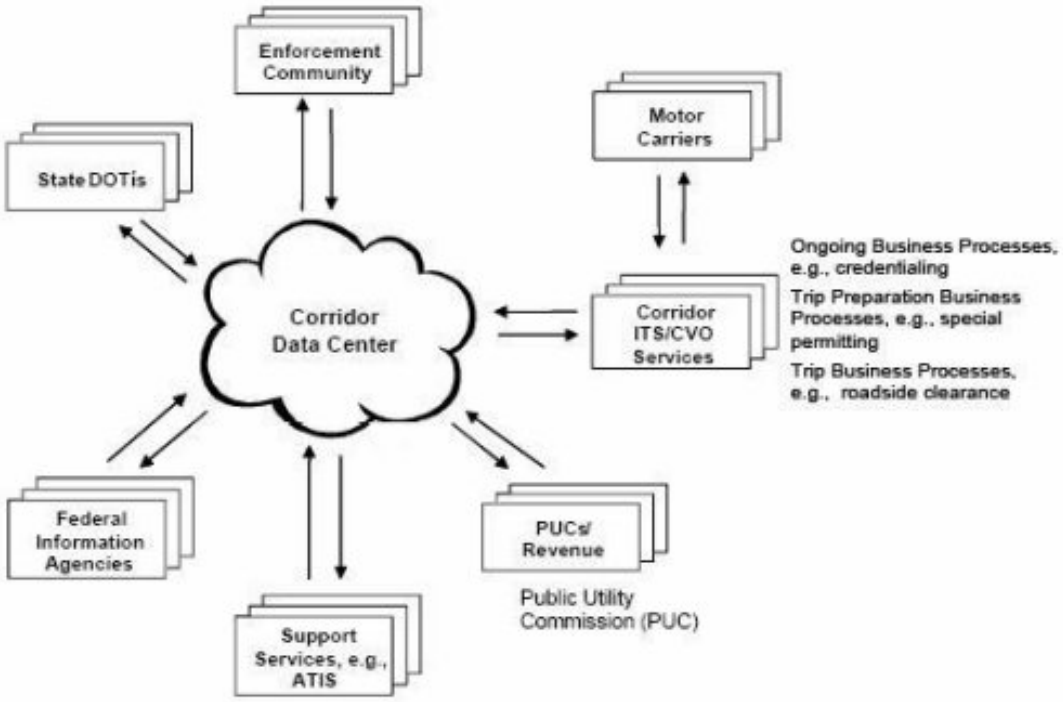


Figure 6: Data Center Concept

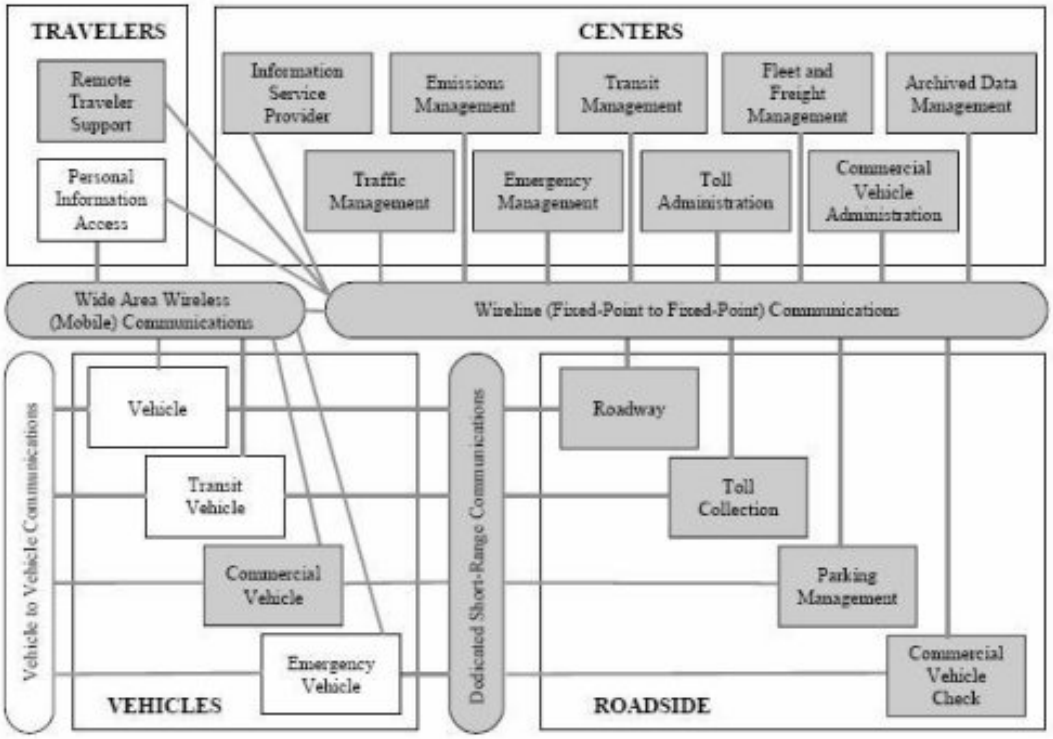


Figure 22: ITS National Architecture

In the above picture, focus on "Personal Information Access" because that's where "Total Information Awareness" comes in. Defense contractors design systems to foil the enemy, the collection of every scrap of data about "the enemy" makes sense in the defense arena but not for a civilian population of non-combatants engaged in the ordinary business of living.

The graphic below is from a publication titled, "NAFTA Superhighway Memory Hole"[8] which traces the history of the usage of the name "NAFTA Superhighway". The report was produced to stop the disinformation campaign that attempted to deny the existence of the "NAFTA Superhighway" on the basis of semantics. In researching the history, the link was made between the 'Intelligent Vehicle Highway System (IVHS)' as Total Domain Awareness as a component of 'Total Information Awareness'. Upon reflection, it should have been reversed. Total Information Awareness is a component of Total Domain Awareness but that's an arcane distinction without a real difference.

Al Gore and the Internet

When Al Gore said that he created the Internet and everybody laughed, it was a misstatement only in the use of the word "created"[9]. Al Gore did in fact, enable the Internet to be built with the capacity for government, industry and educational use when, as Senator Al Gore, he introduced and successfully ushered through the legislative process, the "**High Performance Computing Act of 1991**"[10].

The following are excerpts from Senator Al Gore's floor speech[11] when the bill was introduced:

> *By Mr. GORE (for himself, Mr. Jeffords, and Mr. Durenberger):*
> *S. 1067. A bill to provide for a coordinated Federal research program to ensure continued United States leadership in high-performance computing: to the Committee on Commerce, Science, and Transportation.*
>
> *NATIONAL HIGH-PERFORMANCE COMPUTER TECHNOLOGY ACT*
> *Mr. GORE. Mr.President, I am today introducing the National High-Performance Computer Technology Act of 1989 to respond to major economic and technological challenge- the battle to ensure the United States' leadership in advanced computing and computer networking.*
>
> *High-performance computing is the most powerful tool available to those who, in an increasing number of fields, are operating at the frontiers of imagination and intellect. The nation which most completely assimilates high-performance computing into its economy will very likely emerge as the dominant intellectual, economic, and technological force in the next century.*
>
> *Three years ago, on the 30th anniversary of the Interstate Highway System, I sponsored the Supercomputer Network Study Act to explore a fiber optic network to link the Nation's supercomputer into one system. High-capacity fiber optic networks will be the information superhighways of tomorrow. A national network with associated supercomputers and data bases will link academic researchers and industry in a national collaboratory. This information infrastructure will cluster research centers and businesses around network*

interchanges, using the Nation's vast data banks as the building blocks for increasing industrial productivity, creating new products, and improving access to the same national resources-data bases, supercomputers, accelerators-as more affluent and better known institutions.

Can we rely on the market system to provide this kind of infrastructure? We certainly couldn't where the Interstate Highway System was concerned, although private industry ultimately benefited a great deal from the Government's leadership and investment. I believe that the Federal Government must again be a catalyst, to get companies interested in those information networks and show them that there is a market out there. Clearly, the technological spinoffs and productivity gains would be enormous, from a network that would cost the Government less than one Stealth bomber.

Referring back to Title VI of the ISTEA legislation of 1991[12] pertaining to the Intelligent Vehicle Highway System, the language pertaining to the funding for five university research institutes, 'technology transfer', a new applied research facility, etc. to develop the equipment and software that would work under "real world" conditions, it becomes pretty clear that the universities were actually used to develop the hardware and software that would eventually be sold back to 'We The People' through our state and local governments. Furthermore, this goes far to explain why imported foreign students have taken over the graduate programs in the universities. They not only pay more for tuition (supposedly), they are also a source of incredibly cheap labor for high value technology research and development for products paid for by U.S. taxpayers - the profits from which benefit insiders to deals as they are sold back to the U.S. taxpayers. If this isn't racketeering (RICO), it should be.

Excerpt from the TEA-21 legislation (passed 1998) brochure:[13]

*"With the passage of TEA-21, the ITS program has fundamentally **shifted from a program of research and development to one primarily focused on infrastructure deployment**. More importantly, the direction from Congress is clear: technology will underpin the surface transportation system of tomorrow — and today. ITS has arrived!" Christine M. Johnson, Ph.D, Director, ITS Joint Program Office*

Sweet Deals for Insiders - get paid by the government to develop the product or software - and then you own it and can sell it.

1992 Strategic Plan for the Intelligent Highway System[14]

Intellectual Property Rights

Many cooperative arrangements among government, the private sector, and universities are envisioned as part of the development process of IVHS. They include research consortia and operational test joint ventures. It is important that understandings and agreements regarding rights to intellectual property be reached at the beginning of each project.

The federal government now has fairly broad latitude regarding the intellectual property rights it may grant to recipients of federal funds. Such arrangements may go as far as, but do not always extend to, granting to the non-federal party rights to inventions developed in performance of an agreement, as long as the federal government retains a nonexclusive, nontransferable, irrevocable, paid-up license to use the subject invention.

The policy for copyrighted material (which includes computer software) is similar. The non-federal party generally may copyright the material developed under the funding agreement, as long as the federal agency reserves a royalty-free, nonexclusive, and irrevocable license to reproduce, publish, or otherwise use, as well as to authorize others to use the copyrighted material for federal government purposes.

When federal funding is to be used as part of a cooperative project, federal requirements should be formulated and stated early in the discussions or at the earliest possible stage of pre-procurement activity if a formal procurement is required. Arrangements for separating federal and non-federal funding in the project may be appropriate in order to safeguard proprietary concerns.

To Be Continued

I'm sending this out before it's finished because of some very important issues on the national level that are related to what I've written. First, the license to spy on American citizens permanently that Bush is asking for in pending legislation. I believe - but do not know for certain that this legislation is related to INTERNET 2 - which I also think is related to the conversion to HD-TV. The retroactive immunity is probably because of the testing that was required before the system goes live - which is in 2009 I believe. I've only scratched the surface of this issue but I have two documents that I believe are clues to what the real issues are:

In this newsletter, there is a very interesting debate about the U.S. government under Clinton funding the building of a 2nd Internet backbone - Internet 2.

Debate Funding of Internet 2 see page 8 (adobe), Thomas Tauke

Agenda on Internet 2 - Government website - description of Internet 2. I had already decided to cancel my cable subscription once the HD TV system is switched on permanently because my suspicions were that this technology gives the government and their "partners" the ability to see me in my own home - in other words - 2 way viewing and communications. From the description I read on the link above, I was right. So what that means is that before the switch can be flipped on HDTV - Internet 2, the legislation to allow spying on American citizens without a warrant has to be passed because by definition, this technology is a permanent spy in your home that can be tapped into.

Second, public meetings will be held soon to discuss the 'taking' of a huge swatch of property through several national parks using the utility right of way laws. Obviously the amount of land they want to take isn't for utilities, it's for the CANAMEX highway - they just aren't saying it that way.

Energy corridors proposed across public lands in West

BY MATTHEW BROWN - THE ASSOCIATED PRESS

Edition Date: 11/17/07

http://www.idahostatesman.com/business/story/213552.html

The Bush administration is proposing more than 6,000 miles of "energy corridors" for future pipelines and transmission lines in Idaho and 10 other Western states, crossing dozens of sensitive areas including national monuments, recreation areas and scenic rivers.

Officials say the 3,500-foot-wide corridors are needed to keep pace with the electricity demands of a growing population and the increasing oil and gas production.

"That's where a significant amount of our industrial and consumer growth is going to happen in the United States - in the West and Southwest," said Department of Energy spokesman Jonathan Shradar. "Demand for electricity will increase, and on the federal lands these corridors will be sufficient to meet that demand."

The plan, developed over two years, would affect federal lands - mostly those owned by the Bureau of Land Management.

In Idaho, primary corridors would run roughly east to west in the Snake River valley, north to south in Eastern Idaho, and east to west across the Panhandle. Two sets of smaller corridor segments cross parts of the Magic Valley from north to south, merging into one before entering Nevada.

The government says the corridors mostly avoid major sensitive areas like wilderness areas, national parks, tribal lands, national monuments and national recreation areas, except where transmission lines, highways, pipelines and other rights-of-way already exist.

Utility Corridor Maps

http://corridoreis.anl.gov/eis/dmap/index.cfm

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4) Federal Motor Carrier Safety Administration, Technologies, http://www.fmcsa.dot.gov/facts-research/research-technology/report/untethered-dec05/section2.htm?printer=true

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8) NAFTA Superhighway Memory Hole, D. Niwa, September 12, 2007, Page 6 http://www.channelingreality.com/Documents/NAFTA_Superhighway_07.pdf

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10) National Coordination Office for Networking and Information Technology Research and Development, Congressional Laws, "High Performance Computing Act of 1991", Public Law 102-194. http://www.nitrd.gov/congressional/laws/pl_102-194.html

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12) National Transportation Library, Summary Intermodal Surface Transportation Efficiency Act of 1991, http://ntl.bts.gov/DOCS/ste.html Excerpt Title VI C:\Inetpub\wwwroot\Channelingreality\NAU\title_vi__istea_of_1991.htm

13) Department of Transportation, Federal Highway Administration, Intelligent Systems in the Transportation Equity Act for the 21st Century, TEA-21, Publication FHWA-JPO-99-040, 1-11-98

14) Strategic Plan for Intelligent Vehicle Highway Systems in the United States, IVHS America, Report No: IVHS-AMER-92-3, May 20, 1992, Intellectual Property, Page III-130-131 (pdf p.199-200) http://www.itsdocs.fhwa.dot.gov/JPODOCS/REPTS_PR/1823.pdf (large)

Vicky Davis,
January 28, 2008

Vicky L. Davis was a Computer Systems Analyst/Programmer who spent 20 years designing and writing computer systems for large corporations and state and local governments. For 15 of those years, she worked as a Contractor, which gave her exposure to a wide variety of different businesses and their internal applications and operations. She has traveled extensively and has lived in nine states in the course of her life's adventure