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Operations Core Business Unit

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National Highway Traffic Safety Administration  
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Federal Motor Carrier Safety Administration  
Office of Research and Technology

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# **I. INTRODUCTION**



# I. INTRODUCTION

Surface transportation systems in the United States today face a number of significant challenges. Congestion and safety continue to present serious problems in spite of the nation's superb roadway systems. Congestion imposes an exorbitant cost on productivity, costing the nation an estimated \$40 billion per year. Vehicle crashes cause another \$150 billion burden to the economy, and result in the loss of 40,000 lives annually. Inefficient surface transportation, whether in privately owned vehicles, commercial motor carriers, or public transit vehicles, constitutes a burden on the nation's quality of life through wasted energy, increased emissions and serious threats to public safety.

Intelligent Transportation Systems (ITS), formerly Intelligent Vehicle-Highway Systems (IVHS), offer technology-based solutions to the compelling challenges confronting the nation's surface transportation systems, while concurrently establishing the basis for dealing with future demands through a strategic, intermodal view of transportation. ITS applications offer proven and emerging technologies in fields such as data processing, communications, control, navigation, electronics and the supporting hardware and software systems capable of addressing transportation challenges. While ITS technology applications alone cannot completely satisfy growing transportation needs, they provide the means to revise current approaches to problem solving, and they improve the efficiency and effectiveness of existing systems. When deployed and integrated effectively, ITS technologies will enable the surface transportation system to operate as multimodal, multi-jurisdictional entities providing meaningful benefits, including more efficient use of infrastructure and energy resources, complemented by measurable improvements in safety, mobility, productivity and accessibility.

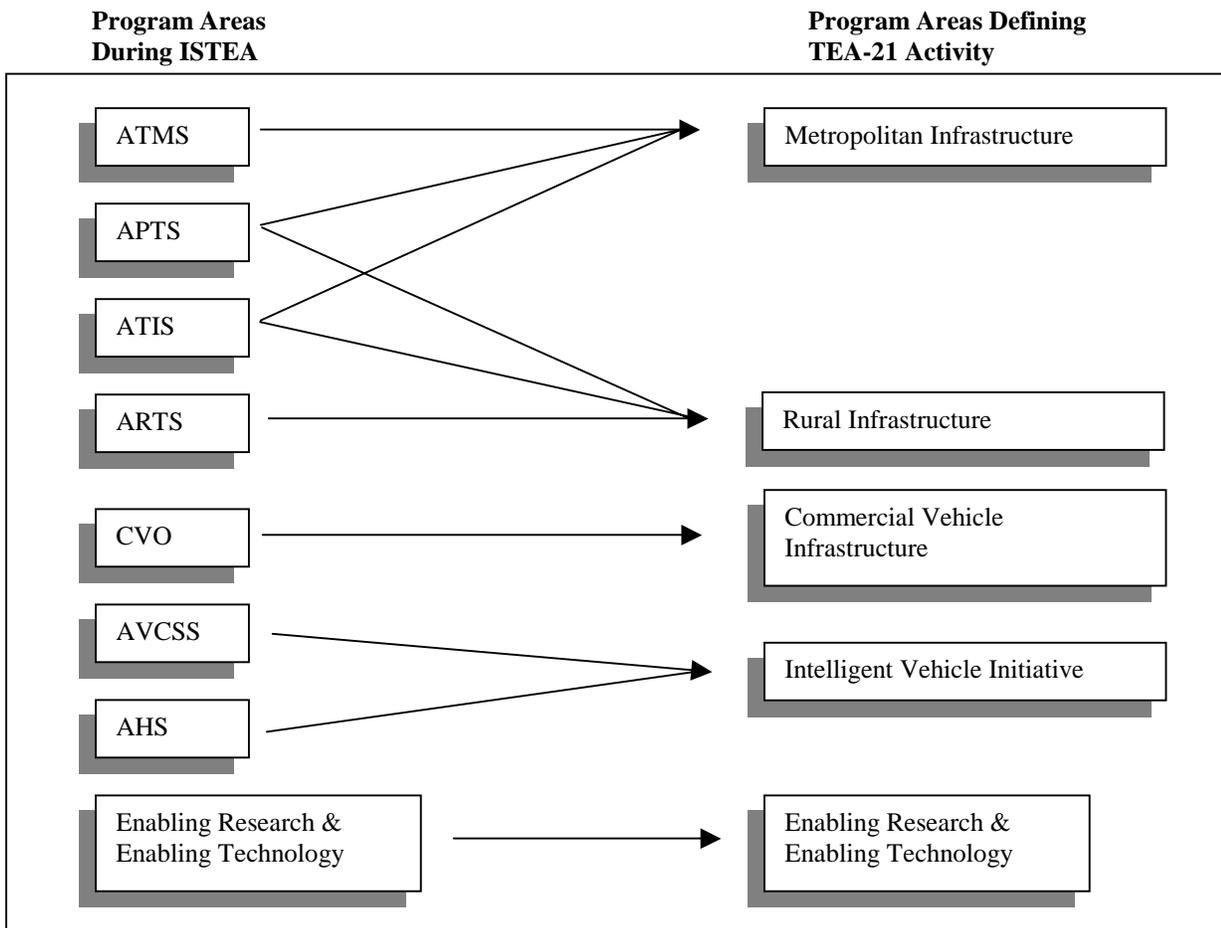
With the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, Congress set a new course for transportation by mandating increased efficiency and safety on the existing highway and transit infrastructure through increased emphasis on intermodalism-the seamless integration of multiple modes of transportation. In response to ISTEA, the U.S. Department of Transportation (U.S. DOT) initiated a multi-faceted ITS program involving research and field operational testing of promising ITS applications. With the passage of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) in June 1998, Congress reaffirmed U.S. DOT's role in continuing the development of ITS technologies, and in launching the transition to nationwide, integrated deployment of ITS applications to foster the management of multiple transportation resources as unified systems delivering increased efficiency, safety and customer satisfaction.

Previous editions of this document catalogued ITS projects authorized under ISTEA. The 1999 edition addressed program direction during the transition year in which TEA-21 was enacted-1998. That edition also addressed the restructuring of the ITS Program from the program areas established during the ISTEA era into the new organization reflecting Congressional direction in TEA-21, which emphasizes deployment and integration of ITS. The advent of TEA-21 catalyzed a restructuring of ITS Program activities into Intelligent Infrastructure categories and the Intelligent Vehicle Initiative. The current edition of this document continues to categorize both legacy projects, originating under ISTEA, and those begun since the enactment of TEA-21, according to this restructured program organization. For continuity and completeness, a brief description of the program realignment is presented in the following narrative.

The program reorientation reflects the evolution of emphasis to deployments whose outputs are infrastructure and/or vehicles. Metropolitan ITS Infrastructure inherits the research in Advanced Traffic Management Systems (ATMS), Advanced Public Transportation Systems (APTS) and Advanced Traveler Information Systems (ATIS). The Rural ITS Infrastructure encompasses the activities of the Advanced Rural Transportation Systems (ARTS) Program that includes the application of technologies under development for Metropolitan and Commercial Vehicle Infrastructure that are adaptable to rural community needs. The Commercial Vehicle ITS Infrastructure continues to build on the research endeavors of the Commercial Vehicle Operations (CVO) Program, and is heavily focused on the deployment of Commercial Vehicle Information Systems and Networks (CVISN). The Intelligent Vehicle Initiative (IVI) integrates the work accomplished in various facets of intelligent vehicle research and development to include the Advanced Vehicle Control and Safety Systems Program (AVCSS) and the Automated Highway System (AHS).

The Enabling Research and Technology program area continues to provide crosscutting support to each of the four functional components comprising the program’s foundation. Figure 1 provides a crosswalk depicting the dynamics of the realignment.

Figure 1 - ITS Program Reorientation



The restructured ITS Program places emphasis in two major areas: deploying and integrating intelligent infrastructure, and testing and evaluating intelligent vehicles. Intelligent infrastructure and intelligent vehicles, working together, will provide the combinations of communications, control and information management capabilities needed to improve mobility, safety and traveler decision making in all modes of travel. Intelligent infrastructure comprises the family of technologies which enable the effective operation of ITS services in metropolitan areas, in rural/statewide settings and commercial vehicle applications. Intelligent vehicle technologies foster improvements in safety and mobility of vehicles. The Intelligent Vehicle Initiative embraces four classes of vehicles; light vehicles (ranging from passenger automobiles and vans to light trucks), transit vehicles (buses), commercial vehicles (trucks and interstate buses), and specialty vehicles (emergency response, enforcement and maintenance vehicles).

Within this restructuring, intelligent infrastructure and intelligent vehicle program development objectives are pursued through four program areas: metropolitan ITS infrastructure, rural ITS infrastructure, commercial vehicle ITS infrastructure, and the intelligent vehicle initiative as depicted in figure 2.

Figure 2

INTELLIGENT INFRASTRUCTURE	INTELLIGENT VEHICLES
<ul style="list-style-type: none"> <li>• Metropolitan</li> <li>• Rural/Statewide</li> <li>• Commercial Vehicle</li> </ul>	<ul style="list-style-type: none"> <li>• Light</li> <li>• Transit</li> <li>• Trucks</li> <li>• Emergency &amp; Specialty Vehicles</li> </ul>

The metropolitan ITS infrastructure program area is focused on deployment and integration of technologies in that setting. The rural ITS infrastructure program area emphasizes deployment of high potential technologies in rural environments. Commercial vehicle ITS infrastructure program objectives are directed at safety and administrative regulation of interstate trucking. Intelligent vehicle program objectives are centered on in-vehicle safety systems for all classes of vehicles in all geographic environments.

There are no specific ITS applications which hold the potential for addressing all of the current or projected transportation system needs. The potential for success lies in developing a national transportation system incorporating integrated and interoperable ITS services. The ITS Program envisions a gradual and growing interaction between infrastructure and vehicles depicted in figure 2 to produce increased benefits in mobility and traveler safety.

The documents guiding ITS Program direction are evolving. As previously noted, the enactment of TEA-21 reflects Congressional reaffirmation of the role U.S. DOT will exercise in advancing the continued development and integrated deployment of ITS technologies. U.S. DOT's goals, key activities, and milestones for fiscal years (FY) 1999 through 2003 are documented in the National Intelligent Transportation Systems Program Plan – Five-Year Horizon dated August 2000. This five-year plan will be followed by a ten-year program plan which presents the next

generation research agenda for ITS. These two documents, coupled with the Intelligent Transportation Society of America's national deployment strategy, will satisfy Congressional direction in TEA-21 to update the National ITS Program Plan published in 1995, and will address ITS deployment and research challenges for stakeholders at all levels of government and the private sector.

Within the restructured framework, the ITS Program is focused on activities impacting both near term and long term horizons.

**Near Term.** Through the end of FY 2003, the effective period of TEA-21, the program will focus on facilitating integrated deployment of ITS components in the defined infrastructure categories.

- **Metropolitan ITS Infrastructure** will integrate various components of advanced traffic management, traveler information, and public transportation systems to achieve improved efficiency and safety and providing enhanced information and travel options for the public.
- **Commercial Vehicle ITS Infrastructure** is oriented on integrating technology applications for improving commercial vehicle safety, enhancing efficiency and facilitating regulatory processes for the trucking industry and government agencies. The principal instrument of this component is known as **Commercial Vehicle Information Systems and Networks (CVISN)**, a system of information systems that link the nodes supporting communications among carriers and agencies.
- **Rural ITS Infrastructure** is characterized by a framework of seven development tracks such as Surface Transportation Weather and Winter Mobility and Rural Transit Mobility. ITS technologies are demonstrating exceptional effectiveness and customer acceptance in such applications that are tailored to rural transportation settings.

The development of a robust market fueled by private sector investment is dependent on a critical mass of basic ITS infrastructure. While in the era of ISTEA, the National ITS Program focused principally on research, technology development, and field testing, the focus of TEA-21 will continue this legacy by building on successes to deploy ITS infrastructure.

A critical challenge in achieving a seamless, intermodal transportation system is ensuring interoperability through the use of an open, non-proprietary architecture and the adoption of ITS standards.

U.S. DOT is employing several strategies to address the challenges confronting successful deployment and integration of ITS infrastructure and the development of intelligent vehicles:

- Accelerating the development of standards;
- Building Professional Capacity and providing training;
- Conducting research in infrastructure and vehicle technologies;
- Providing deployment guidance and technical assistance;

- Providing assistance for achieving consistency with the National ITS Architecture and Standards;
- Showcasing the benefits of integration in modal deployments;
- Evaluating the program.

**Long Term.** The long-term focus will be directed at supporting research, development and testing of advanced technologies demonstrating potential for deployment in the five-to-twenty-year horizon. The in-vehicle component of this effort will be consolidated into a single *Intelligent Vehicle Initiative* centered heavily on applying driver assistance and control intervention systems to reduce vehicle crashes. A companion effort seeks to integrate driving assistance and motorist information functions to facilitate information processing, decision making and more effective vehicle operation.

This document describes ITS projects, tests, and studies initiated through September 30, 2000, that partially or totally have been financed from Federal ITS funds. Projects identified as “Other” were earmarked activities originating during the period of ISTEA authorization. Projects identified as “Deployment/Integration” were initiated under TEA-21, and represent Congressionally directed activities appropriated in the ITS Deployment Program. However, the Completed Projects sections, which are located at the end of each chapter, include projects that were actually finished as of September 30, 2000, plus those projects anticipated to be completed by the end of December 2000. The purpose of this report is not to account for all Federal funds made available for ITS activities, but rather to describe all major projects, tests, and studies for each ITS program area. On-going projects are presented in groupings by project type in each infrastructure category and subcategory or program area. The order of presentation, to the extent that current project activity allows, starts with research and development, followed by operational tests, and concludes with deployments. The completed projects are displayed alphabetically without regard to type.

Throughout this report, U.S. DOT administrations are identified as follows: FHWA—Federal Highway Administration; within FHWA the Turner-Fairbank Highway Research Center (TFHRC) is the focal point for research; FRA—Federal Railroad Administration; FTA—Federal Transit Administration; and NHTSA—National Highway Traffic Safety Administration. Effective January 1, 2000, the Federal Motor Carrier Safety Administration (FMCSA) was activated and assumed sponsorship of Commercial Vehicle Operations projects. Although these organizations may not be explicitly listed as partners in projects, it is understood that at least one administration is involved in each partnership for projects operating with partnership arrangements.



## **II. METROPOLITAN ITS INFRASTRUCTURE**



## II. METROPOLITAN ITS INFRASTRUCTURE

The nation's metropolitan areas are confronted with ever-increasing challenges to mobility. The past decade experienced a 30 percent increase in metropolitan area traffic and its accompanying impacts. Projections for near and mid-term increases in the volume of vehicles on the nation's road system reflect a steep rise on the order of 50 percent in the next ten years. This growth is taking place as transportation budgets are being constrained. State and local governments are struggling with the demands these increases place on our infrastructure. If there were a sudden infusion of funding, it is clear that the shortages of space to expand or build new roadways compromise the viability of those alternatives. Transit providers are facing similar hurdles with budget reductions at a time when transit users are expecting better and more reliable service.

ITS present new approaches to addressing the challenges of metropolitan mobility. Those advocating the application of ITS technologies view urban transportation as a comprehensive, seamless system which should be managed as a whole with an intermodal and unified perspective of regional mobility.

In January 1996, then Secretary of Transportation Federico Pena established a goal of deploying ITS infrastructure in 75 of the nation's largest metropolitan areas within ten years. This goal was reaffirmed by Secretary Slater in 1997, and was expanded to include three additional metropolitan areas. This goal is known as "Operation Timesaver," and is being pursued through the deployment and integration of the components of metropolitan ITS infrastructure. The components of ITS infrastructure in metropolitan settings are summarized as follows:

- **Arterial Management Systems** automate the process of adjusting signals to optimize traffic flow along arterial roadways.
- **Freeway Management Systems** provide information to motorists and detect problems whose resolution will increase capacity and minimize congestion resulting from accidents.
- **Transit Management Systems** enable new ways of monitoring and maintaining transit fleets to increase operational efficiencies through advanced vehicle locating devices, equipment monitoring systems, and fleet management systems.
- **Incident Management Systems** enable authorities to identify and to respond to vehicle crashes or breakdowns with the most appropriate and timely emergency services, thereby minimizing recovery times.
- **Electronic Toll Collection Systems** provide drivers and transportation agencies with convenient and reliable automated transactions, to improve traffic flow at toll plazas and increase the operational efficiency of toll collection.
- **Electronic Payment Systems** enable motorists to pay for parking, bus and train fares, as well as tolls, by using a single smart card.

- **Highway-Rail Intersection Systems** coordinate traffic signal operations and train movements, and notify drivers of approaching trains through in-vehicle warning systems.
- **Emergency Management Systems** are coordinated to ensure the nearest and most appropriate emergency service units respond to a crash.
- **Regional Multimodal Traveler Information** systems provide road and transit information to travelers, businesses, and truckers to enhance the effectiveness of trip planning and en-route alternatives.
- **Information Management Systems** provide for the archiving of data generated by ITS devices to support planning and operations.
- **Integrated Systems** deliver the optimal mix of services in response to transportation system demands.

These components, when integrated by a common communication structure, provide an intelligent transportation infrastructure enabling information access across agency and jurisdictional lines. Such integration substantially improves individual functions, provides synergism, and creates a set of public and private sector-operated services which form the foundation for the evolution of the long range vision of ITS.

Program objectives in Metropolitan ITS Infrastructure activities are pursued through the ITS Travel Management Program. The ITS Travel Management Program supports numerous activities to include research, testing and outreach which are directed at advancing the integrated deployment of ITS infrastructure components in both metropolitan and rural areas. The Travel Management Program is organized into a series of sub-program areas or “development tracks” which provide programmatic focus for activities leading to the delivery of services.

A very brief summary of the development tracks and their corresponding areas of concentration follows:

- **Arterial Operations and Traffic Control Systems** – Applying and integrating advanced technologies to improve mobility on arterial and other surface streets.
- **Freeway Management Operations** – Using ITS technologies to control freeway operations and improve freeway management systems. Techniques and technologies include freeway monitoring, congestion reduction, improving ramp metering, providing traveler information on route and mode selection.
- **Public Safety** – Advancing law enforcement and emergency medical services. Techniques and technologies include automatic collision notification, enhanced wireless 911 systems, and coordinated incident response.

- **Travel Information** – Deploying and integrating core infrastructure and developing standards needed to support data sharing to satisfy traveler information needs. Techniques and technologies include development of requirements for statewide traveler information systems, development of decision support systems to support varied users (e.g., tourist and transportation system operators), deployment of statewide and multi-state traveler information capabilities, and supporting the implementation of 511.
- **Modeling and Simulation** – Development and application of analytical tools supporting evaluation and/or design of ITS.
- **Crash Prevention** – Preventing crashes and reducing crash severity. Techniques and technologies include variable speed limit systems and development of infrastructure based on crash avoidance warning systems.
- **Transit Fleet Management** – Supporting transit agencies through efforts to enable optimization of routing and scheduling vehicles to improve service and reduce costs. Techniques and technologies include development of demand-response algorithms, and development of fleet expert systems to automate service restoration during disruptions.
- **Transportation Service Coordination** – Improved access to transportation services for mobility-impaired citizens through transit/paratransit system management and referrals to services. Techniques include improving utilization of transit agency resources, improving information delivery for transit/paratransit customers, and improving reliability and timeliness of services.
- **Highway Operations and Maintenance** – Improving efficiency and capabilities of transportation system maintenance operations. Techniques and technologies include applying ITS technologies in work zone activities, and enhancing maintenance and safety of public vehicle fleets.
- **Surface Transportation Weather and Winter Mobility** – Developing improved road weather information systems and maintenance strategies for winter mobility. Techniques and technologies include building cohesive relationships between meteorologists and transportation professionals, developing decision support systems, developing technologically advanced maintenance practices, and improving road weather management strategies.
- **ITS Planning** – Increasing awareness of ITS capabilities among transportation planners at all levels. Outreach techniques include conducting workshops, providing guidance, and promoting regional and statewide planning.
- **Archived Data User Service** – Promoting the use of archived data to support transportation system decision making. Techniques include supporting the deployment of integrated systems which fuse information from multiple ITS data sources.

- **ITS Deployment** – Providing technical assistance resources to deploying entities. Techniques and forms of assistance include service plans, the peer-to-peer program, guidance documents and the Professional Capacity Building Program.

Detailed information on the Travel Management Program may be found at the ITS Joint Program Office website at <http://www.its.dot.gov/TravelManagement/Travel.htm>.

The ITS technologies comprising metropolitan infrastructure advanced significantly during the period of ISTEA authorization. The emphasis on research and operational testing in this timeframe was heavily focused on the problem areas severely impacting metropolitan areas: safety, congestion, and mobility. In numerous cases, systems deployed in the operational test program have resulted in quantifiable benefits, and have been incorporated as permanent elements of their areas' transportation systems.

Deployment tracking results reveal that numerous regions throughout the Nation have deployed one or more of the elements of metropolitan infrastructure. The potential for maximizing benefits of intermodal management and delivery of additional services lies in successful technical integration and interjurisdictional coordination of these elements.

The projects described in the following sections have, and are, contributing to an enhanced capability to provide integrated user services. As noted in the introduction to this document, the ITS Program has been reoriented to reflect the transition to an emphasis on deployment. Projects retain their identities as research and development, operational tests and deployment/integration (also identified as "other" if initiated prior to June 1998, the date TEA-21 was enacted), but they have been grouped by element in the classification structure consisting of intelligent infrastructure and intelligent vehicles. In many cases, projects cut across more than one intelligent infrastructure element such as arterial management system projects which include major traveler information aspects and/or linkages to transit properties. The categorization of projects was made with full acknowledgment that some projects might have been categorized differently. The Integrated Programs, Metropolitan Model Deployment Initiatives, and Priority Corridors Program and several of the Congressionally directed-earmarked-Deployment/Integration projects funded under the ITS Integration Program in TEA-21 inherently encompass multiple infrastructure elements.

During the period of ISTEA, states and localities sought to expand the effectiveness of their traffic management capabilities. Interconnection of signals and computerized signal control evolved into fully integrated, dynamically adaptive regional strategies enabling metropolitan areas to exercise proactive management of freeway ramps and arterial roadways. With advanced sensors providing a more comprehensive overview of network performance, advanced analysis, control options and advanced communications will enable multiple jurisdictions to manage their systems and coordinate various management actions more effectively. The ultimate goal in this area is to provide greatly expanded "real-time" control capabilities which adapt to traffic movement, anticipating when and where traffic will be moving, so that signal and freeway control systems will be able to provide optimum service. In an integrated environment, traffic information will be shared among jurisdictions as well as with transit properties, travelers, businesses, and commercial carriers.

Achieving this vision will require successful completion of several key research and development efforts, testing of sensor technologies, control systems, and the integration of these systems in addition to continued support for widespread deployment of Metropolitan ITS Infrastructure in metropolitan areas across the nation. Building on the legacy of ISTEA, the future direction for Metropolitan ITS Infrastructure points toward continued deployment and a special focus on integration. The success of Metropolitan ITS Infrastructure hinges, to a great extent, on integrating traffic management systems, advanced public transportation systems and advanced traveler information systems.

Many research and development projects and operational tests have brought advances in understanding the approaches to, and benefits of, integrating Metropolitan ITS Infrastructure. The culmination of this effort was the establishment of the Metropolitan Model Deployment Initiative Program in which four sites were selected to become deployment showcases of fully integrated, Metropolitan Intelligent Transportation Infrastructure. These model deployments demonstrate the benefits of integrated transportation management systems featuring effective regional, multimodal traveler information services.

One of the unique advances fostered by the ITS Program is innovation in collecting and distributing expanded information for both “pre-trip” and “en-route” travelers. One of the goals of this effort is to increase availability of real-time and current status of transit information. In many cases, these travel information systems are multimodal, providing both roadway and transit system performance information. These sources of information enable travelers to make informed choices based on up-to-date relevant data. These capabilities can also support personal and public agency efforts to reduce demand and increase vehicle occupancy.

A key feature of many regional travel information projects is the participation of private sector companies interested in marketing traveler information. The creation of viable public-private partnerships in these projects is highly valuable, and the eventual success of such partnerships is a key goal of deployment.

The ITS Program for Public Transit encompasses a number of technologies aimed at increasing the use, operational efficiency and cost effectiveness of the services provided by public transit agencies. The scope of these operations nationwide includes approximately 6,000 agencies operating more than 100,000 vehicles. These operations support approximately 9 billion trips annually.

The Advanced Public Transportation Systems applications have been developed principally to support the needs addressed in three components of the Metropolitan ITS Infrastructure: Transit Management Systems, Regional Multimodal Traveler Information, and Electronic Payment Systems. The functional applications encompassed by these components are Fleet Management, Transit Traveler Information, and Electronic Payment Systems.

Fleet Management Systems are primarily directed at improving the operations and productivity of transit agencies and the safety of their passengers. Transit Traveler Information utilizes several technologies for the dissemination of transit information that facilitates and encourages the use of public transportation. Electronic Payment Systems focus on integrating transportation payment systems to improve traveler convenience and reduce operating costs.

The operational tests described in the Metropolitan ITS Infrastructure section, with headers identifying them as Transit Management Systems-related, encompass the technologies addressed above. These operational tests were designed to evaluate varying technologies in terms of their effectiveness in improving transit operations and evaluating the consumer acceptance and benefits of a variety of techniques to encourage the use of transit.

In addition to operational tests, there have been a number of full-scale deployment projects employing ITS technologies. These have been concentrated in Fleet Management Systems derived from earlier operational test/deployment results and the Federal Transit Administration's research and development program.

Several companies currently use transit fleet management technology applications based on receiving Global Positioning System signals to perform automatic vehicle location integrated with computer-aided dispatch system to provide real-time fleet management of buses and paratransit vehicles. In excess of 25 transit agencies either have, or are in the process of deploying such fleet management systems. The motivation for these initiatives is found in the significant benefits to be derived in improved passenger safety, reduced operating costs, and improved customer service resulting from enhanced schedule adherence. Some operational tests build on deployed automatic vehicle location systems to reap the benefits of integration with sources of traveler information, traffic management centers, and other components of metropolitan infrastructure.

Another important activity in many transit properties, including several operational tests, is to test new ways of giving the traveling public transit information. Transit operators are well aware that the traditional printed schedule is difficult to read and a disincentive to the use of public transit. A wide variety of techniques are being tested to determine how to communicate to the public and to increase the number of people using transit. These technologies span a broad range of approaches because one technique will not serve all segments of the riding public.

Effective implementation of travel management improvements through use of ITS cannot be fully achieved by implementing stand-alone projects. Especially in metropolitan areas, an integrated program of linked, complementary projects covering areas such as traffic control, freeway and incident management, transit management, and traveler information is necessary to maximize benefits while minimizing costs. Transit operators are striving to provide customers and potential customers reliable, accurate, and timely information. To date, several of these integrated programs have been supported with Federal ITS funds, as described in this chapter under "Integrated Programs." These programs are more comprehensive in scope, size, and objectives than individual projects, yet they do not fall into the very specific categories of Priority Corridors or Model Deployment Initiatives identified below.

### **Priority Corridors Program**

The Intermodal Surface Transportation Efficiency Act of 1991 established criteria for the ITS (then IVHS) Priority Corridors; and U.S. DOT followed with designation of four corridors, which are:

- the I-95 Corridor (including Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Virginia);
- the Midwest Corridor (Gary, Indiana, to Milwaukee, Wisconsin);
- Houston, Texas; and
- Southern California (Los Angeles to San Diego).

As described in the following sections, the organizations carrying forward the program within each of these four areas have developed business planning processes and have initiated extensive programs of projects. The programs in these four areas are building toward integrated transportation management and traveler information systems, and incorporate a wide range of ITS technologies and services. In addition, the institutional relationships that have been developed and strengthened through the initiation of the Priority Corridors Program has led to enhanced working relationships among traffic, transit, and other entities across jurisdictional boundaries.

### **Model Deployment Initiatives**

To support moving ahead with greatly expanded deployment of ITS using regular Federal-aid and other state/local funding, the U.S. DOT initiated the Model Deployment Initiative. The metropolitan area Model Deployment Initiatives are intended to support integrated transportation management systems, and feature a strong, regional, multimodal traveler information services component. These model deployment sites are demonstrating and showcasing the measurable benefits resulting from the application of an integrated, region-wide approach to transportation management and the provision of traveler information services. The model deployment sites provide improved transportation management and increased levels of service to the traveling public, businesses, and commercial carriers through the integration of the traditional functions of traffic signal control; transit, freeway, and incident management; emergency services management; regional, multimodal traveler information services; and electronic toll and fare payment. In addition to introducing the public to the benefits of ITS products and services, the sites serve as “showcases” for key local decision makers across the U.S., and support peer-to-peer interaction and seminars focused on the benefits of ITS infrastructure investments by both the public and private sectors. The model deployment sites also provide a setting for conducting rigorous evaluations of the benefits of an integrated metropolitan area ITS infrastructure.

A major component of TEA-21 is the Intelligent Transportation Systems Deployment Program. The ITS Deployment Program is comprised of two subprograms: The ITS Integration Program and the Commercial Vehicle Infrastructure Program. The ITS Integration Program’s goal is to increase integration and interoperability of ITS systems in metropolitan and rural areas.

Deployment/Integration projects with start dates late in fiscal years 1998, 1999 and 2000 are ITS Integration Program earmarks. In addition to the projects definitions discussed above, projects will be grouped under statewide and/or regional integration categories. In cases where ITS integration projects do not cover wide geographic areas, they are categorized as individual projects under Integrated Systems.

The National ITS Program has tailored the eight ITS Program strategies used to achieve ITS Program goals to the deployment of integrated ITS infrastructure. These eight strategies are

discussed in detail in The National Intelligent Transportation Systems Program Plan – Five Year Horizon, and summarized below:

**Conducting Research** – U.S. DOT is conducting research on the next generation of traffic and transit management technologies. Examples of technical applications being pursued include adaptive control systems that change signal timing in response to traffic conditions, dynamic control systems which rely on historical patterns to predict traffic conditions and optimal regional management. A major undertaking is in the development of modeling and analytical tools to support transportation planning. Transit management research is oriented on fleet management systems, electronic fare payment, and traveler information for transit operations.

**Accelerating the Development of Standards** – Of the many standards with potential application in metropolitan settings, two are exceptionally important - the National Transportation Communications for ITS Protocol (NTCIP), and the Transit Communications Interface Profiles (TCIP). NTCIP is a grouping of standards that allow transportation system managers to monitor, control, and manage roadway devices ranging from traffic signals to ramp meters. TCIP provides interfaces among transit applications that enable data sharing among transit agencies and other transportation system facilities such as regional traffic management centers. Through a combination of approaches, ranging from outreach to stakeholders to conducting research and testing activities, U.S. DOT is supporting the accelerated development of ITS Standards to assist sites migrating from legacy systems to new systems incorporating ITS Standards.

**Building Professional Capacity** – The Professional Capacity Building Program advances ITS metropolitan infrastructure deployment and integration through the delivery of training on all facets of ITS implementation. Course offerings include 15 metropolitan-oriented courses addressing topics ranging from planning to the National ITS architecture, standards, and procurement. New sources are under development and will be incorporated into the offerings made available to priority audiences. In FY 2001 and 2002, responsibility for course delivery will transition from the Professional Capacity Building Program to the National Highway Institute and the National Transit Institute.

**Creating Funding Incentives** – As authorized in TEA-21, the ITS Deployment Program is a discretionary program to be competitively awarded to the states and local jurisdictions. Each year since the enactment of TEA-21, Congress has designated areas to receive ITS Deployment Program funding as part of the annual appropriations process. U.S. DOT has established an oversight process to ensure that these funds are employed in compliance with the intent and requirements of TEA-21.

**Providing Guidance and Technical Assistance** – U.S. DOT provides specialized technical support to jurisdictions planning to deploy integrated ITS through its Federal field staff, through publication of guidance documents on best practices for ITS metropolitan deployment, and with the Peer-to-Peer Network. This network, which allows stakeholders to learn about ITS implementation from one another, is comprised of professionals from the private and public sector who are on call to provide short-term, no-cost technical assistance to transportation colleagues throughout the nation.

**Ensuring Consistency with the National ITS Architecture and Standards** – Interim guidance for ensuring National ITS Architecture consistency has been disseminated to transportation system planners pending conclusion of the rule making process. The rule making process underway will result in policy to ensure consistency with the National ITS Architecture and Standards applicable to ITS deployments using Federal funding for both metropolitan and rural infrastructure. The rule making process is expected to produce a policy in 2001.

**Evaluating the Program** – Program evaluation is essential for understanding the value and effectiveness of ITS implementation and for measuring progress toward deployment goals. Tracking the deployment of metropolitan ITS infrastructure complies with the Government Performance and Results Act and fosters continual refinement of both the National ITS Program and the metropolitan ITS component. A significant number of metropolitan ITS field operational tests, upon completion, have contributed findings into the ITS cost and benefits databases. A significant source of information about the impacts of ITS deployments are the evaluation results of the Metropolitan Model Deployment Initiatives.

TEA-21 projects conducted under the ITS Deployment Program are being evaluated through mandatory self-evaluations conducted by resources within their project management teams. A limited number of these projects will be evaluated each year of TEA-21 authorization by evaluation teams contracted by the ITS Joint Program Office. These national evaluations are conducted on projects judged to provide lessons learned and benefits information in areas where the ITS Program has compelling information needs, and has, to date, accumulated only limited data. Evaluation results from these projects will make major contributions to ITS cost and benefits databases.

**Showcasing Benefits** – Under ISTEA, U.S. DOT financed model deployment sites in four metropolitan areas around the country to provide real-life examples of ITS potential and to demonstrate the benefits from integration. The four sites – Phoenix, Seattle, San Antonio, and the New York/New Jersey/Connecticut metropolitan area – will continue to showcase the benefits of metropolitan ITS technologies under TEA-21. These sites have brought together public and private sector partners to integrate existing infrastructure with new traveler information systems. They have deployed and integrated applications for managing traffic and transit, for integrating emergency services, and for providing real-time transportation information to travelers.

Results from the Metropolitan Model Deployment Initiative sites will be combined with evaluation findings in the TEA-21 ITS Integration Program evaluations, both the self-evaluations and the national evaluations, develop products demonstrating the benefits of integrated deployments of metropolitan ITS infrastructure.



# **Arterial Management Systems**



# ARIZONA CENTER FOR TRAFFIC AND LOGISTICS ALGORITHMS & SOFTWARE (ATLAS)

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**Description:**

This project will utilize a steering committee comprised of state, local and Federal participants who will develop a work plan for Metropolitan and Rural Intelligent Infrastructure research on traffic and logistics issues. The committee will oversee the management and conduct of the research so as to complement the FHWA intelligent infrastructure research program. There will be a focus on real-time traffic control software and on development of logistics software.

**Project Location:**

Tucson, Arizona

**Partner(s):**

University of Arizona

**Start Date:**

August 1998

**End Date:**

September 2001

**Estimated Total ITS Funds:**

\$1,272,500

**Estimated Total Project Cost:**

\$1,272,500

**Contacts:**

David Gibson	FHWA - TFHRC, HRDO-04	(202)493-3271
Alan Hansen	FHWA Arizona Division, HPR1-AZ	(602) 379-3646
Pitu Mirchandani	University of Arizona	(602) 621-6551



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## INTEGRATED RAMP METERING/ADAPTIVE SIGNAL CONTROL

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**Description:**

This project will evaluate the operational effects of balancing traffic flow between I-5/I-405 and the parallel arterial streets. The project will also demonstrate the effectiveness of collaborative action on the part of transportation management agencies to optimize their strategies to improve traffic flow. The project will integrate an existing centrally-controlled freeway ramp meter system with an arterial signal system consisting of existing signal controllers, the new Advanced Traffic Controller, and an adaptive control algorithm (OPAC).

**Project Location:**

Irvine (Orange County), California

**Partner(s):**

California DOT (CalTrans), City of Irvine, Farradyne Systems, and University of California - Irvine

**Start Date:**

September 1993

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$2,617,000

**Estimated Total  
Project Cost:**

\$3,271,250

**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
John Thai	City of Irvine, CA	(949) 724-7311



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## NORTH SEATTLE ADVANCED TRAFFIC MANAGEMENT SYSTEM

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**Description:**

This project will explore methods for adjacent traffic signal systems to share loop detector and operational data to improve operations across boundaries and between adjacent systems. Jurisdictional issues which often prevent coordinating adjacent systems will be addressed during this project. Data will be obtained from several systems in the I-5 corridor north of Seattle by a single microcomputer connected with street or central master controllers belonging to the various jurisdictions within the corridor. The microcomputer will compile the volume, occupancy and operations data and transmit it back to the participating control systems. Each system will then use the data to improve its traffic management capabilities.

**Project Location:**

North Seattle, Washington

**Partner(s):**

Washington State DOT

**Start Date:**

July 1993

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$3,500,000

**Estimated Total  
Project Cost:**

\$4,375,000

**Contacts:**

Michael Brower	FHWA Washington Division, HPM-WA	(360) 753-9550
Ghadeer Baghai	Washington State DOT	(206) 440-4478



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## BROOKLYN-BRONX-QUEENS SIGNALIZATION

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**Description:**

This project supports the development, installation and evaluation of new, advanced traffic controllers (ATC) for integration into the signal system for New York City's five boroughs. The project will develop controller prototypes, field test hardware and software, and evaluate system performance before installing additional ATCs at various locations around the City. The development of the controller prototype specification will be completed under the Topics program using \$0.2M of city funds. After the specification was completed (March 1999), the city will develop a separate contract to furnish and install the new controllers at approximately 500-1000 intersections. ITS funds will be used for the installation contract.

**Project Location:**

Brooklyn and Bronx, New York

**Partner(s):**

New York State DOT and New York City DOT

**Start Date:**

July 1995

**End Date:**

October 2001

**Estimated Total  
ITS Funds:**

\$3,750,000

**Estimated Total  
Project Cost:**

\$4,687,500

**Contacts:**

Arthur O'Connor	FHWA New York Division NYC Metro Office	(212) 668-2206
Fred Lai	New York State DOT	(718) 482-4733



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## HUNTINGTON BEACH, CA I-405 MULTI-JURISDICTIONAL SMART CORRIDOR AND CALTRANS DISTRICT 12 INTERTIE PROJECT

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**Description:**

This project is comprised of the design and deployment of several ITS elements in the cities of Huntington Beach, Fountain Valley and Westminster, California along the I-405 corridor. Key technology components include fibre optic communication to support traffic signals and closed circuit TV, vehicle detection stations and video image processing systems. The fibre optic backbone will support a high speed communications link between Caltrans District 12 and Huntington Beach along I-405. These features will be complemented by design and implementation of integrated workstations and graphical user interfaces to support improved operation of the three cities' traffic signal systems, CCTV cameras and shared information links between Huntington Beach, Westminster and Fountain Valley.

**Project Location:**

I-405 Corridor, California

**Partner(s):**

City of Huntington Beach, CA; Caltrans; City of Westminster, CA; City of Fountain Valley, CA

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**Start Date:**

November 1999

**End Date:**

June 2001

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**Estimated Total  
ITS Funds:**

\$791,530

**Estimated Total  
Project Cost:**

\$1,600,000

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**Contacts:**

Frank Cechini

FHWA LA Metro Office (Acting)

(916) 498-5005

Venu Sarakki

Sarakki & Associates

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# ITS IMPROVEMENTS FOR THE CITY OF CLEARWATER

**Description:**

This project is the FY 2000 ITS Integration Program earmark for Clearwater, Florida. The project calls for integration of the traffic signals along State Route 60, within the City of Clearwater, with upgraded software and hardware to support an adaptive traffic control system. Additionally, Closed Circuit TV (CCTV) and Dynamic Message Sign (DMS) systems are planned to support a more efficient incident response mechanism and real-time dissemination of parking lot/garage occupancy information to the traveling public. Integration is planned between the City of Clearwater Traffic Operations Center (TOC) and Pinellas Suncoast Transit Authority (PSTA). Information from the TOC will be used by PSTA to update bus schedules at major transfer points along S.R. 60.

The City of Clearwater TOC currently operates an Urban Traffic Control System (UTCS) on state and local roadways with approximately 130 out of 145 intersections connected to the system. Some of the arterial signals have an existing capability to provide emergency vehicle preemption; however, this feature is not currently being widely used. The goal of this integration process is to link the upgraded traffic signal system and proposed CCTV and DMS systems with the County 911 center and the parking management system, particularly on Clearwater Beach. In addition, current traffic conditions along S.R. 60 will be available to information service providers. A pedestrian safety component is also planned for integration into the proposed City of Clearwater signal system.

**Project Location:**

City of Clearwater, Florida

**Partner(s):**

FHWA, Florida DOT, City of Clearwater

**Start Date:**

September 2000

**End Date:**

October 2003

**Estimated Total  
ITS Funds:**

\$2,752,000

**Estimated Total  
Project Cost:**

\$5,504,000

**Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9650	Ext. 3041
Bijan Behzadi	Florida DOT	(813) 975-6733	



# JACKSON, MISSISSIPPI INTELLIGENT TRANSPORTATION SYSTEM IMPLEMENTATION

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**Description:**

This project is the result of long range planning and inter-agency cooperation. The first elements of the Jackson Metropolitan ITS were deployed in 1994. City bond money and State planning funds have been used to expand the system over the past six years. The City has a Traffic Management Center (TMC) that controls 156 signalized intersections with video surveillance at ten intersections. The Mississippi Department of Transportation (MDOT) also has a TMC that will be integrated with the Jackson TMC.

This integration with the MDOT TMC will add coverage to seven additional City-maintained traffic signals. The City will gain access to a video surveillance camera on the main approach to the Jackson Municipal Airport located outside of the city limits. MDOT will be able to monitor all of the traffic signals on the City system. All ten video cameras will be shared with MDOT giving them the ability to monitor a good portion of I-55 on the north side of Jackson. Additionally, the integration of the State and City centers will also allow the implementation of the early stages of incident management.

**Project Location:**

Jackson, Mississippi

**Partner(s):**

Mississippi DOT; City of Jackson, MS; Jackson Municipal Airport Authority

**Start Date:**

January 2000

**End Date:**

December 2001

**Estimated Total ITS Funds:**

\$791,470

**Estimated Total Project Cost:**

\$1,582,939

**Contacts:**

Scott Carson	FHWA Mississippi Division, HDA-MS	(601) 965-4232
Daniel Gaillet	Manager, City of Jackson	(601) 960-1651



## PHASE II: ARTERIAL COMMUNICATIONS AND SURVEILLANCE DEPLOYMENT PROJECT

### **Description:**

This project constitutes the FY 2000 ITS Integration Program earmark for Nashville, Tennessee. The objectives of this project support several long term ITS goals including enhanced arterial management, improved incident detection and management, real-time traffic control, and better inter-agency communication. The project focus is on design and installation of multiple fiber optic communications backbones along a number of congested arterial corridors within the Nashville metropolitan area.

These communication backbones will be designed with enough capacity to accommodate ITS needs required by currently funded and future ITS projects developed by Metro. The initial design will also include an evaluation of TDOT's current communications plan. This evaluation will identify opportunities to coordinate the efforts and strategies of both agencies. In addition to the communications element, this project will include the installation of CCTV video surveillance. This will provide the initial installation of the Metro surface street monitoring system. The video surveillance will be used in the verification of incidents and the implementation of improved signal control along these corridors.

The installation of a communications backbone will provide the necessary infrastructure required to integrate Metro's proposed incident detection system, arterial surveillance system, and traffic control system. It will also provide the initial stages for the required infrastructure to link each of the proposed traffic management centers in the region. In the future, it may be used for the installation of VMS devices or other ITS components located along the selected corridors.

**Project Location:** Nashville, Tennessee

**Partner(s):** FHWA, Tennessee DOT, Metropolitan Government of Nashville and Davidson County

**Start Date:** January 2001

**End Date:** January 2003

**Estimated Total  
ITS Funds:** \$786,421

**Estimated Total  
Project Cost:** \$1,572,842

### **Contacts:**

Karen Brunelle	FHWA Tennessee Division, HPR-TN	(615) 781-5772
Devin Doyle	Nashville and Davidson Co. Dept. of Public Works	(615) 862-8764



# SR-836 EXPRESSWAY INTEGRATED ADVANCED TRAFFIC MANAGEMENT SYSTEM

**Description:**

This project constitutes the FY 2000 ITS Integration Program earmark for Miami, Florida. The State Road 836 (SR 836) in Miami-Dade County is one of the most heavily traveled and congested corridors in Southeast Florida. The SunGuide system, previously referred to as the Intelligent Corridor System (ICS), incorporates all Intelligent Transportation System (ITS) projects in Southeast Florida. The goal of the SunGuide system is to improve traveler safety and mobility for residents and visitors by applying advanced traffic management and traveler information strategies. The SunGuide Design Report identified the SR 836 corridor for ITS Deployment.

The SR 836 Expressway ITS Improvement Project proposes to implement an Advanced Traffic Management System (ATMS) along the SR 836 corridor in Miami-Dade County, Florida. The proposed Miami-Dade Expressway (MDX) ATMS components will be integrated with the existing SunGuide program, such that their operations will become seamless. The MDX ATMS components that are proposed for the project include non-intrusive system detectors, full coverage video surveillance, Highway Advisory Radio (HAR), and a communication system for integrating the MDX Field Components with the SunGuide Control Center.

The MDX ATMS components will be integrated with other regional ITS and incident management systems and initiatives including the SunGuide Control Center, SunGuide Service Patrols, Florida Highway Patrol, MDX SunPass Electronic Toll Collection System, and SunGuide Advanced Traveler Information System.

**Project Location:**

Miami-Dade County, Florida

**Partner(s):**

FHWA, Florida DOT, Miami-Dade Expressway Authority

**Start Date:**

March 2000

**End Date:**

September 2001

**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$2,786,421

**Contacts:**

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Sam Gonzales	Miami-Dade Expressway Authority	(305) 375-3232	



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## SYRACUSE CONGESTION MANAGEMENT SYSTEM

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**Description:** This project supports the implementation and evaluation of a central computerized signal system in the city of Syracuse.

**Project Location:** Syracuse, New York

**Partner(s):** New York State DOT, Syracuse Department of Public Works

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**Start Date:** June 1996

**End Date:** February 2001

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**Estimated Total  
ITS Funds:** \$3,000,000

**Estimated Total  
Project Cost:** \$10,814,575

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**Contacts:**

Jerry Zell	FHWA New York Division, HTS-NY	(518) 431-4125	Ext. 228
Ed Roberts	New York State DOT	(518) 457-1232	



# TEMECULA, CALIFORNIA I-15 TRAFFIC SURVEILLANCE AND SIGNAL SYSTEM INTEGRATION PROJECT

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**Description:**

The primary goals of this project are to support existing and future economic and community development without a major increase in traffic congestion and delay along the I-15 corridor and on the city's major arterials. The project will design and install four closed circuit TV cameras (CCTV); design and install a communications system between the CCTV and the city's Traffic Operations Center (TOC), and install the necessary integrated workstation/graphical user interface to integrate, control and monitor the traffic signal system, the surveillance system and freeway variable message signs. Also included is a communication intertie between the city's TOC and Caltrans District 8.

**Project Location:**

Temucula, California

**Partner(s):**

City of Temecula, California

**Start Date:**

September 1999

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$197,867

**Estimated Total  
Project Cost:**

\$437,867

**Contacts:**

Frank Cechini	FHWA LA Metro Office (Acting)	(916) 498-5005
Ali Moghadam	City of Temecula, DPW	(909) 694-6411



# TUCSON, ARIZONA INTEGRATION OF REAL-TIME TRAFFIC INFORMATION FOR ADAPTIVE SIGNAL CONTROL, TRAVELER INFORMATION AND MANAGEMENT OF TRANSIT AND EMERGENCY SERVICES

**Description:**

In the last few years the Systems and Industrial Engineering Department at the University of Arizona (UofA) has been involved with several ITS projects including operational testing of traffic adaptive signal control and research/development of innovative approaches to real-time prediction of traffic conditions and transit priority. This proposed project will integrate many of the results and findings from these projects. In particular, the UofA and its partners/collaborators will integrate available real-time traffic information from loop detectors and other sources for real-time traffic-adaptive signal control, for real-time traffic prediction for traveler information, for adaptive signal priority for transit vehicles, and for proactive coordination of signal phasing to provide preemptive pathways for emergency vehicles.

This project consists of five sub-projects: Development of an ITS strategic deployment plan and an architecture that allows for the integration of the required real-time information; Deployment and integration of a real-time traffic prediction method for traveler information systems; Deployment and integration of a real-time traffic adaptive signal system for a grid of intersections; Deployment and integration of transit signal priority for an arterial; and Deployment and integration of route advisory and limited traffic signal coordination/preemption for emergency vehicles.

**Project Location:**

Tucson, Arizona

**Partner(s):**

Arizona DOT; City of Tucson; Pima Association of Governments; Gardner Systems; Catalina Engineering, Inc.

**Start Date:**

September 1999

**End Date:**

June 2002

**Estimated Total ITS Funds:**

\$791,469

**Estimated Total Project Cost:**

\$2,270,000

**Contacts:**

Alan Hansen	FHWA Arizona Division, HPR1-AZ	(602) 379-6856
Pitu Mirchandani	University of Arizona	(520) 621-2990



# WHITE PLAINS-WESTCHESTER COUNTY, NEW YORK INTEROPERABLE COORDINATED SIGNAL SYSTEM

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**Description:**

This project will establish an interoperable coordinated signal system (ICSS) on adjoining New York State arterials and existing coordinated signal systems owned and operated by the City of White Plains and the County of Westchester in the White Plains urban area. This project aims to create a unified, interoperable coordinated signal system that integrates city, county, and state signal subsystems. Each subsystem will be autonomous, but will be interconnected for operations as a single system when required.

**Project Location:**

White Plains, New York

**Partner(s):**

New York State DOT; City of White Plains, New York; Westchester County, New York

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**Start Date:**

September 1999

**End Date:**

November 2001

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**Estimated Total  
ITS Funds:**

\$791,470

**Estimated Total  
Project Cost:**

\$1,580,000

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**Contacts:**

Mike Schauer	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 236
Mark Kruk	NYSDOT	(914) 575-6068	

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# **Freeway Management Systems**



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## BETA TESTING OF SOFTWARE - PH. II

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**Description:** This activity allows practitioners to assess the integrity and applicability of newly modified or developed FHWA software. This allows FHWA to better match user needs, thereby reducing the time needed to bring traffic engineering software to the market-ready stage.

**Project Location:** Gainesville, Florida

**Contractor(s):** University of Florida

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**Start Date:** June 2000

**End Date:** June 2004

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**Estimated Total ITS Funds:** \$426,192

**Estimated Total Project Cost:** \$426,192

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**Contacts:**

Henry Lieu

FHWA - TFHRC, HRDO-03

(202) 493-3273

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# DATABASES FOR ASSESSMENT OF OPERATIONAL TESTS AND TRAFFIC MODELS

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**Description:**

This study involves defining data required for the validation and verification of traffic models. This study will also include the collection and storage of traffic data from different sites strategically selected around the country and the subsequent maintenance of the databases. Additionally, issues will be addressed including type of storage needed (central vs. distributed), hardware and software platforms, and user interfaces (pre - and post-processing activities). Some of this data will be obtained from existing data sources or on-going ITS field operational tests. Special emphasis will be placed on data collection from the field testing of Adaptive Control Systems (ACS). The verification and validation techniques and database management system will be applied to FHWA's TRAF family of models. The development of the Traffic Software Integrated System (TSIS) version 5.0 will be completed and technical support for the ATMS R&D programs will be provided.

**Project Location:**

Colorado Springs, Colorado

**Contractor(s):**

ITT Systems

**Start Date:**

June 1995

**End Date:**

September 2001

**Estimated Total  
ITS Funds:**

\$2,705,896

**Estimated Total  
Project Cost:**

\$2,705,896

**Contacts:**

Gene McHale

FHWA - TFHRC, HRDO-04

(202) 493-3275



## BRONX/NORTHERN MANHATTAN ATMS

### **Description:**

This project has two parts:

Part 1: Transmit Expansion - This project will expand TRANSCOM's Transmit Program into Bronx County. Approximately 18 reader locations that will be capable of communicating with the E-Z Pass tags will be installed on various highways in the Bronx for traffic data collection purposes.

Part 2: Systems in the State/City Traffic Management Center (TMC) (2 projects) - This program will construct an interim and permanent traffic control center for New York State DOT in the Long Island Corridor. This first project will cost \$0.5M and was completed in early 1999. The second project (for the permanent center) will cost \$1.7M and is scheduled for construction in early 2000 with completion of construction in June 2002.

### **Project Location:**

New York, New York

### **Partner(s):**

New York State DOT

### **Start Date:**

July 1995

### **End Date:**

June 2002

### **Estimated Total ITS Funds:**

\$4,650,000

### **Estimated Total Project Cost:**

\$5,812,500

### **Contacts:**

Arthur O'Connor

FHWA New York Division NYC Metro Office

(212) 668-2206

Fred Lai

NYSDOT

(718) 482-4733



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# ELECTRONIC PERMITTING FOR OVERSIZE AND OVERWEIGHT VEHICLES

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**Description:**

This project is a component of the FY 2000 State of Alabama Earmark. The project is an integral part of a major ITS initiative in the Birmingham, AL metropolitan area which seeks to reduce congestion and air pollution. Electronic Permitting for Oversize and Overweight Vehicles is a FY 2000 project that will provide fast and accurate route and clearance checking and bridge analysis approval. The ALDOT proposes to integrate an automated permitting function for commercial vehicles. This will enable commercial vehicle operators to obtain automated route information and permits for oversize and overweight loads throughout the highway system. The Birmingham area will be specifically targeted. Construction zone work information will be provided from the ALDOT Third Division Office to the permitting section in the ALDOT Maintenance Bureau. The Birmingham TCC can provide real-time congestion information to allow the permitting process to ensure these problem loads avoid congested routes. When overweight or oversize loads are scheduled, timing of routes through Birmingham will be a factor in issuing permits. The Department of Public Safety (State Troopers) will be notified of any special loads requiring escort vehicles, special enforcement measures, or special coordination with ASAP service patrol units. The Birmingham TCC will, similarly, be notified of special loads as needed to manage the freeway system. The system will allow improved coordination of agencies involved in managing congestion and the routing of oversize and overweight vehicles. The digital roadway network model will provide a fast, reliable determination of all conditions and events along the vehicle trip path. These can be key in avoiding congested sites in Birmingham. The project will also improve the efficiency of the process by automating the bridge rating process and clearance restrictions for overweight and oversize vehicles. It will provide better customer service to motor carriers by streamlining credential application, taxation, and payment procedures, and weight and safety enforcement to permit compliant operators to avoid costly delays.

**Project Location:** Birmingham, Alabama

**Partner(s):** FHWA; Alabama DOT; Birmingham-Jefferson County Transit Authority; Birmingham Regional Planning Commission; Jefferson County; Shelby County; City of Hoover

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**Start Date:** September 2000

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$800,000  
**Estimated Total  
Project Cost:** \$1,000,000

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**Contacts:**

Linda Guin	FHWA Alabama Division, HDA-AL	(334) 223-7377
Stacey Glass	Alabama DOT	(334) 242-6095

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## FAIRBORN, OHIO ADVANCED TRAFFIC MANAGEMENT SYSTEM

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**Description:**

The purpose of this project is to improve mobility on public roadways in the vicinity of a university multipurpose arena during special events. The consultant is evaluating also the effectiveness of Advanced Traveler Information System (ATIS) technologies when integrated with traditional traffic engineering improvements.

**Project Location:**

Fairborn, Ohio

**Partner(s):**

Ohio DOT, Miami Valley Regional Planning Commission (MVRPC), City of Fairborn, City of Beavercreek, and Wright State University.

**Start Date:**

May 1998

**End Date:**

June 2002

**Estimated Total  
ITS Funds:**

\$1,000,000

**Estimated Total  
Project Cost:**

\$1,000,000

**Contacts:**

James Buckson	FHWA Ohio Division, HDA-OH	(614) 280-6846
George Saylor	Ohio DOT	(614) 752-8099
Anne Hassoun	MVRPC	(937) 233-6323



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## GATEWAY GUIDE ENHANCEMENT

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**Description:**

This FY 2000 earmarked project will install additional field devices to the freeway management and incident management infrastructure covering interchanges and major river crossings in the St. Louis area. Included among field components are detector stations, cameras, and ramp metering devices that would connect to an existing communications network. This added surveillance and information dissemination capability, supplemented by AVL system expansion on roadside assistance vehicles, will expand existing incident response capability. The project will develop and deploy software and roadside device components for automatic lane control signals along I-64/US Route 40 corridor at the Missouri River Bridge.

**Project Location:**

St. Louis, Missouri Regional Area

**Partner(s):**

FHWA; MODOT; East-West Gateway Coordinating Council; Bi-State Development Agency; City of Chesterfield Police Dept.; City of Town and Country Police Dept.

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**Start Date:**

September 2000

**End Date:**

December 2001

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**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$1,608,421

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**Contacts:**

Bob Thomas	FHWA Missouri Division, HDA-MO	(573) 636-7104
Thomas Ryan	Missouri DOT	(314) 340-4501

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## I-40/I-25 SYSTEM INTERCHANGE CONSTRUCTION

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**Description:**

This project comprises the FY 2000 ITS Integration Program earmark for Albuquerque, New Mexico. The I-25/I-40 System Interchange reconstruction project will include installation of two, four inch, multi-duct backbone conduits and appurtenant roadside device conduit throughout the limits of construction. The conduit will be configured and installed to allow future installation of an ITS fiber optic communication backbone and connection of planned ITS roadside devices including Variable Message Signs, CCTV Cameras, speed/occupancy detection devices, etc.

The System Interchange reconstruction will also implement a construction ITS component as part of the project. This system will consist of 10 to 12 CCTV cameras, 4 speed/occupancy detection cameras, (8) 3ft by 9ft permanent variable message signs, (8) portable variable message signs, two smart work zone trailers (camera, detection, sign, trailer mounted), and a spread spectrum radio / cdpd wireless communication infrastructure to operate the equipment from a central location. The system will also include 2 Traffic Management Center Operator Stations, a video wall, and will update the Highway Advisory Radio System to allow immediate updates and live broadcasts. The project provides two New Mexico State Highway and Transportation Department (NMSHTD) HELP Courtesy Vehicles to patrol the construction zone and assist in incident response. Further, the system will provide real time video images and traffic information on an Internet website, [www.thebigj.com](http://www.thebigj.com).

The conduit will facilitate integration of the proposed Albuquerque Advanced Metropolitan Travel Management System / Freeway Management System / Incident Management System (AMTMS), currently being designed by the NMSHTD. The conduit will ensure a metropolitan area communication backbone capable of supplying adequate communication bandwidth for the metropolitan area throughout the limits of the proposed construction. Installation of the conduit at this time will eliminate the need to disturb / reconstruct the new Interstate pavement following construction to install the fiber optic backbone being designed as part of the AMTMS project.

The AMTMS project intends to provide fiber optic backbone along significant portions of I-40 and I-25 in the Metropolitan Planning Area. The intent is to provide backbone communication bandwidth capable of sustaining future City, County and State ITS deployment projects as outlined in the Regional ITS Architecture. The I-25/I-40 Interchange Reconstruction is located in the core of the Metropolitan Planning Area (MPS) and at the center of the AMTMS project. The installation of conduit is a necessity to ensure future ITS integration capabilities throughout the MPA.

**Project Location:**

Albuquerque, New Mexico

**Partner(s):**

FHWA, New Mexico State Highway and Transportation Department, City of Albuquerque

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**Start Date:**

September 2000

**End Date:**

June 2002

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**Estimated Total  
ITS Funds:** \$1,572,842

**Estimated Total  
Project Cost:** \$3,145,684

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**Contacts:**

Joe Maestas	FHWA New Mexico Division, HDA-NM	(505) 820-2026
Alan Whitesel	New Mexico State Highway and Transportation Department	(505) 222-4400

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## I-90 CONNECTOR, RENSSELAER COUNTY, NEW YORK

### **Description:**

The FY 1998 Rensselaer County earmark of \$1.25M for Rensselaer County has been divided into two projects. The Rensselaer Polytechnic Institute (RPI) will receive \$500K to develop ITS training and the remaining funds (\$750K) will be used for ITS research to support the I-90 Connector/Test Bed. ITS Test Bed Research--This project will fund ITS research on a 3-mile, in-situ test bed facility on the Rensselaer County, I-90 Connector. The ITS research will include: investigation of communications technologies to link the test bed with the soon-to-be opened Northway Incident Management/Traffic Operations Center, traffic operation data collection, deployment of temporary ITS equipment in the study area, and the establishment of partnerships with educational institutions and/or private sector ITS firms. Rensselaer Polytechnic Institute in coordination with the FHWA Professional Capacity Building Program will use advance education technologies to design, develop and deploy educational modules on ITS topics in a variety of settings. The target audience for this new training is ITS professionals. Course topics to be addressed are wireless communications, the operations of a traffic management center, and video detection and surveillance technologies. All of the education modules will be designed to be delivered (1) in face-to-face classroom settings, (2) individual learning via either the Web or CD ROM and (3) using distance learning technologies such as video conferencing and interactive web work.

### **Project Location:**

Rensselaer County, New York

### **Partner(s):**

New York State DOT

### **Start Date:**

October 1998

### **End Date:**

December 2001

### **Estimated Total ITS Funds:**

\$1,250,000

### **Estimated Total Project Cost:**

\$1,562,500

### **Contacts:**

Mike Schauer	FHWA New York Division, HDT-NY	(518) 431-4125	Ext. 236
Paul Cuerdon	New York State DOT	(518) 474-6377	



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## I-275, ST. PETERSBURG, FLORIDA

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**Description:** This project will provide a variable message sign system on I-275. It includes two variable message signs and the central control system.

**Project Location:** St. Petersburg, Florida

**Partner(s):** Florida DOT

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**Start Date:** October 1998

**End Date:** March 2001

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**Estimated Total  
ITS Funds:** \$1,000,000

**Estimated Total  
Project Cost:** \$1,000,000

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**Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9650	Ext. 3041
Bijan Behzadi	Florida DOT	(813) 975-6733	



# KANSAS CITY REGION INTEGRATED AUTOMATION SYSTEM DEVICES

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**Description:**

The objective of this project is the deployment of Integrated Automation Management System Devices (computer hardware) for the new Traffic Operation Centers (TOC) in the Kansas City Region. These devices will serve as the central processing units for the Kansas City Region. The operations of Freeway, Incident and Corridor Management Subsystems will be controlled through these devices. Center-to-center communications between other region partners (emergency services, transit, information service providers, etc.) and other midwest cities (Illinois, Kansas, Iowa, Nebraska, etc.) will result as part of sharing regional transportation information. Completion of this project has been delayed by a requirement to integrate systems with a related project, the Kansas City Scout Freeway Management System, whose software has been delayed.

**Project Location:**

Kansas City Region

**Partner(s):**

Missouri DOT, Kansas DOT, Mid-America Regional Council, Digital Teleport Inc.

**Start Date:**

September 1999

**End Date:**

December 2001

**Estimated Total  
ITS Funds:**

\$395,735

**Estimated Total  
Project Cost:**

\$795,735

**Contacts:**

Bob Thomas	FHWA Missouri Division, HDA-MO	(573) 636-7104
Bruce Baldwin	FHWA Kansas Division, HDA-KS	(785) 267-7281



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## LOUISIANA INTERSTATE 55, 10 AND 610, INTELLIGENT TRANSPORTATION SYSTEMS

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**Description:**

The focus of this project will be the deployment of ITS elements in the New Orleans Metropolitan area. Emphasis will be placed on traveler information systems, video surveillance and interagency communication subsystems. This project will also include the design and construction of a Traffic Management Center.

**Project Location:**

New Orleans, Louisiana

**Partner(s):**

Louisiana State DOT, New Orleans Regional Planning Commission

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**Start Date:**

October 1998

**End Date:**

June 2001

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**Estimated Total  
ITS Funds:**

\$5,500,000

**Estimated Total  
Project Cost:**

\$6,875,000

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**Contacts:**

Mary Stringfellow	FHWA Louisiana Division, HDA-LA	(225) 757-7610
Steve Strength	Louisiana State DOT	(504) 437-3260
Conrad Rein	New Orleans Regional Planning Commission	(504) 568-6643
Peter Allain	Louisiana State DOT	(225) 935-0262

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## LOWER HUDSON VALLEY

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**Description:**

This project will provide for the creation of a Transportation Management Center (TMC) which will be jointly staffed by the New York State Department of Transportation, the New York State Thruway Authority, and the County of Westchester. As design progressed, the scope and total cost of the TMC have been significantly increased to enhance interagency operations. This multi-agency facility in the Interstate I-287 corridor, known as the Cross Westchester Expressway, is funded at \$21,000,000 as of fall CY 2000.

**Project Location:**

Westchester County, New York

**Partner(s):**

New York State DOT

**Start Date:**

July 1995

**End Date:**

September 2002

**Estimated Total  
ITS Funds:**

\$1,500,000

**Estimated Total  
Project Cost:**

\$21,000,000

**Contacts:**

Mike Schauer	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 236
Ed Roberts	New York State DOT	(518) 457-1232	



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## MAGIC (METROPOLITAN AREA GUIDANCE INFORMATION & CONTROL)

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**Description:** Deployment of MAGIC (Metropolitan Area Guidance Information & Control) system will divert motorists from congested or emergency/incident locations to alternative routes. The system will be implemented in three construction phases.

**Project Location:** Northern New Jersey

**Partner(s):** New Jersey DOT

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**Start Date:** January 1992

**End Date:** March 2001

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**Estimated Total  
ITS Funds:** \$10,280,000

**Estimated Total  
Project Cost:** \$106,280,000

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### **Contacts:**

Asiyah Grant	FHWA New Jersey Division, HTC-NJ	(609) 637-4231
Bob Dibartolo	New Jersey DOT	(609) 530-2551

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## MOBILE, ALABAMA ITS INTEGRATION

### **Description:**

The goals of this project are the development of integrated, National ITS Architecture - compliant Freeway Management and Incident Management systems and the planning for follow-on integration and deployment of Metropolitan ITS infrastructure.

The objectives of a freeway and incident management system which would apply to the Mobile area are to effectively perform such functions as surveillance and incident detection, information dissemination, and coordination with other traffic and freeway management systems and incident detection. Mobile has several building blocks of these components already in place but requires an integration approach in bringing these elements together to work in a unified manner. Two key components need to be implemented in Mobile: additional field and communication equipment. For example, the regional traffic management center in place does not have the necessary equipment for monitoring the appropriate arterials to aid in the dissemination of traveler information and provide surveillance and incident detection. Also, since the Mobile area has had only one ITS-funded project deployed, the Fog Detection Project, the purchase of additional equipment is critical to create a regional ITS architecture to support integrated ITS deployment.

The ITS integration plan will be developed as a long-range plan describing how the existing systems can come together, and by utilizing the National Architecture, to form a regional architecture through the use of market packages. The plan will be able to set both short-term and long-term goals and objectives. Market packages such as Network Surveillance, Incident Management, and Traffic Information Dissemination can provide useful information by linking agencies and informing the public through user services. User services can include identifying scheduled/planned incidents (e.g. construction activity), detect incidents, formulate response actions, support initialization of response actions (Mobile County Emergency Management Center), and predict hazardous conditions.

### **Project Location:**

Mobile, Alabama

### **Partner(s):**

Alabama DOT, City of Mobile, County of Mobile, Metropolitan Transit Authority, South Alabama Regional Planning Commission

### **Start Date:**

September 1999

### **End Date:**

December 2002

### **Estimated Total ITS Funds:**

\$1,979,000

### **Estimated Total Project Cost:**

\$2,311,000

### **Contacts:**

Linda Guin

FHWA Alabama Division, HDA-AL

(334) 223-7377

Stacey Glasse

Alabama DOT

(334) 242-6095



# MONITOR

**Description:**

MONITOR is Milwaukee's Freeway Traffic Management System. The MONITOR build-out is a \$40 million investment in the Operations of the Milwaukee Area Freeway and Arterial System. FY 1998 funding contributed to MONITOR Stage VI Construction, MONITOR Software, and the Traffic Incident Management Enhancement Program. MONITOR Stage VI will implement various equipment that was not placed in operation during the five previous stages, including the last 15 of 120 ramp meters. An Independent Software Advisor will assist in the oversight and direction of all TOC software development activities. MONITOR Software was upgraded to make the existing system year 2000 compliant. Stage A of the MONITOR Software Upgrade will be funded, including the software coding for the Regions' Traveler Information HUB. New Enhanced Freeway Patrol Service will begin in Washington, Ozaukee and Waukesha Counties, and existing service patrols will be expanded in Racine and Kenosha Counties.

**Project Location:**

Southeastern Wisconsin

**Partner(s):**

Wisconsin DOT

**Start Date:**

October 1998

**End Date:**

October 2001

**Estimated Total  
ITS Funds:**

\$6,000,000

**Estimated Total  
Project Cost:**

\$6,875,000

**Contacts:**

John Berg	FHWA Wisconsin Division, HDA-WI	(608) 829-7515
Philip DeCabooter	State of Wisconsin DOT	(608) 267-0452



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## NEW JERSEY TURNPIKE PROJECT

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**Description:** This project supports the expansion of the New Jersey Turnpike Automatic Traffic Surveillance and Control System. The project will install and evaluate additional closed circuit television locations, variable message signs and a weather surveillance subsystem.

**Project Location:** New Jersey

**Partner(s):** New Jersey DOT and New Jersey Turnpike Authority

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**Start Date:** July 1995

**End Date:** July 2001

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**Estimated Total  
ITS Funds:** \$2,625,000

**Estimated Total  
Project Cost:** \$11,200,000

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**Contacts:**

Asiyah Grant	FHWA New Jersey Division, HTC-NJ	(609) 637-4204
Dom Critelli	NJ DOT	(609) 530-2462



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# NASHVILLE, TENNESSEE AREA INTELLIGENT TRANSPORTATION SYSTEM

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**Description:**

This project is part of the phased implementation of the Nashville Area Intelligent Transportation System Strategic Deployment Plan. The project will develop a Regional Traffic Operations Center and the communications system to integrate it with the cities of Murfreesboro, Franklin, and the backbone Tennessee DOT will install along the interstate highway system. Early capabilities include implementation of real-time accident reporting and a parking and traffic guidance system.

**Project Location:**

Nashville, Tennessee

**Partner(s):**

Tennessee DOT, Metropolitan Government of Nashville, Davidson County Department of Public Works

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**Start Date:**

September 1999

**End Date:**

December 2002

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**Estimated Total  
ITS Funds:**

\$395,735

**Estimated Total  
Project Cost:**

\$791,470

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**Contacts:**

Karen Brunelle	FHWA Tennessee Division, HPR-TN	(615) 781-5772
Devin Doyle	Nashville and Davidson Co. Dept. of Public Works	(615) 880-3262

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# PUEBLO GATEWAY INTERCHANGE FREEWAY MANAGEMENT SYSTEM

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## ***Description:***

This project constitutes the FY 2000 Earmark for Pueblo, CO. Historically, construction activities, weather conditions, daily commutes, and traffic accidents cause congestion and hinder the movement of traffic at and around the Gateway Interchange. The heavy congestion has also contributed to an accident and injury rate that is double the national average for traffic areas of this type. ITS applications have been shown to be effective in reducing congestion and enhancing safety like those experienced around Pueblo's Gateway Interchange, which is located at the intersections of I-25, US 50, and SH47.

This is a multi-phased project that seeks to implement Freeway and Incident Management enhancements along the I-25 State Highway 47 interchange (Gateway Interchange) in Pueblo. Goals of the Freeway Management System are to:

- Improve traffic safety and operations
- Facilitate incident management and traveler mobility
- Enhance economic growth
- Facilitate future ITS applications
- Coordinate existing information systems such as RWIS, traffic counting systems, etc.
- Collect and process traffic and system data to support operations and planning

These goals will be pursued through achievement of objectives enabled by ITS applications. Deployment and/or integration of ITS applications are summarized as:

- Dynamic message signing to improve driver information for both incident management and route guidance to special events
- Traffic signal coordination to reduce delay times
- Loop detectors, video image detection and closed circuit television to provide information to assist in incident detection and response
- Information sharing across regional boundaries and statewide ITS sections to assist in traffic management and planning
- Information sharing among agencies (police, fire, and ambulance services) to reduce response times

This project implements phase two, which includes incident detection and closed circuit TV sites along I-25, an additional dynamic message sign for eastbound traffic along highway 50 and a communications and control system to enable full time monitoring, control and surveillance of the corridor.

***Project Location:*** Pueblo, Colorado

***Partner(s):*** FHWA; Colorado DOT; Colorado State Patrol City of Pueblo, CO

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***Start Date:*** September 2000

***End Date:*** August 2002

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**Estimated Total  
ITS Funds:** \$786,421

**Estimated Total  
Project Cost:** \$1,179,631

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**Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730
Terry Shippy	Colorado DOT	(719) 546-5734
Greg Severance	City of Pueblo, CO	(719) 545-5480



# SPRINGFIELD, VIRGINIA INTERSTATE INTERCHANGE

**Description:**

This integration project addresses one aspect of the integration of infrastructure in the Springfield Interstate improvement project. The ITS integration component to be addressed is the enhanced use of video imagery to include video transfer between agencies and organizations. The specific project focus is to provide video feeds between existing VDOT Smart Traffic Centers and others, such as the Fairfax County Public Safety Dispatch Center and the Springfield Interchange Office of the State Police.

A smaller, companion effort to this video sharing initiative is to ensure that the existing incident management plan and manual are current and up-to-date. A review of the existing regional plan and manual will be conducted to determine any needed revisions, especially as they may relate to the Springfield Interchange project and video sharing.

**Project Location:**

Springfield, Virginia

**Partner(s):**

Virginia DOT; Fairfax County

**Start Date:**

September 1999

**End Date:**

November 2002

**Estimated Total  
ITS Funds:**

\$395,735

**Estimated Total  
Project Cost:**

\$795,735

**Contacts:**

Tom Jennings

FHWA Virginia Division, HDA-VA

(804) 775-3357

James Robinson

Virginia DOT

(804) 786-6677



# STATE OF TEXAS STATEWIDE SOFTWARE AND SYSTEMS INTEGRATION CENTER-TO-CENTER COMMUNICATIONS PROJECT

**Description:**

This is a multi-phase project started in February 1999. Phase I of the Center-to-Center Communications (C2C2) Project, when deployed will provide data on freeway conditions on a graphical map for a combined Dallas/Ft. Worth ITS internet web site. Phase II of the C2C2 pilot project will extend the data server capabilities beyond freeway conditions to support coordinated incident management, information sharing, and remote device monitoring and control. The final phase of the project is intended to deploy an effective, reusable and fully interoperable C2C2 system in other ITS regions throughout Texas. This final phase will include additional development and integration activities to extend the multi-modal, multi-center and interoperable capabilities of the data server and related subsystems.

**Project Location:**

Dallas/Fort Worth, Texas

**Partner(s):**

Texas DOT

**Start Date:**

February 1999

**End Date:**

November 2001

**Estimated Total  
ITS Funds:**

\$791,470

**Estimated Total  
Project Cost:**

\$1,382,940

**Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Doug Lowe	Texas DOT Statewide Dev. and Integration Proj. Mgr.	(512) 416-3305



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## SYRACUSE, NEW YORK ADVANCED TRANSPORTATION MANAGEMENT SYSTEM

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**Description:**

This project will deploy an Advanced Transportation Management and Traveler Information System in the vicinity of the State Fair Interchange in Syracuse, involving I-690, Route 695, and key connecting roadways. The system is expected to include technologies such as variable message signs and highway advisory radio and state-of-the art traffic monitoring and a management system to operate this area.

**Project Location:**

Syracuse, New York

**Partner(s):**

New York State DOT

**Start Date:**

October 1998

**End Date:**

January 2003

**Estimated Total  
ITS Funds:**

\$1,000,000

**Estimated Total  
Project Cost:**

\$1,250,000

**Contacts:**

Jerry Zell	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 228
Jim Lawler	New York State DOT	(315) 428-4312	



## TRAFFIC MANAGEMENT CENTER ENHANCEMENT

### **Description:**

This project is the FY 2000 Tacoma, Washington earmark. The Olympic Region presently has a network of surveillance cameras and traffic flow detection devices along the Interstate 5 Tacoma corridor. The images and data from these devices reach the Tacoma Traffic Management Center via analog microwave and voice graded phone line. While these methods of data transmission work, they have inherent problems. The analog microwave is subjected to distortion due to inclement weather and vegetation obstructing the microwave path. In addition, the limitations of the microwave system allow for the transmission of only three of the nine camera images at one time. The disadvantage with the phone service is the monthly service fees and dependency upon an external agency. The phone service also limits the expansion capability of the detection system.

The Olympic Region is proposing that the FHWA ITS Integration funds be used to construct fiber optic links from the Tacoma TMC to WSDOT fiber on I-5 and a fiber optic link from WSDOT fiber on I-5 to City of Tacoma Fiber in the SR16 Interchange vicinity. These funds would also be used for fiber optic equipment to be used at the existing WSDOT ITS locations and software revisions at the Tacoma TMC to integrate VMS sign control with CCTV control. The use of the FHWA funds and WSDOT matching funds would be divided into the following projects:

Phase 1: Fiber optic equipment for existing ITS sites. This project is required to convert the existing microwave signals from these elements to fiber.

Phase 2: Fiber optic cable link from WSDOT fiber on I-5 to the Tacoma Traffic Management Center. This project is necessary to better utilize existing ITS elements as well as to transmit this information to other agencies.

Phase 3: Video end equipment for the City of Tacoma Fire Station and fiber optic link to the existing City of Tacoma fiber network. This project will allow the City of Tacoma direct access to the Olympic Region ITS information.

Phase 4: Variable Message Sign control software. This project will enable the operators at the Tacoma TMC to control existing VMS signs and CCTV sites from one terminal.

### **Project Location:**

Tacoma/Puyallup, Washington

### **Partner(s):**

FHWA, Washington State DOT, City of Tacoma Fire Dept, Washington State Police

### **Start Date:**

September 2000

### **End Date:**

August 2001

### **Estimated Total ITS Funds:**

\$393,211

### **Estimated Total Project Cost:**

\$1,110,211



**Contacts:**

Michael Brower	FHWA Washington Division, HMO-WA	(360) 753-9550
John Nisbet	Washington State DOT	(360) 357-2670

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# **Transit Management Systems**



# COMPUTER INTEGRATED TRANSIT MAINTENANCE AND ENVIRONMENT (CITME)

**Description:**

The project, funded in previous years, will provide transit properties with the tools to assist in modernizing their maintenance operations. This \$1 million earmark will be used to implement the system designed in Phase I in the bus operations area. The functional specifications for this system have been developed by a research team led by South Carolina Research Associates (SCRA) for installation at the Greater Cleveland Regional Transit Authority's bus and rail maintenance facilities SCRA expects that CITME will reduce the costs of transit maintenance by 15-25 percent. Current funding will be used to procure software/hardware necessary to install ITS systems in Cleveland's bus operations division. Funding for the third phase, if available, will be used to procure and/or design hardware/software for rate and facilities operations.

**Project Location:**

Cleveland, Ohio

**Contractor(s):**

Greater Cleveland Regional Transit Authority, South Carolina Research Associates (SCRA)

**Start Date:**

October 1997

**End Date:**

December 2001

**Estimated Total ITS Funds:**

\$1,000,000

**Estimated Total Project Cost:**

\$2,000,000

**Contacts:**

Stewart McKeown	FTA, TRI-12	(202) 366-0244
Michael York	Greater Cleveland Regional Transit Authority	(216) 566-5101
Richard Rentz	SCRA	(843) 760-3241



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## CHICAGO SMART INTERMODAL SYSTEM

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**Description:**

The Chicago Transit Authority (CTA) is deploying their Bus Emergency Communications System (BECS) and Bus Service Management System (BSMS). The BECS is a comprehensive communications base designed to support more effective delivery of bus service. New two-way voice and data radio system, and location capabilities are the main features of BECS. Under the BSMS, CTA is installing additional hardware and software modules to support Computer-Aided Dispatch (CAD) software, transit priority movements at five signalized intersections, electronic traveler information way-side signs at two major bus stops, and enhanced data reporting system. Modules are being installed only on buses assigned to the 77th street garage.

**Project Location:**

Chicago, Illinois

**Partner(s):**

City of Chicago Department of Public Works and Department of Streets and Sanitation

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**Start Date:**

July 1994

**End Date:**

June 2002

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**Estimated Total  
ITS Funds:**

\$490,000

**Estimated Total  
Project Cost:**

\$3,640,000

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**Contacts:**

Ronald Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Yazeed Khayyat	Chicago Transit Authority	(312) 432-8006

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# DALLAS AREA RAPID TRANSIT PERSONALIZED PUBLIC TRANSIT

## **Description:**

Dallas Area Rapid Transit (DART) is testing flexible-route buses on a regional crosstown route in the Dallas metropolitan area to determine if flexible service can increase ridership. By integrating DART's existing Automatic Vehicle Location (AVL) system and an off-the-shelf Computer Aided Dispatch (CAD) software, slack in a bus' schedule can be calculated. If there is sufficient slack, a fixed-route bus may deviate and pick up off-route passengers at a designated location. DART's Geographical Information System (GIS) is used to identify the exact location of the off-route passenger pick-up point. The maximum route deviation is one mile.

## **Project Location:**

Dallas, Texas

## **Partner(s):**

Dallas Area Rapid Transit (DART), University of Texas at Arlington, and Texas Southern University

## **Start Date:**

September 1994

## **End Date:**

June 2001

## **Estimated Total ITS Funds:**

\$391,560

## **Estimated Total Project Cost:**

\$391,560

## **Contacts:**

Ronald Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Koorosh Olyai	DART	(214) 749-2866



# SMART FLEXROUTE INTEGRATED REAL-TIME ENHANCEMENT SYSTEM (SAFIRES)

## **Description:**

The Potomac and Rappahannock Transportation Commission (known as OmniRide - A ride for All Reasons) is conducting an operations test to evaluate an integrated smart vehicle service that includes route-deviation, fixed route, and demand responsive service types. The test site is a suburban-to-rural environment in the Prince William area of Virginia, located twenty-five miles south of Washington, D.C.

Using Intelligent Transportation Systems (ITS) technologies including a global positioning satellite-based (GPS) automated vehicle location (AVL) system, real-time scheduling software, geographic information system (GIS) mapping, and digital communication through mobile data terminals (MDT), the test will integrate route deviation, commuter rail and bus, feeder bus, and human service transportation in a low density environment.

Small, multi-purpose vehicles will switch between service types on an as-needed basis, allowing the best vehicle to respond to each request in real-time using the integrated computerized dispatching software developed for the operational test. ITS technologies will also greatly simplify section 15 reporting and tracking human service ridership and agency charges. It is hypothesized that this system will provide greater effectiveness and efficiency in serving the public transportation needs of the community than would be the case in a non-ITS enhanced environment.

Route deviation (up to 3/4 mile) will enable the service to reach a far larger market and negate the need for complementary paratransit services required of fixed route systems. The test, expected to involve up to 50 ITS enhanced vehicles and a dispatching center.

## **Project Location:**

Northern Virginia

## **Partner(s):**

Potomac-Rappahannock Transportation Commission (PRTC), Northern Virginia Planning District Commission (NVPDC), Virginia Department of Rail and Public Transportation (VDRPT), GMSI, Inc., Trapeze Software, Inc., and SG Associates

## **Start Date:**

January 1994

## **End Date:**

July 2001

## **Estimated Total ITS Funds:**

\$1,214,460

## **Estimated Total Project Cost:**

\$5,134,071

## **Contacts:**

Irv Chambers	FTA Headquarters, TRI-11	(202) 366-0238
Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 775-3357
Eric Marx	PRTC	(703) 490-4811 Ext. 117



## SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION (SMART) PROJECT

### **Description:**

Project activities will provide for a Dispatch System with automated reservations, scheduling and dispatch for paratransit operation, and an Automatic Vehicle Location (AVL) system to allow tracking the fleet. These capabilities will eventually be extended to affiliated agencies. The project will also establish an 800 number, interfaced with the dispatch system with potential to refer customers to regional paratransit services. The project will also develop interfaces with other ITS initiatives in the region, including FAST-TRAC and Michigan DOT's Metropolitan Transportation Center. The project will also provide for innovative Traveler Information Services, to tie other uses together.

### **Project Location:**

Detroit, Michigan

### **Partner(s):**

Suburban (Detroit) Mobility Authority for Regional Transportation (SMART) and Michigan DOT

### **Start Date:**

February 1994

### **End Date:**

January 2001

### **Estimated Total ITS Funds:**

\$12,000,000

### **Estimated Total Project Cost:**

\$15,000,000

### **Contacts:**

Morris Hoevel	FHWA Michigan Division, HDA-MI	(517) 377-1880	Ext. 32
Kimberly Johnson	Michigan DOT	(517) 373-8796	
Steven Fern	SMART	(248) 362-4633	



## WINSTON-SALEM MOBILITY MANAGEMENT - PHASE II

**Description:** This project supports the implementation by the city of Winston-Salem, NC, of mobility management service throughout the city's paratransit fleet of nineteen (19) vehicles, and to link the mobility management service to the city's 58-vehicle fixed-route bus service. Mobility management services and system specifications are being defined for the coordination of paratransit and fixed-route transit. Hardware and software are being obtained and installed for operational testing.

**Project Location:** Winston-Salem, North Carolina

**Partner(s):** Winston-Salem Transit Authority (WSTA), City of Winston-Salem, North Carolina DOT, and North Carolina State University's Institute for Transportation Research and Education

**Start Date:** June 1996

**End Date:** July 2001

**Estimated Total  
ITS Funds:** \$240,000

**Estimated Total  
Project Cost:** \$300,000

### Contacts:

William Wiggins	FTA Headquarters, TRI-11	(202) 366-0255
Suzanne Tellechea	Winston-Salem Transit Authority	(336) 727-2648
John Stone	North Carolina State University	(919) 515-7732



# ARLINGTON, VIRGINIA TRANSIT PRIORITY AND EMERGENCY VEHICLE PREEMPTION

**Description:**

The principal goal of this project is to improve the capacity and increase operational efficiency of the Transit Priority and Emergency Vehicle Preemption system along Columbia Pike and elsewhere in the County as funding allows. In addition, the project will allow the expansion of SCOOT traffic control along major traffic corridors. By reducing congestion and providing reliable information for travelers to make better travel decisions, effective capacity and efficiency are enhanced and environmental impacts reduced.

A flexible and integrated system is the crucial element of this project. The objective of this project is to ensure the harmony of public transit system along jurisdictions. Columbia Pike corridor links Fairfax County with Arlington County. Public transport will benefit greatly from the integration of systems. Transit agencies can provide faster, convenient, safe and flexible services with this system. Based on a bus performance relative to schedule and the vehicle's planned route, plus the destinations and connection requirements of the passengers, traffic signal timing can accommodate the schedule needs. A special green wave to get the bus back on schedule can be implemented. Using a seamless transit system in the region enhances the mobility and safety of the operation.

Personal mobility and convenience will be enhanced and the new control system will increase transit automation and predictability. The ability to use energy more efficiently and reduce environmental costs through the use of advance technology will be achieved effectively. More efficient system reduces travel times and more efficient administration of the transportation system enables productivity gains across the system.

**Project Location:**

Arlington, Virginia

**Partner(s):**

Virginia DOT; Arlington County, VA; Virginia Polytechnic Institute; George Mason University

**Start Date:**

September 1999

**End Date:**

September 2002

**Estimated Total  
ITS Funds:**

\$593,602

**Estimated Total  
Project Cost:**

\$1,187,204

**Contacts:**

Tom Jennings

FHWA Virginia Division, HDA-VA

(804) 775-3357

Daniel Worke

Arlington County Traffic Engineering Division

(703) 228-3722



# CENTRAL CONTROL FACILITY COMMUNICATIONS & SYSTEM MODIFICATIONS

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**Description:**

This project is the FY 2000 ITS Integration Program earmark for San Francisco, California. This project is a preliminary stage in the design and construction of a new Central Control facility for the San Francisco Municipal Railway. The Central Control facility is the communications nerve center for all modes of transit operated by the City/County of San Francisco. The earmarked funds will be allocated to contract with a consulting firm to develop specifications for a Replacement Radio System.

The scope of the specification will include analyses of alternatives which meet the Municipal Railway's objective and requirements and phasing for the project. There are seven deliverables to satisfy project completion.

**Project Location:**

West Portal, San Francisco, CA

**Partner(s):**

FTA, Metropolitan Transit Agency, Department of Parking and Traffic, Police and Fire Department, Metropolitan Transportation Commission

**Start Date:**

September 2000

**End Date:**

April 2002

**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$983,026

**Contacts:**

Paul Page	FTA Region 9	(415) 744-3116
Patty Devlieg	San Francisco Municipal Railway	(415) 554-3465



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## COLUMBUS, OHIO ITS INTEGRATION - PHASE I

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**Description:**

This project constitutes part of Phase I of a regional ITS infrastructure deployment and integration plan. Phase I includes deployment of a traffic signal prioritization system on a portion of the Central Ohio Transit Authority's main routes and assessing the effectiveness of the system. Real-time transit information will be provided in selected central business district bus stop locations. Inherent in this real-time component is the installation of an automated vehicle locator (AVL) system on a portion of the Authority's fleet. The AVL system will be utilized for both the signal priority and the real-time transit information systems.

**Project Location:**

Columbus, Ohio

**Partner(s):**

Central Ohio Transit Authority, City of Columbus, Ohio DOT, Mid-Ohio Regional Planning Commission, Columbus Airport Authority

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**Start Date:**

May 1999

**End Date:**

October 2001

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**Estimated Total  
ITS Funds:**

\$791,470

**Estimated Total  
Project Cost:**

\$1,595,213

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**Contacts:**

Jim Buckson	FHWA Ohio Division, HDA-OH	(614) 280-6846
Khaled Shammout	Central Ohio Transit Authority	(614) 275-5837



# FITCHBURG, MASSACHUSETTS-MONTACHUSETT REGIONAL TRANSIT AUTHORITY ITS INTEGRATION

**Description:**

The principal objective of the Montachusett Regional Transit Authority (MART) ITS Integration Program is to enhance and expand transportation and transit mobility throughout the MART service area and beyond. In order to achieve this objective, MART will use existing services offered by MART in urban and rural areas to provide enhancements to existing transit services, traveler information systems and newly developed ITS projects.

The main focus of the project will be the use of computerized systems to enhance management and deployment of demand responsive and fixed route services. This project will use the existing vehicle fleet and transit management system for fixed route, paratransit and demand responsive dispatching. The new initiatives to be pursued include design and implementation of a Global Positioning System-based Automated Vehicle Locating System complemented by Geographic Information System mapping for real-time dispatching and management.

A second feature of the project is the implementation of a traveler information system using transit vehicles as probes. Through establishment of information exchange mechanisms between local and state government agencies and the media, MART will serve as a public information center supported by web sites and toll free telephone services.

**Project Location:**

Fitchburg, Massachusetts-Montachusett Area

**Partner(s):**

Massachusetts Highway Department, Montachusett Regional Transit Authority (MART), Montachusett Regional Planning Agency, Massachusetts Bay Transit Authority

**Start Date:**

September 1999

**End Date:**

July 2001

**Estimated Total  
ITS Funds:**

\$395,735

**Estimated Total  
Project Cost:**

\$791,470

**Contacts:**

Ed Silva	FHWA Massachusetts Division, HDA-MA	(617) 494-2253	
Mohammed Khan	MART	(978) 345-7711	Ext. 2223



# RIVERSIDE COUNTY TRANSIT ITS DEMONSTRATION

**Description:**

The Southern California Association of Governments (SCAG) in association with the Riverside County Transportation Commission (RCTC), the Riverside Transit Agency (RTA), and SunLine Transit Agency have developed a demonstration program which will test the application of ITS technologies for providers of public transportation. Specifically the goal of this demonstration will be to test ITS system applications on transit operations, establish the standards and criteria for open environment technology, assess transit operational productivity increases from such applications, evaluate cost effectiveness, and identify the means, methods and actions required to implement and integrate ITS technologies into traditional fixed route transit, demand responsive transit, and non-traditional transit services such as smart shuttles. The demonstration has three primary objectives: (1) Enhanced customer information (which integrates customer information with system dispatching through the use of real-time information); (2) Fare collection and operational performance (through the use of telemetric monitoring of on-route/time performance and ridership can be gathered in real-time); (3) Vehicle telemetry (automated monitoring of critical vehicle safety and maintenance systems). The FY 99 Integration Program funding will be used to fund the demonstration program which will test and quantify system-wide transit productivity improvements.

**Project Location:**

Riverside County, California

**Partner(s):**

Southern California Association of Governments (SCAG); Riverside County Transportation Commission (RCTC); Riverside Transit Agency (RTA); SunLine Transit Agency

**Start Date:**

October 1999

**End Date:**

November 2002

**Estimated Total ITS Funds:**

\$791,496

**Estimated Total Project Cost:**

\$3,000,000

**Contacts:**

Frank Cechini	FHWA LA Metro Office (Acting)	(916) 498-5005	
Bob Huddy	SCAG	(909) 396-5757	Ext. 223
Jay Peterson	RTA	(909) 684-0850	



## SOUTH SHORE COORDINATED TRANSIT SYSTEM

### **Description:**

This project is the FY 2000 ITS Integration Program earmark for Lake Tahoe, CA/Stateline, NV. The project will expand the deployment of kiosks from 20 to 45 locations to improve customer access to the South Shore Coordinated Transit System (CTS). The CTS project will deploy ITS transit infrastructure across jurisdictions of two states, two counties and a city. The system will incorporate the private transit resources of five casinos and one ski resort. The Coordinated Transit System will involve centralized operation of a fleet of 51 vehicles. Ultimate project objective is to achieve a dispatching and customer service system that receives customer trip requests, processes them and provides a real-time trip solution or dispatches a vehicle to satisfy the request through the use of Automated Vehicle Location, Computer-aided Dispatching and Advanced Traveler Information.

Utilizing satellite based technology, the 51-vehicle fleet will be monitored as to the real-time location of each vehicle. Variable rate polling strategies will be used to assist in determining the best available demand response vehicle for assignment to new ride requests. In addition, fixed route, flex route and deviated route vehicles will be monitored in order to facilitate timed transfers to and from the demand response element, and the reporting of "next bus" and schedule adherence information to customers traveling from standard "bus stop" locations.

The expanded network of kiosks, dedicated touch tone telephones and the public telephone network will enable customers to access the computer dispatching system and enter requests for transit service.

Computer-Aided Dispatching completes the technical approach by processing the vehicle location information and the passenger ride requests then, matching the most appropriate vehicle, based on its location and the destinations of passengers already on-board, with the service expectations of new passengers requesting rides.

### **Project Location:**

South Lake Tahoe, CA/Stateline, NV

### **Partner(s):**

FTA, City of South Lake Tahoe, Tahoe Transportation District, Tahoe Regional Planning Agency, South Shore Transportation Management Association, Coordinated Transit System Management Company

### **Start Date:**

September 2000

### **End Date:**

April 2001

### **Estimated Total ITS Funds:**

\$393,211

### **Estimated Total Project Cost:**

\$4,589,580

### **Contacts:**

Paul Page	FTA Region 9	(415) 744-3116
Dick Powers	SS/TMA	(530) 542-6076



# TRANSIT COMMUNICATIONS SYSTEM INTEGRATION WITH FRANKLIN COUNTY PUBLIC SERVICE

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**Description:**

This project is a component of the FY 2000 Central Ohio Earmark. The Central Ohio Transit Authority (COTA) has been an active participant in regional ITS-related initiatives. COTA initiatives include pursuing the implementation of transit ITS systems and the establishment of a regional transportation management system. In the course of replacing its radio system and upgrading its communications capabilities, COTA will integrate its communications system with the Franklin County Public Safety System. The County already possesses the infrastructure to accommodate communications needs between law enforcement and emergency services agencies, as well as with the cities of Columbus, Westerville, and Upper Arlington. With the added capability of direct communications between COTA bus operators with safety and emergency services providers, there will be a significant increase in fleet management, fleet safety and reduced incident response times.

**Project Location:**

Columbus, Ohio

**Partner(s):**

FHWA, Central Ohio Transit Authority, Franklin County Public Services

**Start Date:**

September 2000

**End Date:**

January 2001

**Estimated Total  
ITS Funds:**

\$300,000

**Estimated Total  
Project Cost:**

\$616,355

**Contacts:**

Jim Buckson	FHWA Ohio Division, HDA-OH	(614) 280-6846
Khaled Shammout	Central Ohio Transit Authority	(614) 275-5837



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## WESTCHESTER/PUTNAM COUNTIES, NEW YORK REGIONAL TRANSIT OPERATIONS INFORMATION INTEGRATION

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**Description:**

This project will develop and improve the multi-agency integration of information and communications systems to support effective use of Advanced Public Transportation Systems for multi-agency transit service coordination. Implementation of the Transit Communications Interface Profiles (TCIP) will establish the foundation for providing a schedule database maintenance system (SDMS), provide for multi-agency interoperability using SDMS and other legacy regional transit schedule maintenance software, create an AVL integration/coordination test-bed, and incorporate the exchange of TCIP compliant transit operations information.

**Project Location:**

Westchester and Putnam Counties, New York

**Partner(s):**

New York State DOT, New York City DOT, Metropolitan Transit Authority, TRANSCOM

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**Start Date:**

September 1999

**End Date:**

October 2001

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**Estimated Total  
ITS Funds:**

\$915,734

**Estimated Total  
Project Cost:**

\$1,831,464

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**Contacts:**

Arthur O'Connor

FHWA New York Division NYC Metro Office

(212) 668-2206

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# **Incident Management Systems**



# LAW ENFORCEMENT INTELLIGENT NETWORK SYSTEMS

**Description:**

The project objectives are to design and build a system that allows end-to-end data communication among Alliance members. The system consists of an Officer Assistant and Patrol Car Assistance connected by an Internet communications network. The proposed implementations will increase officer safety, improve mobile communications, enhance data sharing, and promote financial and life cycle efficiency of law enforcement communications technology. Both hardware and software will be designed in a modular fashion, using intelligent systems approaches and as far as possible, to use commercial off the shelf (COTS) components. The proposed units used by the officer in the field will be able to place relevant information near at hand to a variety of data sources. This is achieved by developing the units in an evolutionary manner through a series of levels starting with low bandwidth and at each phase increment, to increase bandwidth and graphical data transmission capability. This conforms with the ITS Guidelines in that the communications technology is separate from the architecture, allowing evolutionary advances as technology advances. ITS activities in Incident Management and Emergency Management will be high priority categories. As long as this path is standards based, not only will communication and cooperation among the Alliance members be enhanced, but a replicable model for other parts of the state and nation will be established and become the model for law enforcement technology overall.

**Project Location:**

University of Alabama, Huntsville

**Partner(s):**

University of Alabama in Huntsville, Huntsville-Madison County 9-1-1 Center, City of Huntsville

**Start Date:**

September 1999

**End Date:**

May 2001

**Estimated Total  
ITS Funds:**

\$791,469

**Estimated Total  
Project Cost:**

\$2,020,727

**Contacts:**

Linda Guin	FHWA Alabama Division, HDA-AL	(334) 223-7377	
Dr. Gary Workmann	University of Alabama-Huntsville	(256) 890-6578	Ext. 240



## NEW JERSEY POLICE COMMUNICATION CENTER

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**Description:**

The purpose of this project is to establish a prototype law enforcement communications/patrol center on a site adjacent to the New Jersey Turnpike. The center will be capable of receiving traffic information and real-time VMS displays from the Turnpike's existing Automated Traffic Surveillance and Control System. The center will have the capability of disseminating this information to patrol vehicles via mobile data terminals (MDTs). The goals and objectives of this project include enhanced traffic management capability, improved response to incidents, improved efficiency of enforcement functions and improvement of the institutional relationship between State Police and traffic operations personnel.

**Project Location:**

New Jersey

**Partner(s):**

New Jersey Turnpike Authority and New Jersey DOT

**Start Date:**

September 1993

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$3,500,000

**Estimated Total  
Project Cost:**

\$5,053,238

**Contacts:**

Asiyah Grant	FHWA New Jersey Division, HTC-NJ	(609) 637-4231
Dom Critelli	NJ DOT	(609) 530-2462



# **Emergency Management**



## DIRECT - PHASE II

### Description:

This project is a follow-on phase to the Driver Information Radio using Experimental Technologies (DIRECT) operational test. This operational test deployed and evaluated several alternative low-cost methods of communicating advisory information to motorists. Alternatives employed included Radio Broadcast Data Systems FM Subcarrier, Automatic Highway Advisory, Low Power Highway Advisory Radio and cellular phones. The Michigan Intelligent Transportation Systems Center collected and fused information from various sources and generated traffic advisory updates to travelers. In phase II of this project, Michigan DOT and the University of Michigan have entered into a partnership to field test the potential for using available Radio Broadcast Data System entertainment radio for both emergency warnings from speeding emergency vehicles or in-lane maintenance vehicles via the Emergency Radio Data System, and for delivering trip-specific traffic alerts of incidents from the Traffic Management Center. Pagers will also be used to test the traffic alert system.

### Project Location:

Along sections of I-75 and I-94 in the Detroit, Michigan area

### Partner(s):

Michigan DOT, Ford Motor Company, Federal Signal Corp., Visteon, AAA of Michigan, Smart Route Systems, Michigan Courtesy Patrol, Ann Arbor Police and Fire, and Huron Valley Ambulance Co.

### Start Date:

May 1999

### End Date:

March 2001

### Estimated Total ITS Funds:

\$1,000,000

### Estimated Total Project Cost:

\$2,000,000

### Contacts:

Chung Eng	FHWA Headquarters, HOTM	(202) 366-8043	
Morrie Hoevel	FHWA Michigan Division, HDA-MI	(517) 377-1880	Ext. 32
James Schultz	Michigan DOT	(313) 256-9800	Ext. 301





# **Electronic Toll Collection**



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## NEW YORK CITY TOLL PLAZA SCANNERS

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**Description:**

This project will fund installation of readers for EZ-PASS tags (the transponders used to electronically collect tolls) along the highway portions that are currently not covered by the ongoing TRANSCOM project. These include: the Belt Parkway linking JFK airport, Van Wyck Expressway linking La Guardia Airport and leading to the Triboro Bridge, Whitestone Expressway, Grand Central Parkway, Clearview Parkway, Cross Island Parkway. The information collected from the transponders will be integrated and coordinated with other regional systems to improve incident response and allow traffic management across a broader area of metropolitan New York City.

**Project Location:**

New York City, New York

**Partner(s):**

New York State DOT

**Start Date:**

October 1998

**End Date:**

March 2002

**Estimated Total  
ITS Funds:**

\$1,100,000

**Estimated Total  
Project Cost:**

\$1,375,000

**Contacts:**

Arthur O'Connor	FHWA New York State Division NYC Metro Office	(212) 668-2206
Fred Lai	New York State DOT	(718) 482-4733





# **Electronic Fare Payment Programs**



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# MULTI-USE SMART CARD SPECIFICATIONS AND GUIDELINES DEVELOPMENT

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**Description:** This project will develop specifications and guidelines of multi-application electronic payment systems for transit operators. This project entails working closely with transit operators that are planning or implementing multi-application electronic payment systems to develop specifications and guidelines on the consensus of transit smart card applications and systems.

**Project Location:** Cambridge, Massachusetts

**Contractor(s):** Volpe National Transportation Systems Center

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**Start Date:** May 1998

**End Date:** May 2002

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**Estimated Total ITS Funds:** \$600,000

**Estimated Total Project Cost:** \$600,000

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## Contacts:

Sean Ricketson	FTA Headquarters, TRI-11	(202) 366-6678
Mike Dinning	Volpe National Transportation Systems Center	(617) 494-3793
Leisa Moniz	Volpe National Transportation Systems Center	(617) 494-3793

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# CENTRAL PUGET SOUND REGIONAL FARE COORDINATION "SMART CARD" PROJECT

## **Description:**

This FY 2000 earmarked project is a collaboration of seven Central Puget Sound transportation agencies whose objective is to create a seamless, multi-modal fare collection system using contactless smart card technology. When implemented, riders will be able to board buses, ferries, light rail or commuter trains on a cashless, ticketless basis. Seven agencies will link through the use of one fare card for all systems, a network of readers, back office systems and a centralized revenue and data clearinghouse. The project seeks to increase ridership and customer convenience; increase agency revenues; reduce operating costs or demonstrate added value for cost increases. Although the project is based on a contactless smart card, it is expected that a dual interface card (one that functions in contact and contactless modes) will emerge as final choice.

The key objectives which will measure success are:

- Increased ridership and customer convenience.
- Increased agency revenues.
- Reduced operating costs, or delivery of added value for cost increases.

## **Project Location:**

Greater Seattle Metropolitan Area

## **Partner(s):**

FTA, WSDOT, Community Transit, Everett Transit, King County Metro, Pierce Transit, Sound Transit, Washington State Ferries, Kitsap Transit

## **Start Date:**

September 2000

## **End Date:**

March 2003

## **Estimated Total ITS Funds:**

\$2,437,905

## **Estimated Total Project Cost:**

\$19,912,243

## **Contacts:**

Linda Gehrke	FTA Region 10	(206) 220-4463
Candace Carlson	King Co. DOT "Metro" Transit	(206) 684-1562



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## NORTHERN VIRGINIA REGIONAL FARE SYSTEM

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**Description:**

This project supports the efforts of the Northern Virginia Transportation Commission to design a Regional Fare System. The system will integrate the fare collection operations of separate commuter rail, bus, and rail-commuter operators. The project follows on the Washington Metropolitan Area Transportation Authority's decision to implement the recently demonstrated "Go Card" throughout Washington, DC's Metrorail system. Building on this successful demonstration, this project will assist the transportation agencies of the Washington, DC area to integrate their transit fare and transportation payment systems.

**Project Location:**

Northern Virginia

**Partner(s):**

Northern Virginia Transportation Commission, Washington Metropolitan Area Transportation Authority

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**Start Date:**

June 1997

**End Date:**

May 2001

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**Estimated Total  
ITS Funds:**

\$200,000

**Estimated Total  
Project Cost:**

\$4,000,000

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**Contacts:**

Sean Ricketson	FTA Headquarters, TRI-11	(202) 366-6678
Heather Wallenstrom	Northern Virginia Transportation Commission	(703) 524-3322

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## WILMINGTON, DELAWARE SMART DART

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**Description:**

This project was designed to operationally test smart card technology in a transit application in Wilmington, Delaware. A smart card fare collection system was to be developed for the Wilmington bus fleet. An Employee Commute Option (ECO) program was to be created that allowed employers to provide transit benefits through the smart card system which facilitates the administration of transit benefits. The ECO program was developed as a response to the Clean Air Act of 1992, and the program was intended to allow participating employers to qualify for the tax credits based on the level of employee participation in the program. The smart card was to be issued by a local bank as part of a larger pilot program testing an open-system stored-value bank card. The project, under this design was not initiated, and it is currently being redefined.

**Project Location:**

Wilmington, Delaware

**Partner(s):**

Delaware DOT and Electronic Payment Services

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**Start Date:**

July 1994

**End Date:**

May 2002

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**Estimated Total  
ITS Funds:**

\$1,191,424

**Estimated Total  
Project Cost:**

\$2,179,155

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**Contacts:**

Sean Ricketson	FTA Headquarters, TRI-11	(202) 366-6678
Gene Donaldson	Delaware DOT	(302) 739-4301

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# **Highway Rail Intersection**



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## RAILROAD CROSSING VEHICLE PROXIMITY ALERT SYSTEM

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**Description:**

The Vehicle Proximity Alert System (VPAS) is designed to warn drivers of priority vehicles (emergency vehicles, school buses, hazardous material haulers) about the presence of approaching trains at highway-rail grade crossings. This alert is activated via an in-vehicle warning (audio/visual). Testing and evaluation of several selected prototype systems for system performance and reliability have been completed. This was accomplished at the Transportation Technology Center (TTC) test track facilities in Colorado. No further testing is required on these prototype systems and an evaluation report is in development with an expected delivery date of end 1st Qtr. CY 2001.

**Project Location:**

Pueblo, Colorado

**Partner(s):**

Smart Stops Unlimited., Inc., E.A.R.S., Dynamic Vehicle Safety Systems and the Federal Railroad Administration

**Start Date:**

June 1995

**End Date:**

January 2001

**Estimated Total  
ITS Funds:**

\$1,000,000

**Estimated Total  
Project Cost:**

\$1,000,000

**Contacts:**

James Smailes

FRA Headquarters, RDV-11

(202) 493-6360

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## RAILROAD HIGHWAY CROSSING - LONG ISLAND, NY

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**Description:** This project will support the development of a prototype integrated uniform warning system for use at railroad/highway grade crossings.

**Project Location:** Long Island, New York

**Partner(s):** New York State DOT

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**Start Date:** April 1996

**End Date:** March 2001

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**Estimated Total  
ITS Funds:** \$5,875,000

**Estimated Total  
Project Cost:** \$9,531,250

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**Contacts:**

Mike Schauer	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 236
Seth Edelman	New York State DOT	(518) 457-1046	



# **Regional Multimodal Traveler Information**



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# DYNAMIC TRAFFIC ASSIGNMENT AND SYNTHETIC ORIGIN AND DESTINATION MATRICES

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## ***Description:***

This study will develop a deployable Real-Time, Traffic Estimation and Prediction System (TrEPS). The system shall be able to serve as an effective integrator between ATMS and ATIS and shall be deployable in real time in a large and congested network in which recurrent and non-recurrent congestion may occur. A TrEPS system should have the following broad functional capabilities:

- Estimate and predict traffic network states;
- Provide route guidance;
- Offer departure time and mode choice (e.g., transit vs. auto) advisory to travelers;
- Interface to traffic control systems.

A real-time TrEPS system will perform the above functions in real-time by making the best use of the information collected from surveillance systems and other information sources including ATIS.

The project is to be conducted in multiple phases. Phase I work focuses on the design, development, functional testing, and laboratory testing of the TrEPS system. Upon completion of Phase I, Oak Ridge National Laboratory (ORNL) will conduct an independent evaluation of laboratory software acceptance evaluation; a traffic management center (TMO) evaluation of TrEPS; and a metropolitan planning organization (MPO) evaluation of the planning version of TrEPS. Phase II work is to enhance the prototype TrEPS based on the lessons learned from the laboratory evaluation and experiments at TMCs and MPOs. Also Adaptive Control Systems (ACS) will be addressed in the traffic prediction process under Phase II. Phase III is to enhance TrEPS for integration with wide-area surveillance and to provide coordinated ITS services. In this phase, there is also a need to develop TrEPS software distribution and maintenance plans, form partnerships for further research, development and deployment.

Two parallel Phase I research contracts were awarded to Massachusetts Institute of Technology and the University of Texas at Austin through ORNL in October, 1995. Both Phase I projects were completed by October 1998. Phase 1.5A work on the laboratory evaluation is underway.

ORNL provides technical management support to the FHWA with the design, development, and testing of the DTA system.

## ***Project Location:***

Oak Ridge, Tennessee

## ***Contractor(s):***

Department of Energy and Oak Ridge National Laboratory

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## ***Start Date:***

June 1994

## ***End Date:***

December 2007

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**Estimated Total  
ITS Funds:** \$8,796,000

**Estimated Total  
Project Cost:** \$8,796,000

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**Contacts:**

Henry Lieu

FHWA - TFHRC, HRDO-03

(202) 493-3273

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## WASHINGTON METROPOLITAN TRAVELER INFORMATION SERVICES PROJECT: REGIONAL IMPACTS MODELING

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**Description:** This project will measure the region-wide benefits of deploying the Washington Metropolitan Traveler Information Services Project. It will also create a model methodology for benefit estimation.

**Project Location:** Washington, DC Metropolitan Area

**Contractor(s):** Virginia DOT/George Mason University

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**Start Date:** April 1997

**End Date:** December 2002

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**Estimated Total ITS Funds:** \$500,000

**Estimated Total Project Cost:** \$500,000

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### Contacts:

Jim Robinson	Virginia DOT-Richmond	(804) 786-6877
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Roger Stough	George Mason University	(703) 993-2268
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## LYNX PASSENGER TRAVEL PLANNING SYSTEM

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**Description:**

This cooperative agreement is to support the efforts of the Central Florida Regional Transportation Authority (LYNX) to develop a transit component for their Passenger Travel Planning System. The project will develop a traveler planning center and install electronic bus stop displays and a vehicle location system, integrated with an existing signal pre-emption system. Electronic emitters will be installed in transit buses and will be read by existing electronic detectors at signalized intersections. The vehicle data will be relayed from the intersection to the Transportation Management Center, and to the transit operator, who will provide next-bus information to customers through bus stop displays. Vehicle data will also be used to monitor transit fleet performance and improve service.

**Project Location:**

Central Florida

**Partner(s):**

Central Florida Regional Transportation Authority

**Start Date:**

January 1996

**End Date:**

February 2001

**Estimated Total  
ITS Funds:**

\$240,000

**Estimated Total  
Project Cost:**

\$300,000

**Contacts:**

Ronald Boenau

FTA Headquarters, TRI-11

(202) 366-0195

Ann Joslin

Lynx

(407) 841-2279

Ext. 3204



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## MIAMI REAL-TIME PASSENGER INFORMATION SYSTEM

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**Description:** This project will support the efforts of the Miami-Dade Transit Agency (MDTA) to provide customers with an automated trip planning capability, including real-time on-line route and schedule information. Informational kiosks will be established at major rail and bus transfer points. In consultation with the FTA, a post-implementation evaluation will be accomplished.

**Project Location:** Metropolitan Dade County, Florida

**Partner(s):** Miami-Dade Transit Agency (MDTA)

**Start Date:** July 1995

**End Date:** August 2001

**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$400,000

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### Contacts:

Ronald Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Isabel Paroun	MDTA	(305) 375-4504



# NEW YORK CITY METROPOLITAN TRANSPORTATION AUTHORITY TRAVEL INFORMATION SYSTEM

## **Description:**

The Travel Information System will supplement a pilot project for a GPS-based bus locating system. This bus locating system will involve approximately 200 buses that will be assigned in the CBD of Manhattan. These will include North/South and East/West destinations. This proposed program will outfit 250 major bus stops with travel information devices. The three types of information devices will be dispersed as follows:

\* 50 interactive kiosks will be installed at major bus stop points. This may include numerous transfer points between railway routes, subway routes and other bus routes. Highly visible and tourist areas will be utilized for two reasons: 1) maximum usage of the kiosk and 2) provide vital information to the tourist who is unfamiliar with the transit system.

\* 100 video monitors will be mounted at major bus stops with transfer points to the other bus routes or subway lines. Voice announcements will also be available for the visually impaired. These monitors will be mounted in vandal-proof housings. Some storefront window locations (i.e., banks, department stores) will be made available.

\* 100 variable message signs will be installed at high volume bus stops (i.e., near schools, hospitals and shopping centers).

\* 50 vehicles will be equipped with message displays/interactive stations and appropriate voice announcements for the visually impaired.

## **Project Location:**

New York Metro Area

## **Partner(s):**

Westinghouse, Rockwell, and Luminator

## **Start Date:**

September 1994

## **End Date:**

May 2002

## **Estimated Total ITS Funds:**

\$3,000,000

## **Estimated Total Project Cost:**

\$5,029,460

## **Contacts:**

Ronald Boenau

FTA Headquarters, TRI-11

(202) 366-0195

Mark Bartlett

FHWA New York Division, HDA-NY

(518) 431-4129



# ADVANCE CORRIDOR TRANSPORTATION INFORMATION CENTER

## **Description:**

ADVANCE (Advanced Driver and Vehicle Advisory Navigation Concept) was an operational test designed to evaluate the performance of a large-scale in-vehicle navigation and dynamic route guidance system. Vehicles used in this project served as probes, providing real-time traffic information to a Traffic Information Center (TIC). Upon completion of the operational test, the ADVANCE Steering Committee concurred in the further development and modification of the ADVANCE TIC (application phase of ADVANCE) so it can serve as a prototype Corridor Transportation Information Center (C-TIC) for information dissemination efforts for the Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor. The C-TIC development includes initiatives to integrate the IDOT Traffic Systems Center/Communications Center and the WisDOT MONITOR travel time and lane closure information, automate \*999 and integrate incident information from several sources. A prototype of the Illinois State Toll Highway Authority I-PASS advanced traffic management system has been developed to provide travel time information for I-355 as part of the C-TIC effort and expansion of this system to the entire tollway network is currently underway. The deployment of the prototype C-TIC will be completed in June 1998. The prototype C-TIC will gradually evolve into the multi-modal traveler information system through interconnection with communication hubs for Indiana DOT, Illinois DOT, Illinois transit, and Wisconsin DOT.

## **Project Location:**

Northeastern Illinois

## **Partner(s):**

Indiana DOT, Illinois DOT, Wisconsin DOT, Illinois State Toll Highway Authority (ISTHA)

## **Start Date:**

January 1997

## **End Date:**

June 2001

## **Estimated Total ITS Funds:**

\$9,884,839

## **Estimated Total Project Cost:**

\$12,356,048

## **Contacts:**

Wendall Meyer	FHWA Illinois Division, HPP-IL	(217) 492-4634
Jeff Hochmuth	Illinois DOT	(847) 705-4800



# BALTIMORE REGIONAL MULTIMODAL TRAVELER INFORMATION SYSTEM (MMTIS)

## **Description:**

This project is one component of the FY 2000 State of Maryland ITS Integration Program earmark. The project will be a public/private partnership that will fill the traveler information gap along the Baltimore portion of the I-95 corridor, integrate the various types of multi-modal information that is collected in the region, and integrate with traveler information systems in the nearby regions of Washington, DC and Philadelphia, PA. Currently, traveler information is not provided on a large scale in the Baltimore region. All Baltimore MMTIS will ultimately be integrated within the system. The public will also be able to access general information for free.

Data will be collected from the field equipment, consolidated in the MMTIS database, and disseminated via the MMTIS. Multi-modal information will be collected from public and private sources, fused, and disseminated to travelers. Disseminating technologies could include telephone, Internet, kiosks, pagers, and other applicable state-of-the-practice and emerging technologies. The project will develop interfaces between the infrastructure components and the MMTIS database and will also develop the user interfaces through which the information will be disseminated in a timely manner. In some cases, the interfaces will be manual (i.e., recorded telephone messages); however, many of these interfaces will be automated. With the participation of private partners, the Baltimore MMTIS will be implemented in a comparatively short time frame and will significantly improve operation of the region's transportation network. The project funds will promote timely transmission of valuable, free traveler information.

**Project Location:** Baltimore, Maryland

**Partner(s):** FHWA; Maryland SHA; PennDOT; DEDOT; Baltimore Metropolitan Council; MD Transportation Authority; MD Aviation Administration, MD Port Administration; Mass Transit Administration; City of Annapolis; Departments of Public Works in Counties of: Ann Arundel, Baltimore, Carroll, Howard

**Start Date:** September 2000

**End Date:** June 2002

**Estimated Total ITS Funds:** \$500,000

**Estimated Total Project Cost:** \$1,800,000

## **Contacts:**

Breck Jeffers	FHWA Maryland Division, HPT-MD	(410) 962-4342	Ext. 129
Mike Zezeski	Maryland SHA	(410) 787-5605	
Eileen Singleton	Baltimore Metropolitan Council	(410) 732-0500	Ext. 1033



# DADE COUNTY, FLORIDA ADVANCED TRAVELER INFORMATION SYSTEM

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**Description:**

This project seeks to implement multi-modal, real-time traveler information for the Miami-Dade, Broward, Palm Beach tri-county region within one year of contract award to an Independent Service Provider (ISP). The ISP will have wide latitude in selection of approaches for integrating public and private infrastructure and supporting resources to deliver timely and accurate regional traveler information.

**Project Location:**

Miami-Dade, Broward and Palm Beach Counties

**Partner(s):**

Florida DOT; Miami-Dade, Broward and Palm Beach Counties; City of Miami; TAI-RAIL; MDX

**Start Date:**

March 2000

**End Date:**

March 2005

**Estimated Total  
ITS Funds:**

\$791,470

**Estimated Total  
Project Cost:**

\$5,291,470

**Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9650	Ext. 3041
Arvind Kumbhojkar	Florida DOT	(305) 470-5341	



# HAMPTON ROADS ADVANCED TRAVELER INFORMATION SYSTEM AND ITS OUTREACH PROGRAM

## ***Description:***

This project constitutes the FY 2000 ITS Integration Program Commonwealth of Virginia earmark. The project is a public-private partnership designed to take advantage of private sector capital, technology and its ability to react quickly to the market to deliver information to travelers in and around the Hampton Roads metropolitan area. This service will collect data from multiple sources (both public and private), fuse the appropriate data elements, and will distribute the information through various media outlets.

The system will be developed during the first twelve months of the integration project, and will be operated by the Virginia Department of Transportation's (VDOT) private partners for a minimum of five years. Under this partnership, the traveling public receives traveler information at no cost. The Department receives significant benefits and services including:

- A real-time map for traffic management and traffic operations that includes sensor data for surface streets and freeway sections not yet covered by VDOT sensors.
- An automated telephone call-in system to disseminate information to the traveling public.
- Four years of operational support to the telephone system where Iteris (a private sector provider) provides data supporting the dissemination of traveler information via the telephone system.
- An NTCIP-compliant interface to the Roadway Information System (RIS) so that the RIS (regional incident information sharing system) can be discarded as an interim solution.
- \$1 million in cable television advertising.

The private partners will distribute traveler information through a combination of different media outlets including Internet, cable television, commercial radio, kiosks, highway advisory telephone, broadcast television, and personal digital assistants.

## ITS OUTREACH PROGRAM

VDOT also proposes to develop a comprehensive ITS Outreach Program as part of the ITS Integration Component of the ITS Deployment Program. This project is truly an integration project, focused on educating, training and informing key constituencies and bringing new participants to the table.

VDOT proposes to utilize and tailor existing FHWA/USDOT materials to communicate with key constituencies such as:

- local governments;
- Planning District Commissions;
- regional civic organizations; and
- the general public.

The project's goal is to increase awareness of VDOT's Smart Travel transportation technology program and to educate and inform the various constituencies regarding the Department's statewide ITS strategic plan, system architecture and concept of operations.



Earmarked funding for the Hampton Roads ATIS project is \$600,000 and ITS Outreach is \$120,684. Total matching funds for the ATIS project is \$6,586,684 and for the Outreach component \$120,684.

**Project Location:** Hampton Roads Metropolitan Area, Virginia and Statewide

**Partner(s):** FHWA, VA Department of Transportation; Iteris, Inc. Team

**Start Date:** June 2000

**End Date:** September 2002

**Estimated Total  
ITS Funds:** \$721,000

**Estimated Total  
Project Cost:** \$7,428,052

**Contacts:**

Felipe Luyanda	FHWA Virginia Division, HDA-VA	(804) 775-3346
James Robinson	Virginia DOT	(804) 786-6667



## INGLEWOOD, CALIFORNIA ATMS PROJECT

### **Description:**

The Inglewood, California, ATMS project builds upon existing transportation resources and encompasses the installation of a sophisticated traffic control center that controls traffic signals, conducts traffic surveillance using closed circuit TV, and provides up to the minute information on traffic to travelers through kiosks, changeable message signs, cable TV and the Internet. The project will reduce travel time in the area 20-30% before and after NBA basketball games, NHL hockey games, concerts, and other special events at the Forum, Hollywood Park Racetrack and Casino.

FY 99 funding enabled phase II objectives include upgrading the city's existing Traffic Control Center to an advanced Traffic Management Center (TMC); installation of 30,000 plus feet of fibre optic cable for improved communication and closed circuit TV; installation of between 7 and 11 CCTV cameras; installation of a new traffic signal system in the TMC; installation of user interactive kiosks at major venues in the city. The project will integrate these components with other regional systems from agencies such as the City of Los Angeles and Caltrans District 7.

### **Project Location:**

Inglewood, California

### **Partner(s):**

California DOT; City of Inglewood, CA; Los Angeles County Metropolitan Transportation Authority

### **Start Date:**

September 1997

### **End Date:**

January 2001

### **Estimated Total ITS Funds:**

\$1,187,204

### **Estimated Total Project Cost:**

\$5,000,000

### **Contacts:**

Frank Cechini	FHWA LA Metro Office (Acting)	(916) 498-5005
Parvis Koupai	Dept. of Public Works, Inglewood, CA	(310) 412-5333



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## INTEGRATED CORRIDOR MANAGEMENT

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**Description:**

This project is being conducted by the New Jersey DOT in cooperation with the Pennsylvania DOT and the Delaware Valley Regional Planning Commission. Project components include a multi-jurisdictional clearinghouse for regional traffic information, similar to the TRANSCOM operation in Northern NJ/NY, and a study of the overall traffic and incident management needs in southern New Jersey and the Philadelphia metropolitan area.

**Project Location:**

Southern New Jersey and Philadelphia Metropolitan Area

**Partner(s):**

New Jersey DOT

**Start Date:**

August 1992

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$6,000,000

**Estimated Total  
Project Cost:**

\$7,500,000

**Contacts:**

Asiyah Grant	FHWA New Jersey Division, HTC-NJ	(609) 637-4231
Kurt Aufschneider	New Jersey DOT	(609) 866-4980



## KANSAS CITY, MISSOURI INTERMODAL COMMON COMMUNICATIONS TECHNOLOGY

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**Description:**

This project will result in the design and integration of ITS intermodal communication technology for deployment as part of the ITS Transportation Management System under development in the Kansas City area.

This project's development schedule has been delayed by a requirement to integrate subsystems with a related project - Kansas City Scout Freeway Management System - whose software package development schedule has been extended.

**Project Location:**

Kansas City, Missouri

**Partner(s):**

Missouri DOT, Kansas City Metropolitan Planning Organization

**Start Date:**

October 1998

**End Date:**

June 2002

**Estimated Total  
ITS Funds:**

\$1,000,000

**Estimated Total  
Project Cost:**

\$1,250,000

**Contacts:**

Bob Thomas	FHWA Missouri Division, HDA-MO	(573) 636-7104
Sabin Yanez	Missouri DOT	(816) 622-0450
Matt Volz	Kansas DOT	(413) 296-6356



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## MARKET STREET AND PENNSYLVANIA CONVENTION CENTER PASSENGER INFORMATION CENTER

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**Description:**

This project will fund the design and construction of a comprehensive "way finding" system that provides transit system directional signage. It will utilize on-line computerized electronic information signage and graphics, with user-activated personalized service regarding both the resources of Philadelphia and specific information on public transit facilities.

**Project Location:**

Philadelphia, Pennsylvania

**Partner(s):**

Redevelopment Authority of Philadelphia

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**Start Date:**

October 1998

**End Date:**

June 2002

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**Estimated Total  
ITS Funds:**

\$325,000

**Estimated Total  
Project Cost:**

\$450,000

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**Contacts:**

Carmine Fiscina	Philadelphia FHWA Metro Office	(215) 656-7111
Janet Kampf	Philadelphia FTA Metro Office	(215) 656-7070
Christopher Kern	Redevelopment Authority of Philadelphia	(215) 209-8659

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## NATIONAL CAPITAL REGION CONGESTION MITIGATION

### Description:

The effort consists of a variety of projects as described below:

- \* \$1.25 million for the development of a suburb-to-suburb bus service between Tysons Corner and Bethesda (Administered and managed by FTA);
- \* \$1.5 million toward the deployment of a travelers' information center in Prince George's County in Maryland (End Date: 6/2000; Total Funds: \$1.875M);
- \* \$250,000 for a multi-jurisdictional transportation telecommunications study (End Date: 9/99; Total Funds: \$312,500);
- \* \$500,000 to enhance video surveillance in Montgomery County and the Tysons area to support the Tysons to Bethesda bus service (End Date: 1/2000; Total Funds: \$625,000);
- \* \$750,000 for George Mason University to assist in the Partners-in-Motion project as well as to establish an ITS implementation center at the university (Administered and managed by R&D);
- \* \$1.25 million to enhance surveillance on the Virginia portion of the capital Beltway, and enhance VDOT's existing advanced freeway management system software in Northern Virginia (End Date: 4/2002; Total Funds: \$1,562,500);
- \* \$100,000 for the development of an electronic fare payment services implementation plan for the National Capital Region (End Date: 4/2002; Total Funds: \$125,000); and
- \* \$400,000 to provide support for the region's ITS Task Force activities (End Date: 4/2002; Total Funds: \$500,000).

### Project Location:

Washington, D.C., Metropolitan Area

### Partner(s):

Virginia DOT, Maryland State Highway Administration, Montgomery Co., Maryland Department of Public Works, and Prince Georges County Maryland Department of Public Works

### Start Date:

October 1998

### End Date:

April 2002

### Estimated Total ITS Funds:

\$6,000,000

### Estimated Total Project Cost:

\$7,000,000

### Contacts:

Breck Jeffers	FHWA Maryland Division, HDA-MD	(410) 962-4342	Ext. 129
Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 281-5107	
James Robinson	Virginia DOT	(804) 786-6677	
Mike Zezeski	Maryland SHA	(410) 787-5859	
Rick Gordon	Prince Georges County DPW	(301) 883-5700	
Emil Wolanin	Montgomery County DPW	(301) 217-2208	



# PENNSYLVANIA TURNPIKE TRAVELER INFORMATION SYSTEM

**Description:**

This project will provide for the development and deployment of a traveler information system for the Pennsylvania Turnpike. Components to be deployed include highway advisory radio systems, variable message signs, closed circuit television, and a central computer control system capable of controlling all new as well as existing equipment. The project will include retrofitting existing equipment as necessary to enable integration with the central computer control system.

**Project Location:**

Pennsylvania

**Partner(s):**

Pennsylvania DOT/Pennsylvania Turnpike Commission

**Start Date:**

September 1997

**End Date:**

July 2001

**Estimated Total  
ITS Funds:**

\$9,000,000

**Estimated Total  
Project Cost:**

\$11,250,000

**Contacts:**

Steve Bergman	FHWA Pennsylvania Division, HIT-PA	(717) 221-4422	
Tim Scanlon	Pennsylvania Turnpike Commission	(717) 939-9551	Ext. 5590



## RALEIGH, WAKE CO., NORTH CAROLINA ITS INTEGRATION

**Description:**

The principal purpose of this project is to integrate city and state traffic operations centers to facilitate information sharing. The project also incorporates planning for the integration of light rail and an automated vehicle location component to the city transit system. Major components to be developed with FY 1999 funding include:

- Transportation Management Center to North Carolina State Highway Patrol communication and interface;
- Crabtree-to-City of Raleigh communications and system integration;
- City of Raleigh to Regional Transportation Management Center communication and integration;
- Regional Transportation Management Center (communication hub).

**Project Location:**

Raleigh, Wake Co., North Carolina

**Partner(s):**

North Carolina DOT; City of Raleigh; City of Durham; North Carolina State Highway Patrol

**Start Date:**

September 1999

**End Date:**

December 2001

**Estimated Total  
ITS Funds:**

\$1,582,939

**Estimated Total  
Project Cost:**

\$3,165,878

**Contacts:**

Max Tate	FHWA North Carolina Division, HDA-NC	(919) 856-4354
Ann Lorscheider	North Carolina DOT	(919) 250-4151



## REGIONAL TRAVELER INFORMATION CENTER (RTIC)

### **Description:**

This project constitutes the FY 1999 ITS Integration Program earmark for Amherst, MA. The Federal ITS funding was carried over to FY 2000 and obligated in September 2000. This project will design, build and operate a Regional Traveler Information Center (RTIC) located at the University of Massachusetts in Amherst that will collect and disseminate traffic, transit and tourist information for government and public use. The proposed RTIC will serve as the platform (using national ITS standards) to collect and consolidate static and real time information from public and private sources and coordinate its dissemination through an internet based portal using the latest computer and communications technology. The mission of the RTIC will be to enable transportation and public safety agencies to share information on traffic incidents, weather, construction, and special events in order to enhance their respective transportation or safety management functions, and to provide relevant information to the traveling public that would benefit from this information. The establishment of the RTIC at the University will lay the foundation for integrating ITS projects (both institutionally and technically) currently being deployed in western Massachusetts, and will serve as a live laboratory for transportation research and education using the combined resources of the University of Massachusetts Transit System and the University of Massachusetts Transportation Center (UMTC). The University of Massachusetts Transit Center currently acts as a service provider to the Pioneer Valley Transit Authority and has been in continuous operation since the early 1970's. The UMTC is responsible for coordinating all transportation-related outreach and research conducted by the University.

### **Project Location:**

Amherst, Massachusetts

### **Partner(s):**

FHWA, Massachusetts Highway Dept., UMass Transit System, Pioneer Valley Planning Commission, Franklin Regional Council of Governments, Pioneer Valley Transit Authority, Montachusett Regional Transit Authority

### **Start Date:**

September 2000

### **End Date:**

December 2003

### **Estimated Total ITS Funds:**

\$791,463

### **Estimated Total Project Cost:**

\$1,582,925

### **Contacts:**

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# SPRINGFIELD, MISSOURI REGION ITS PLANNING DOCUMENT

**Description:**

The objective of this project is the development of a comprehensive Springfield Region ITS Planning Document. Though the rural ITS effort will embrace the traffic challenges in the entire region, the emphasis of this planning document will be to address the challenges in the Springfield urban area. Being the regional focal point for services for this region, the Springfield urban area experiences a heavy influx of traffic from rapidly growing surrounding communities. This document will contain the following elements:

- The identification of current ITS initiatives in the region;
- The identification of transportation stakeholders' needs through local focus group workshops - Transit, Emergency Services (Police, Fire and Ambulance), Commercial Vehicle Operations, Major Event Facilities (University/Colleges, Fairground, Bass Pro, etc.) and Intermodal Activities (Rail - Freight - Airport);
- The development of a Planning Guide that bridges current ITS activities (legacy system) to a future regional system that follows the National ITS Architecture and standards and meets regional transportation needs; and
- The identification of benefits that will support local, state and federal funding appropriations to enhance the regional transportation system.

The phase of this project funded by the earmark was completed on 6/30/2000. Remaining phases are in progress with other funding.

**Project Location:** Springfield, Missouri

**Partner(s):** Missouri DOT, City of Springfield

**Start Date:** September 1999

**End Date:** December 2001

**Estimated Total ITS Funds:** \$45,735

**Estimated Total Project Cost:** \$150,000

**Contacts:**

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## WASHINGTON, D.C. - PARTNERS IN MOTION (TRAVELER INFORMATION PROJECT)

### **Description:**

This project will implement a regional traveler information system which will become the source for a broad range of information about transportation conditions in the region. The brainchild of a coalition of public transportation agencies throughout the region, the Regional Traveler Information Project will offer the traveling public less wasted time and less travel-related stress than what they currently experience. It will also enable public transportation agencies to share information among themselves more effectively which, in turn, can help them better coordinate their operations.

### **Project Location:**

Washington, DC Metropolitan Area

### **Partner(s):**

Virginia DOT, Maryland SHA, District of Columbia DPW, Federal Highway Administration, Federal Transit Administration, Maryland Mass Transit Administration, Montgomery County DPW&T, Prince George's County DPW&T, Metropolitan Washington Airports Authority, Metropolitan Washington COG, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, City of Alexandria DPW, City of Fairfax, Arlington County DPW, Dulles Area Transportation Association, Northern Virginia Transportation Commission, Fairfax County Office of Transportation, Potomac Rappahannock Transportation Commission, Loudon County Department of Planning, National Park Service, Tysons Transportation Association, Virginia Department of Rail & Public Transportation, Prince William County DPW&T, and Virginia Railway Express

### **Start Date:**

September 1996

### **End Date:**

December 2002

### **Estimated Total ITS Funds:**

\$7,000,000

### **Estimated Total Project Cost:**

\$12,500,000

### **Contacts:**

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## **Integrated Systems – Priority Corridors**



## HOUSTON ITS PRIORITY CORRIDOR

### **Description:**

The Houston partnership has been working together over a number of years to develop transportation management and ITS initiatives in Houston. A fully-developed, truly multimodal transportation management system serving needs such as provision of traveler information, public transportation and ridesharing, and commercial vehicle-oriented elements is envisioned. Early efforts focused on the on-going "Smart Commuter" project, and current initiatives will further enhance effective utilization of Houston's extensive network of HOV lanes, park and ride lots, transit centers, and intermodal facilities. With I-45 / I-10 as key core elements, the Priority Corridor planning process is covering all major transportation elements, with a potential highlight being creation of an ITS showcase focus within the northwest quadrant surrounding the US 290 freeway facility. Anticipated completion dates for these projects are included below where appropriate.

The Houston Priority Corridor has identified the deployment of Incident Management and Traveler Information projects as their priorities. All current projects are moving toward deployment. All future projects will be deployment of ITS technologies.

The "Smart Commuter" project, discussed separately in this publication, is being coordinated with other efforts in the Corridor. A number of additional projects have been approved or submitted for approval as part of the Houston Priority Corridor Immediate Action Program (FY93-95):

**EVALUATION OF ASTRODOME AREA CCTV LEASE** - The objective is to install closed circuit television on freeways and arterials that serve the Astrodome area to monitor traffic operations during special events as well as normal travel times. To accelerate the installation, the project has leased the video system from a private vendor and uses leased fiber optic cables to transmit the video (February 1995 through August 2000).

**DEVELOPMENT OF CORRIDOR PROGRAM PLAN** - The Plan is envisioned as a living document which will be annually reviewed and updated based upon both experience with deployed projects and evolving state-of-the-art ITS (July 1995 with annual updates).

**AVI FOR TRAFFIC CONDITIONS AND INCIDENT DETECTION (PHASE 4)** - This project will expand the installation of AVI to include High Occupancy Vehicle (HOV) lane access points from the Park and Ride and transit terminal facilities for shuttle bus operations and arterial streets that can serve as alternate routes to the freeway system. In addition, the freeway AVI system will be augmented with sample stations to test the application of AVI as an incident detection system.

**CHANGEABLE LANE ASSIGNMENT SYSTEM ON U.S. 290 FRONTAGE ROADS** - This project will design, install, and evaluate eleven dynamic lane assignment control systems that can alter the left turn lane assignments at intersections based on time-of-day traffic demands (February 1996).

**PUBLIC INFORMATION AND PROGRAM ADMINISTRATION** - The Program Administration office is responsible for the management, coordination, and technical administration of the Priority Corridor Program.



**MONITOR/WARNING SYSTEMS FOR FREEWAY TO FREEWAY CONNECTIONS** - The objective of this project is to implement a system which identifies unsafe speed conditions, which vary by vehicle size and weight, and initiates warning devices to prevent accidents by these vehicles.

**REAL-TIME INFORMATION KIOSKS** - This project will deploy and test the use of real-time kiosks at activity centers to enhance the travel decision-making process of commuters and travelers. The focus is on providing improved information to transit and roadway system users to help them select the best travel mode, travel route, and time of travel.

**RAILROAD GRADE CROSSING MONITORING SYSTEM** - The objective of this project is to examine how information systems and traffic control systems can be used to monitor the movements of trains to adjust traffic patterns and advise emergency vehicles accordingly in the corridor to reduce delays at railroad grade crossings.

**AVL FOR INCIDENT MANAGEMENT** - The application of a fleet management system is essential for coordinated and effective operation of the Motorist Assistance Program (MAP). Quick response and effective dispatching of these units can reduce the time for emergency response and the time needed to restore normal traffic operations. The objective is to increase the effectiveness of incident management by implementing an AVL system which identifies MAP vehicles and their locations on a real-time basis.

**IN-VEHICLE NAVIGATION/INFORMATION APPLICATIONS** - The objective of this project is to provide current information on travel conditions to travelers at all stages of their trip. Decision points for alternate routes exist at several points in the corridor - two of which are within the Houston Intercontinental Airport. The scope is limited at this time to simple map information, selection of the best route, and an update of travel conditions on selected freeways and at critical decision locations.

**ENVIRONMENTAL CONDITIONS MONITORING SYSTEMS** - The Houston area is subject to unpredictable and severe weather conditions that can result in extensive roadway flooding during periods of intensive rainfall. The objective of this project is to investigate the potential to integrate weather and roadway flooding information into the Advanced Traveler Information System (ATIS).

**CHANGEABLE LANE ASSIGNMENT SYSTEM AT SELECTED INTERSECTIONS** - This project expands the deployment strategy to include traffic responsive operation between the traffic signal control system and the Changeable Lane Assignment System (CLAS) at two or three arterial street intersections in Harris County.

**INTEGRATED CORRIDOR ATMS/ATIS** - The concept and objective of the integrated corridor is to focus appropriate ITS technologies into coordinated management systems for future deployment as part of the Priority Corridor program. The core infrastructure developed in the Integrated Corridor will provide the ability to monitor traffic conditions, operate traffic control systems, and communicate current operational conditions to travelers.

**WASHBURN TUNNEL ATMS/ATIS** - This project will implement automatic incident



detection and closure systems for the tunnel and develop traveler information services to advise travelers of conditions at the tunnel. An integrated, area-wide traffic management and traveler information system is proposed.

**TRAFFIC MANAGEMENT AND TRAVELER INFORMATION FOR CRITICAL ROADWAY LINKS** - This project will focus ITS on critical roadway system links where incidents and construction can have a severe impact on the traveling public. Each targeted critical link serves as an evacuation route for hurricane evacuation. FY 99 funding has been added to this initiative which will focus on the Fred Hartman Bridge Corridor (State Highway 46). FY 99 funding is targeted for data integration of closed circuit TV, dynamic message signs, weather monitoring systems, wind velocity and advisory speed notification systems. Integration will be achieved with TranStar (Houston's traffic and emergency management center). Four other corridors have been identified for similar initiative subject to funding availability. System integration seeks to support response procedures for roadway links targeted at routine traffic and environmental situations; reducing incidents; conditions resulting from extreme environmental conditions; natural/man made disasters.

**ITS TECHNOLOGY FOR DATA COLLECTION AND TRANSPORTATION PLANNING** - This project will develop a system to facilitate use of the database at Houston TranStar for planning purposes. Vehicles may also be equipped with GPS, AVL, and AVI on-board technology to collect real-time traffic data for incorporation into a GPS.

**INTEGRATING TRANSIT INFORMATION SYSTEM INTO TRANSTAR** - This project will integrate real-time transit information into TranStar.

**PROGRAM ADMINISTRATION** - Continuing support for years 3 - 5 of the Houston Priority Corridor program.

**EN-ROUTE TRANSIT INFORMATION SYSTEM** - This project will provide an infrastructure capable of identifying a moving transit vehicle by a roadside transponder and using the vehicle's identity to trigger an appropriate bi-directional exchange of transit rider information and vehicle data with the roadside device.

**ITS ENHANCED INCIDENT MANAGEMENT** - This project includes Total Station Accident Investigation Surveying Devices, Development of Incident Management Command Vehicle, Laptop Computers with CAD software for officers, and Live Video Transmission to Dispatch Centers.

**AUTOMATIC TRAFFIC MANAGEMENT IN FLOOD PRONE AREAS** - Existing and new water level detectors will be integrated into TranStar.

**DISSEMINATION OF INFORMATION** - Focus on the distribution of the following information in a variety of formats: Freeway Travel Speed Map, Travel Speed Map Text information, and Flood Control Map.

**COORDINATED RAMP METERING AND INTERSECTION TRAFFIC SIGNAL CONTROL** - This project would deploy and evaluate concepts and strategies for inter-relating traffic



signal and ramp metering signal operations. Operational concepts would include routine operating conditions and incident management conditions.

**CONDITION RESPONSIVE UPTOWN TRAVELER INFORMATION SYSTEM** - This joint public/private sector project will develop improved way-finding systems to enhance the mobility and convenience of traveling for workers, shoppers, and visitors. Technologies may include static signing, CCTV surveillance, variable message signing, kiosks, cellular phone hotline, HAR, and INTERNET information.

**AUTOMATED INCIDENT MANAGEMENT STRATEGIES AND SUPPORT SYSTEMS** - This project will pre-plan "response scenarios" for freeway incidents which would take advantage of the integrated transportation management systems at TranStar.

**INTEGRATION OF PRIORITY CORRIDOR PROJECTS INTO TRANSTAR** - Houston's "Principal Integrator" will be responsible for the overall development of TranStar computer systems and will coordinate system integration and deployment to insure that all systems can function within the standards, guidelines, and established architecture.

**Project Location:** The Houston Metropolitan area in Harris County, Texas

**Partner(s):** The Texas DOT, Houston METRO, The City of Houston, and Harris County have formed a partnership, named TranStar, to guide transportation management and ITS activities.

**Start Date:** January 1993

**End Date:** Ongoing

**Estimated Total ITS Funds:** \$20,084,939

**Estimated Total Project Cost:** \$23,784,939

**Contacts:**

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## I-95 NORTHEAST CORRIDOR

### **Description:**

The purpose of the I-95 Northeast Corridor is to test, showcase and deploy a variety of ITS services in the Corridor. The Coalition completed development of an initial "Business Plan" in May 1993. Updated in mid-1995, mid-1996, and again in early 1998, this plan, which is complemented by a Strategic Plan, is the cornerstone of the Coalition's program management. A number of feasibility, operational testing, and deployment activities are underway as listed below (project completion dates in parentheses). Current information on Coalition activities can be found on web site at <http://www.i95coalition.org>

Information Exchange Network - This project interconnected the corridor agencies into single, dedicated information exchange network for improved communication (December 1996 with on-going support).

Incident Management - This project developed uniform incident management techniques throughout the Corridor, including coordinated multi-agency response (December 1996).

Surveillance Requirements/Technology - This project developed a plan for implementation of a cost-effective, seamless, Corridor-wide surveillance system with state-of-the-art technologies. This system will serve as a platform for development, testing, and deployment of advanced technologies, and for integrating private sector initiatives with government operated systems (August 1995).

Commercial Vehicle Operations - This project developed a Corridor CVO program that coordinates on-going agency, State, Federal, Motor Carrier, and private sector CVO initiatives. An operational test of an automated traveler information system for commercial vehicles will also be developed (December 1996).

Public/Private Sector Outreach - This Project will determine the barriers and opportunities for private sector participation in Coalition activities and develop uniform policies and procedures as necessary to promote public/private partnering (on-going).

User Needs and Marketability - This project surveyed the needs of Corridor travelers and determining whether or not a commercial market exists for ATIS services in the Corridor (July 1996).

Traveler Information Services - This project ultimately seeks to provide improved traveler information services in the Corridor through a variety of dissemination methods. A feasibility study was completed in December 1995. An operational test in this area got underway in 1997. (December 2000)

Coordinated VMS/HAR Strategies - The ultimate goal of this project is to provide real-time and consistent traveler information throughout the Corridor using variable message signs (VMS) and highway advisory radio (HAR) as dissemination media. A needs definition and feasibility study was completed in July 1995, and an operational test to evaluate the technical and cost effectiveness of operating HAR stations in a coordinate fashion has been initiated (March 2000).



Technology Exchange and Training - The objectives of this project are to upgrade overall skill levels of agency staff; use staff skills and knowledge to train others; disseminate up-to-date technical information; and act as a showcase for software, hardware, and program elements (on-going).

Intermodal Outreach and Information Exchange - This project expanded Coalition membership to attract additional intermodal members and improve technical and institutional coordination between members representing the various modes (June 1996).

Corridor-Wide AVI/ETTM Strategy - This project developed a long term strategy for achieving ETTM compatibility in the Corridor (February 1997).

Regional Information and Coordination Centers - This project studied the feasibility and develop recommendations regarding regional coordination of Coalition activities. (April 1997).

Long Range Strategic Plan - This project developed the Coalition's first Strategic Plan (June 1995).

Rural Mayday/800 Call-In System - This project will test the feasibility of using cellular phones or in-vehicle devices to expedite reporting of incidents and emergencies in rural areas (April 1997).

Long Term Financing - This project will identify a stable and predictable source of funding to support Coalition activities that is capable of addressing Federal and Coalition member requirements, while allowing flexibility to address changing Coalition needs (February 1997).

NTCIP for VMS - This operational test will evaluate the National Transportation Communications for ITS Protocol (NTCIP) for use with VMS (completion date TBD).

Training - The objective of this project is to create an integrated ITS Education and Training Program. A consortium of Universities located within the Coalition states is being established that may provide graduate and undergraduate level courses, as well as skill-based training and technology transfer. (March 2000)

CVO ATIS (Fleet Forward) - This project tests the feasibility of enhancing motor carrier safety and operational efficiency by providing information to improve carrier routing and dispatching. (December 1998).

CVO Roadside Safety - This project will test an information exchange system designed to help motor carrier enforcement officials focus roadside inspections and enforcement on high-risk motor carriers (December 1999).

CVO Electronic Registration - This project will test an information system designed to help



State agencies streamline credentials administration (December 1999).

CVO Electronic Clearance - This project will test mainline electronic screening and clearance of commercial vehicles by mobile enforcement units (December 1999).

CVO Safety Management - This project will develop a prototype of a comprehensive, performance-based motor carrier safety management program that will reduce highway accidents and incidents in the I-95 Corridor (December 1999).

Corridor coalition activities also involve consultant support services, use of volunteer support staff from member agencies, and a number of immediate deployment action projects.

### **Project Location:**

Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont and Virginia

### **Partner(s):**

Coalition Members: The Departments of Transportation in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, New York City, Pennsylvania, Rhode Island, Vermont, and Virginia. Also members are the Delaware River & Bay Authority, Delaware River Port Authority, Delaware Turnpike Administration, Maine Turnpike Authority, Maryland Transportation Authority, Massachusetts Turnpike Authority, New York State Thruway, New York Metropolitan Transportation Authority, New Jersey Highway Authority, New Jersey Turnpike Authority, Pennsylvania Turnpike Commission, Port Authority of New York & New Jersey, South Jersey Transportation Authority, and Triborough Bridge & Tunnel Authority. In addition, other agencies in the transportation community in the Northeast participate as affiliate members.

**Start Date:** May 1993

**End Date:** Ongoing

**Estimated Total  
ITS Funds:** \$44,746,666

**Estimated Total  
Project Cost:** \$58,751,315

### **Contacts:**

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Albert Karoly	I-95 Corridor Coalition Operations Coordinator	(518)457-7438	



# MIDWEST (GARY-CHICAGO-MILWAUKEE) ITS PRIORITY CORRIDOR

## ***Description:***

The States of Indiana, Illinois, and Wisconsin have formed a coalition to apply ITS in the Priority Corridor connecting Gary, Chicago, and Milwaukee (i.e. the "GCM Corridor"). Multi-state agreements have been signed and the coalition is working closely with the US DOT and local, multi-modal organizations operating transportation systems in the corridor. An Executive and Technical Committee structure has been established to involve appropriate management and technical level representatives.

Using I-80, I-90, and I-94 as a backbone, the corridor has been broadly defined to encompass the 16 contiguous urbanized counties in the three States. The corridor extends over some 130 miles and covers more than 2,500 square miles. All major freeways, tollways, arterials, transit systems, airports, ports and intermodal facilities are being identified as part of the corridor planning process.

The coalition's consultant team, in its efforts to develop a Corridor Program Plan (CPP), used focus groups, surveys, interviews, and worked closely with the Technical Committee to identify the transportation problems or "user needs" in the corridor, along with potential ITS remedies through a variety of multi-modal ITS "User Services". The initial CPP was approved by the Executive Committee in June, 1995, and was updated in July, 1997. It presents near-term (1-2 year) and longer-term (3-20 year) projects for the implementation, management and evaluation of a multi-state, multi-modal ITS corridor program. The CPP identifies 10 program areas:

- \* Multi-Modal Traveler Information System
- \* Integrated Transit System
- \* Incident Management Programs
- \* GCM Technical and Planning Support
- \* Traffic Management Systems
- \* Commercial Vehicle Operations
- \* Traffic Signal Integration
- \* Vehicle Transponder Systems
- \* Advanced Incident Reporting and Mayday Security
- \* Private/Public Partnerships.

In accordance with the CPP, the GCM Priority Corridor is currently implementing Year-1 projects. Efforts are underway to update the CPP to identify future Year-3 and Year-4 projects.

Some projects currently underway include:

- \* Development of Regional Strategic Plans, Corridor Strategic Plan and Corridor Architecture
- \* On-Board Vehicle Warning System for Railroad Grade Crossings pilot test

Expansion and Enhancements of the Indiana Hoosier Helpers Program - this effort includes the hiring and training of new staff members, expansion of coverage to 24 hours/day, and



purchasing of additional patrol vehicles. An expert system is being developed to extend the wireless communication system installed under the Borman Expressway project to support the transmission of closed-circuit video, data, and location information directly from incident scenes. This expert system will be capable of identification and notification of the proper emergency response agencies.

Equipment Upgrade of the Illinois Emergency Traffic Patrol - the current emergency traffic patrol fleet is being equipped with quick-tow devices which enable operators to safely and expeditiously relocate disabled vehicles to a safe location off of the highway system without having to exit the patrol vehicle. This will significantly decrease both the exposure of the operator to dangerous roadway conditions and the time required to clear minor accidents.

Wisconsin Integrated Corridor Operations Study and Operational Test

The GCM Priority Corridor is currently developing a Public Information Center. This center will serve as a centralized source of information for all GCM Corridor initiatives. The center will include a 800-telephone voice mail information line to serve public inquiries.

**Project Location:**

Lake, Porter, and Laporte counties in Indiana; McHenry, Lake, Kane, Cook, Dupage, and Will counties in Illinois; and Washington, Ozaukee, Waukesha, Milwaukee, Walworth, Racine, and Kenosha in Wisconsin.

**Partner(s):**

Chicago Area Transportation Study, Illinois DOT, Indiana DOT, Illinois State Toll Highway Authority, Milwaukee County Public Works, Northern Indiana Commuter Transportation District, Northwest Indiana Regional Planning Committee, Regional Transportation Authority, Southeast Wisconsin Regional Planning Committee, Wisconsin DOT, Argonne National Laboratory, Chicago Transit Authority, City of Chicago DOT, City of Milwaukee, Marquette University, Metra, and Milwaukee County Transit and Pace

**Start Date:** January 1993

**End Date:** Ongoing

**Estimated Total ITS Funds:** \$18,690,000

**Estimated Total Project Cost:** \$23,362,499

**Contacts:**

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## SOUTHERN CALIFORNIA CORRIDOR

### **Description:**

Transportation agencies within the Southern California Priority Corridor have organized into four coalitions generally bounded by the jurisdictions of the California Department of Transportation (CalTrans) Districts 7, 8, 11, and 12. These coalitions are called Regional ITS Coordinating Teams. Each team provides representatives to the Corridor Steering Committee. The teams work at the management level to form plans, strategies and project lists to present to their respective constituents and parent organizations; set priorities and facilitate and possibly endorse publicly funded ITS projects within the region. Membership generally represents CalTrans district, city, county, Metropolitan Planning Organization, transit agency, Highway Patrol, and Air Quality Management District.

The Corridor Steering Committee is the forum to address corridor-wide user services, functional requirements, architecture and standards to ensure compatibility as deployments progress and merge at regional boundaries. The Committee provides an interactive point of contact for other California and ITS planning efforts.

Three major categories of activity are in progress in the Southern California Corridor. Operational tests, strategic deployment and planning, and a major demonstration of an intermodal transportation management and information system known as "Showcase".

Projects encompassed by the Southern California Corridor include:

- \* Integrated Ramp Metering/Adaptive Signal Control
- \* SCOOT Adaptive Traffic Control System
- \* Mobile Communications System
- \* Smart Call Box
- \* Spread Spectrum Radio Traffic Interconnect
- \* SMART Corridor
- \* Los Angeles Smart Traveler
- \* Ontario Smart Vehicle (ATHENA) - Phase I Demonstration will develop a preliminary design for a demonstration of door-to-door shared rides using 100 vans equipped with "Smart Technology" and will evaluate technologies and interfaces, leading to a procurement to implement the actual demonstration.

Strategic Planning - A strategic deployment planning study in the broadly defined S. California Priority Corridor will evaluate and plan what technologies will be programmed for deployment, and define an architecture that is consistent with the national architecture. The planning study began in 1995 and was completed in mid-1997.

"Showcase" Intermodal Transportation Management and Information System (ITMIS) and Early Start Projects - The ITMIS project will deploy an intermodal transportation management and information system to optimize and coordinate freeway and street operations with public and private transportation systems within the corridor. Cooperative effort will be established in areas such as system management, transportation demand management, transportation provision and fleet management.

Traveltip, the first ITMIS project being developed and deployed under the Showcase initiative, was in fiscal year 1995 and will provide for an interregional multimodal advanced



traveler information system in the Orange County region. The project will deploy technology used to improve traffic and transit operations, and provide information to transportation managers, travelers, and third party users to enhance decisions on transportation management, route selection, and mode choice. Traveltip is basically a smaller version of what is envisioned for the entire corridor, with scheduled completion in May 2000.

The Showcase concept identified early-start projects in addition to the main priority of developing a corridor-wide ITMIS. Planning for Phase I was completed in January 1997, and Interface Development for Phase II was completed in August 1999. Four San Diego-area projects were also initiated in FY 95 with scheduled completions: Transit Management Information System (March 2000); Computer-Aided Dispatch (December 1999); Jack Murphy Stadium Traveler and Traffic Info System (December 2000); and San Diego Intermodal TMC (December 2001).

**Project Location:**

Southern California: This area lies within major urbanized and adjacent non-urbanized areas of Ventura, Los Angeles, San Bernadino, Riverside, and San Diego Counties and all of Orange County.

**Partner(s):**

Steering Committee: Caltrans Headquarters New Technology, CalTrans District 7, Caltrans District 8, CalTrans District 11, CalTrans District 12, Southern California Association of Governments, San Diego Association of Governments, San Bernardino Association of Governments, Orange County Transportation Authority, City of San Diego, California Highway Patrol, and the South Coast Air Quality Management District

**Start Date:**

January 1993

**End Date:**

Ongoing

**Estimated Total  
ITS Funds:**

\$28,314,000

**Estimated Total  
Project Cost:**

\$35,473,000

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**Integrated Systems –  
Metropolitan Model Deployment Initiatives**



## NEW YORK-NEW JERSEY-CONNECTICUT (TRANSCOM) ITS INFRASTRUCTURE MODEL DEPLOYMENT

### **Description:**

The New York City metropolitan area Model Deployment will showcase ITS infrastructure to millions of local commuters, commercial vehicle operators, and other travelers. TRANSCOM, the lead organization, is a consortium of fourteen transportation and public safety agencies from throughout the region. The widely dispersed public agencies will implement a Regional Transportation Management System connecting member agencies through a "virtual" Transportation Management Center. A contractor will operate a Multimodal Traveler Information System that will include personalized information to the public for a fee, eventually becoming self-supporting.

### **Project Location:**

New York City metropolitan area, NY/NJ/CT

### **Partner(s):**

TRANSCOM, New York State DOT, and the Northeast Consultants

### **Start Date:**

October 1996

### **End Date:**

Ongoing

### **Estimated Total ITS Funds:**

\$10,610,000

### **Estimated Total Project Cost:**

\$15,067,648

### **Contacts:**

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**Integrated Systems –  
Statewide/Regional Integration Programs**



## MINNESOTA GUIDESTAR PROGRAM

### **Description:**

Minnesota Guidestar provides overall direction to the Minnesota Department of Transportation's ITS program by providing a focus for strategic planning, project identification, project initiation, project management, and evaluation. Minnesota Guidestar also provides coordination with other State and local agencies in Minnesota, such as the University of Minnesota, which have an interest and role in ITS.

In addition to the national ITS operational field tests described elsewhere (Evaluating Environmental Impacts Using LIDAR, Advanced Rural Transportation Information and Coordination, Genesis, Travlink, and Trilogy), the Minnesota Guidestar program manages a number of locally important operational field tests and a large ITS research program jointly with the University of Minnesota, Center for Transportation Studies, Intelligent Transportation Systems Institute. Some of these projects are described below, and others are under development.

**INTEGRATED CORRIDOR TRAFFIC MANAGEMENT (ICTM)** - This project is evaluating the ability of multiple agencies to manage freeways and arterials in a heavily traveled corridor as a "seamless" system using real-time adaptive control systems covering street signal systems and the freeway ramp metering system. Installation of the first phase equipment is underway, with subsequent phases of work initiated in early 1996. Full operation of the test started in 1997.

**POLARIS** - The Polaris project will produce a statewide ITS architecture defining an integrated system of ITS technologies for providing user services in Minnesota. The project began in July 1995, and was completed in December 1996.

**DURING INCIDENTS VEHICLES EXIT TO REDUCE TRAVEL TIME (DIVERT)** - This project will provide traffic guidance and control during freeway incidents, by managing traffic through coordinated signal timing plans along designated streets in downtown St. Paul. The diverted traffic added to the streets is accommodated in a planned fashion, as opposed to traffic randomly entering downtown St. Paul. The test phase of the project began in January 1995.

**PORTABLE TRAFFIC MANAGEMENT SYSTEMS (PTMS)** - This project used a portable electronic traffic management system including changeable message signs, CCTV, portable signal systems, cellular and spread-spectrum radio communications, and a lap-top commuter monitor and control system to manage traffic associated with several sporting events and the Minnesota State Fair. The PTMS has resulted in a package of devices which can be deployed in fairly short notice to manage traffic where no existing surveillance and control systems. The evaluation report was completed in July 1995.

**ADAPTIVE URBAN SIGNAL CONTROL AND INTEGRATION (AUSCI)** - The objective of this project is to implement an adaptive signal control algorithm for the existing traffic control system in Minneapolis, and also integrate with the existing ramp metering systems along I-394 and I-94. This project is in the design phase.

**SMARTDARTS** - The SmartDARTS Project will measure the benefits of a combination of advanced technologies within a paratransit environment. Objectives of the project include: improved responsiveness; increased capacity; and increased cost effectiveness. The test portion of the project began in July 1995.



**IN-VEHICLE SIGNING SYSTEM FOR SCHOOL BUSES AT RAIL-HIGHWAY CROSSINGS** - This project will bring together key parties to develop the infrastructure, system electronics and in-vehicle units for the first in-vehicle signing system. This will serve to increase safety by: removing uncertainty about driving conditions; assessing the driver in the decision making process; and easing the overall driving task in general. The project was completed in May 1997.

**MAYDAY PLUS** - This project will demonstrate significant, measured reductions in the times taken to reach victims of rural motor vehicle accidents through enriching the information made available to emergency service providers, thereby reducing response times, improving safety and saving lives. The 18-month test phase of the project began in January 1996.

**ST. PAUL ADVANCED PARKING INFORMATION SYSTEM** - The Advanced Parking Information System is designed to provide motorists with real-time information regarding the status of parking facilities plus directions for the best routes to open parking facilities using automated variable message signs and static signs. Testing of the system began in January 1996.

**DULUTH TRANSPORTATION OPERATIONS CENTER** - The purpose of the Duluth Transportation Operations Center is to cooperatively enhance traffic management and traveler information capabilities in order to increase the safety and efficiency of the transportation system in the Duluth area. The geography of the Duluth area presents unique challenges to the motorist, rapidly changing weather conditions, rugged terrain, limited alternate routes and peak tourist volumes often times make travel difficult. There is a need to furnish motorists with timely information as to road/weather conditions, events, alternate routes, provide swift incident response and have a central location for information on all modes of transportation. The goals of the Duluth Transportation Operations Center are to develop an expandable traffic management system, deploy a real-time traveler/weather information system, establish a framework for interagency cooperation for incident response and operation/maintenance of traveler information systems and to integrate transit operations into a Traffic Management System.

**ST. CLOUD TRANSPORTATION OPERATIONS CENTER** - This project will improve the signal operations and maintenance in the St. Cloud metro area by reviewing the existing practices of the city, county, and state then implementing actions to address these issues. Examples of issues to be addressed are: signal coordination, signal repair, monitoring of signals, jurisdictional boundaries, etc. It will also provide travel information to the public via real-time messages on site and other means that are to be established. Seasonal congested areas, construction information, and winter weather closures on I-94 are some areas that are being reviewed for information needs.

**SOUTHWEST AND WEST-CENTRAL MINNESOTA TRANSIT LINK PROJECT** - The need to access regional centers is a crucial link to maintain the region's population and economic vitality. The three public transit systems of Prairie Five Rides, Rainbow Rider and WESCAP Heartland Express provide public service to a combined total of fourteen rural counties. These three transit programs have been working together to expand access to common regional centers and coordinate services for the best service level at the lowest operational costs. This endeavor requires a high-level of fast, reliable and simple communication between each system and common local data management practices and parallel data operating systems.

**ROCHESTER TRANSPORTATION OPERATIONS CENTER** - The focus of this project is



to improve safety and relieve congestion along the Highway 14/52 corridor in Rochester. One component of this project includes a six-month study which will be used to develop a comprehensive and detailed concept plan for ITS in the Highway 14/52 corridor.

The concept plan will include an early deployment plan which will be designed and constructed in the next two and a half years. Some of the features of the early deployment plan could be variable message signs, a closed circuit television system, traffic management systems, and road weather and traveler information kiosks. This project will not only address safety and congestion concerns well into the future, it will also serve as part of the traffic control during the Highway 14/52 construction. FY 99 ITS Integration earmarked funding is applied to this project.

**MANKATO TRANSPORTATION OPERATIONS CENTER** - The project combines real-time traveler information and data collection with traffic management and operational features. The three primary goals of this project are to provide positive traffic control on Interstate 90 from Albert Lea to the South Dakota State Line during adverse weather conditions, manage the traffic signal systems in the Mankato area as well as provide traveler information for special events/incidents, and provide real-time traveler and operational information for the public transit systems. The I-90 road closure system is designed to improve safety and efficiency of I-90 between I-35 and South Dakota. By closing the roadway at the optimal time, fewer accidents and vehicle stalls will occur and snowplowing can occur with fewer delays to tend to stalls, abandoned vehicles and stranded travelers. All of these facts allow the road to be reopened to travel more quickly and restored to a better pavement surface condition because there has been less compaction of snow. Travelers benefit because they have been able to wait at locations with adequate facilities. The system has been coordinated with the South Dakota gate closure system to assure a relatively uniform presentation to travelers in both states. FY 99 ITS Integration earmarked funding is applied to this project.

**MOORHEAD AREA INTEGRATED TRAIN DETECTION AND TRAFFIC CONTROL SYSTEM** - The purpose of the Moorhead Area Integrated Train Detection and Traffic Control System Project is to develop an integrated system for detection of trains so that special timing plans can be selected when trains are approaching and when trains are present. It will also provide travelers and dispatchers with information on train movements. This system is needed in Moorhead because an average of 70 trains per day pass through the City of Moorhead on tracks that cross many local and arterial streets at-grade. The average passage time is four minutes at each intersection for a total of about 4 hours and 40 minutes per day. The current traffic signal system has only some intersections with localized railroad preemption. This project will address the following problem conditions:

- Safety concerns at high volume at-grade railroad crossings,
- Increased emergency vehicle response time when trains are present,
- Interruption of transit operations when trains are present, and
- Extensive vehicular delays when trains are present.

FY 99 ITS Integration earmarked funding is applied to this project.

**IVI SNOWPLOW DEMONSTRATION PROJECTS** - Minnesota's heavy snow, blowing snow, and ice impact travel. These impacts include crashes, stalls and stranded travelers, abandoned vehicles, travel delays and increased time for emergency vehicles to respond to incidents or to transport sick or injured persons. The societal costs, including deaths, injuries, property damage, lost productivity, etc., of these impacts are significant.



Minnesota undertook an Intelligent Vehicle Initiative - Specialty Vehicle (Snowplow) Case Study to determine potential benefits of using technology packages which assist snow plow operators to "see" the road boundaries and/or lane lines and obstacles (such as other vehicles, roadside appurtenances and large snow drifts) in extreme low visibility conditions. The Case Study describes how these packages will increase snowplow operator productivity and confidence during the worst conditions and therefore reduce crashes, incidents, delays, etc. This is done by the use of sensors that detect the road surface and stalled vehicles, slow-moving vehicles, and persons walking on the road. The Case Study assesses the potential safety and operational benefits of various levels of penetration of these market packages. It defines two demonstration or operational tests of some set of technology packages in maintenance vehicles, a commercial vehicle fleet or both. FY 99 ITS Integration earmarked funding is applied to this project.

**STATEWIDE ADVANCED TRAVELER INFORMATION SYSTEMS SUPPORT** - The purpose of the Statewide Advanced Traveler Information Systems (ATIS) Support Project is to develop an overall strategy and design for the creation of a statewide advanced traveler information system. This will incorporate the individual ATIS efforts throughout the state into a cohesive system where they will cooperatively enhance the traveler information capabilities throughout the state. There is a need to furnish motorists with timely information as to road/weather conditions, events, alternate routes, provide swift incident response and have a central location for information on all modes of transportation.

The goals of the Statewide ATIS are the following:

- To make travel safer through the State of Minnesota;
- To make travel in Minnesota more efficient;
- To increase the user satisfaction for those persons traveling in Minnesota.

The Statewide ATIS will include such components as:

- Road Surface Conditions;
- Weather and Visibility Conditions;
- Construction and Maintenance Delays;
- Incident Delays;
- Tourism Information;
- Weight Restrictions;
- Road Closures/Opening.

FY 99 ITS Integration earmarked funding is applied to this project.

**COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS (CVISN)** - The Minnesota CVISN pilot project was one of seven CVISN pilot project states to be selected as prototype states. The CVISN Model Deployment Program will focus on increased safety and efficiency through electronic integration of CVO information systems. The CVISN project will enhance Minnesota's information systems by creating open electronic data interchange standards and interfaces for all CVISN systems. It will provide safety information distribution at the roadside, electronic application for credentials, electronic clearinghouses for the payment of the registration tax and fuel tax, along with the electronic clearance of trucks at fixed and mobile enforcement sites.



UNIVERSITY OF MINNESOTA ITS RESEARCH PROJECTS - Various research projects will be conducted at the University of Minnesota. Identification and selection of the research projects has resulted in the need to address the following areas:

- Traveler Services;
- Traffic Management;
- Maintenance Operations;
- Vehicle Technologies;
- Safety and Human Factors;
- Modal and Rural Issues;
- Infrastructure Systems;
- Societal and Environmental Issues.

FY 99 ITS Integration earmarked funding is applied to this project.

#### HIGHWAY/RAILROAD INTERSECTION OPERATIONAL TEST

This project will provide two separate tests of technology to build upon the successfully In-Vehicle Signing operational test. The first test will be to develop and operationally test, including a human factors evaluation, a prototype low cost active warning system designed to be used at low volume Highway/Railroad Intersections (HRIs). This test will provide active warning at a crossing currently only containing passive warning devices. The concept includes red flashing LEDs on the standard cross buck sign, and amber flashing LEDs on the advanced warning system. The system would be powered by a solar cell with 12-volt battery backup. Train detection would be by means of a Head-of-Train (HOT) signal detector. The system would have a flicker or other pattern when it is not performing properly, but otherwise would operate the same as an existing active warning system with only flashing lights.

The second test will include an updated in-vehicle sign for use in additional school buses and other vehicles required to stop at HRIs. Train detection would either be built into the in-vehicle device or detected at the crossing via broadcast to approaching vehicles. The goal of this HRI project is safety, primarily focused at low volume HRI where traditional warning systems cannot be cost effectively deployed. Both of the HRI efforts will demonstrate and test technologies, information flows, and data flows that are not fully developed in the National ITS architecture and standards at this time. These projects will continue to lead the way in the field of roadside-to-vehicle communications for HRI. FY 99 ITS Integration earmarked funding is applied to this project.

#### RURAL ITS CORRIDOR ITS TECHNOLOGY DEMONSTRATION CORRIDOR

There is a need to test ITS technologies that will improve safety and efficiency of travel on two-lane highways outside of urban areas. About 70% of all fatal crashes occur on two-lane roads passing through countrysides or small towns under 5,000 population. The traditional solution to safety and capacity problems on these roads is to add more lanes, close access openings, build frontage roads, etc. These solutions are becoming less and less viable due to limited construction resources and the need to preserve the natural environment.



This project will seek to identify and test ITS market packages individually or as a group that can be used to address the safety and capacity on two-lane rural roads. To date informal conversations have occurring between MNDOT and several potential public and private partners that are interested in pursuing this goal with MNDOT. No specific partner, technology, ITS market package or architecture has been selected for this project as of this time. FY 99 ITS Integration earmarked funding is applied to this project.

**Project Location:** Statewide throughout Minnesota

**Partner(s):** Minnesota DOT is lead and other partners include: Federal, State and local agencies and private companies interested in the evaluation and deployment of ITS user services and technologies. Principal State agencies include University of Minnesota, Minnesota State University; Department of Public Safety and the Minnesota State Highway Patrol

**Start Date:** January 1991

**End Date:** Ongoing

**Estimated Total  
ITS Funds:** \$39,203,947

**Estimated Total  
Project Cost:** \$93,054,750

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## MINNESOTA GUIDESTAR PROGRAM - PART 2

### **Description:**

The following entries comprise a continuation of projects initiated under the statewide Minnesota ITS Integrated Program – Guidestar. Part 2 begins with FY 2000 ITS Integration Program projects.

#### TOCC INTEGRATION AND DEPLOYMENT - PHASE I

Various Locations-Rural Minnesota

ITS Funding: \$1,250,000; Total Funding: \$2,500,000

This Deployment/Integration project is a component of the FY 2000 State of Minnesota Earmark. Minnesota DOT and the Minnesota State Patrol have initiated a program to create nine colocated and shared Transportation Operations Communications Centers (TOCCs) throughout rural Minnesota. This program will, over a six-year period, bring together the resources of both agencies in order to provide comprehensive communications services. The vision for the program is to improve service through sharing of information, responsibilities, resources and facilities. The TOCCs will be staffed by the State Patrol and supported by MNDOT on 7 day/week, 24-hour/day basis. The principal function of the TOCC is to control and coordinate communications related to travel on the State highway system. Statewide deployment will ensure consistency and interoperability of communications centers; provide standardization of systems, facilities and practices; and result in more efficient use of resources.

#### TH 51 MULTI-JURISDICTIONAL SIGNAL INTEGRATION - STAGE I

Location: St. Paul, MN

ITS Funding: \$150,000; Total Funding: \$300,000

This Deployment/Integration project is a component of the FY 2000 State of Minnesota Earmark. This project will deploy a multi-jurisdictional adaptively-controlled integrated signal system along the Snelling Avenue corridor between the St. Paul city limits and County Road E in Falcon Heights, MN. When implemented, the system will allow safe operating agencies to manage traffic; incidents and traveler information along the corridor.

#### ITS INTEGRATION/OPERATIONS AND MAINTENANCE PLAN AND ARTERIAL COMMUNICATIONS PLAN FOR TWIN CITIES

Location: Twin Cities Metropolitan Area

ITS Funding: \$25,000; Total Funding: \$50,000

This project is a component of the FY 2000 State of Minnesota Earmark. The ITS Operations and Maintenance (O&M) and Arterial Communications Plan will examine the operations and maintenance strategies for several levels of government. It is a three-stage effort with products documenting the activities in each stage. The stage one product will be a report summarizing regional viewpoints, support requirements, and concerns. The stage two product will be a published plan that provides a framework for agencies to follow in pursuit of regional operations and maintenance. The stage three product will be a Regional Arterial Communications Plan which identifies the data flows necessary at specific geographic locations to support the regional operations and maintenance plan and the planned infrastructure.



### AUSCI EXPANSION TO TH 55 - PHASE I

Location: City of Minneapolis, Trunk Highway 55

ITS Funding: \$150,000; Total Funding: \$300,000

This Deployment/Integration project is a component of the FY 2000 State of Minnesota Earmark. The purpose of this project is to reduce the anticipated degradation in peak traffic flows along a high volume arterial (Hiawatha Ave.) that will be caused by the introduction of light rail vehicle operation adjacent to the corridor. Metro Transit, the operating agency for the metropolitan bus transit system and future operator of the light rail system, will procure and install an Automatic Vehicle Location/Global Positioning System (AVL/GPS) on buses operating in the metropolitan area. AVL/GPS equipment will be added to the 26 light rail vehicles to be used in the Hiawatha Corridor. Information on the light rail vehicle locations will be collected and separated from bus location information on the light rail vehicle location at the Transit Control Center, and retransmitted over a new communication link to the City of Minneapolis Traffic Signal Control Center.

### I-90 REMOTELY ACTUATED GATE CLOSURE SYSTEM-PHASE I

Location: Southern Minnesota

ITS Funding: \$125,000; Total Funding: \$250,000

This Operational Test is a component of the FY 2000 State of Minnesota Earmark. This project will develop and test technology and communication for remote closure and opening of advanced traffic management remotely actuated Gate Closure System to be deployed on I-90 between I-35 and South Dakota. I-90 crosses the southern region of Minnesota on an east-west axis stretching from Wisconsin to South Dakota. Under blizzard conditions, the interstate must be closed to ensure motorist safety. Remote actuation of gates at ramps and other strategic locations will reduce personnel requirements for gate operation, ensure uniform enforcement of interstate closures, reduce motorist risk, and improve snow removal operations.

### ITS ARCHITECTURE AND STANDARDS MIGRATION PLAN

Location: Minneapolis-St. Paul Metropolitan Area (with expansion Statewide)

ITS Funding: \$325,000; Total Funding: \$650,000

This project is a component of the FY 2000 State of Minnesota Earmark. The activities to be conducted in this project will develop and define an approach for migrating Minnesota's ITS deployments toward large scale implementation of ITS Standards. During the planning phase of this migration process, a chronological timeline will identify near and mid-term activities. The end product will include a plan or identifying/selecting standards for metropolitan and rural ITS infrastructure deployments. Upon completion of the migration and integration plan, the focus of effort and funding will be directed to execute high priority, near-term activities needed to implement the most promising candidate standards. This will be accomplished through software/hardware implementations in both rural and metropolitan regions. The specific standards and associated equipment will be defined in the plan.

### ITS ARCHITECTURE, STANDARDS AND INTEGRATION SUPPORT

ITS Funding: \$250,000; Total Funding: \$500,000

This project is a component of the FY 2000 State of Minnesota Earmark. The purpose of the project is to realign the documentation of the Minnesota ITS Architecture to achieve consistency with the National ITS Architecture. The existing statewide architecture (the



Polaris architecture) was developed during the period in which the National ITS Architecture was under development. This project will bring the existing architecture documentation into conformance with the National ITS Architecture and provide continuing support to maintain Polaris, to include new ITS programs. The project will also be used to provide ITS integration services, advice and support for various ITS projects statewide.

### SYSTEMS INTEGRATION FOR SMART DARTS, PHASE III

Location: Dakota County, Minnesota

ITS Funding: \$100,000; Total Funding: \$200,000

This project is a component of the FY 2000 State of Minnesota Earmark. The project will complete the installation of mobile display terminals, automatic vehicle location devices and system integration with currently installed computer-assisted dispatch and scheduling system. There are no infrastructure components involved with this project. Upon completion, DARTS will have improved capability to share scheduling and dispatching information with other transit and paratransit organizations in the Twin Cities. The project will also provide integration of systems already owned by DARTS, but not functioning at expected levels of capability due to lack of integration.

### EXPANDED APPLICATION OF COMPUTER ASSISTED DISPATCHING TO RURAL TRANSIT SYSTEMS

Location: Rural Minnesota

ITS Funding: \$250,000; Total Funding: \$500,000

This project is a component of the FY 2000 State of Minnesota Earmark. This project is designed to improve existing conditions identified in the precursor scoping study. The scoping study determined the following:

- These are limited communication links with external agencies to facilitate information sharing.
- Transit riders cannot readily coordinate cross-boundary trips with other providers.
- Internal call-taking/dispatching processes are inefficient and outdated.
- Significant system expansions and growth are anticipated, and current dispatch systems will not handle projected changes.
- There is no rapid, efficient and error-free method to communicate trip changes to vehicles in the field.

The goal of the Computer-Aided Dispatch (CAD) for Rural Transit is to deploy a standardized computer-aided trip management and dispatching system. The new system will be used by transit agencies throughout the State. While continuing to operate independently, the various transit agencies will provide access to each other's systems in order to facilitate trip reservations and scheduling involving two or more providers for a single trip. This project builds on a CAD currently being tested in the Southwest Minnesota Transit Link project.

### ADDITION OF ADVANCED VEHICLE LOCATING SYSTEMS TO TRANSIT SYSTEMS PARTNERING IN SOUTHWEST TRANSLINK

Location: Rural Southwest Minnesota



ITS Funding: \$100,000; Total Funding: \$200,000

This project is a component of the FY 2000 State of Minnesota Earmark. The Transit Link vehicle fleet represents a significant investment in providing transit services to southwest rural Minnesota. The purpose of this project is to expand the capabilities of the transit systems by providing real-time information to transit vehicle drivers. The integration of wireless radio, coupled with Global Positioning System (GPS)-based AVL system and an integrated CAD will provide the communication, mapping and tracking elements to complete an advanced scheduling system. This system is visualized as providing valuable data to aid drivers, supervisors, and foremen, in addition to providing high level information to support policy and budgetary decision-making.

#### IVI INTERREGIONAL CORRIDOR ITS PLAN

Location: Various locations in rural Minnesota

ITS Funding: \$100,000; Total Funding: \$200,000

This project is a component of the FY 2000 State of Minnesota Earmark. In 1998 MNDOT initiated the Interregional Corridor (IRC) Study to assess mobility between regional trade centers across the State. This IRC Study identified specific interregional and regional corridors that fall below target mobility levels currently and in future projections. The IRC corridors will be examined for possible ITS-based applications that can improve safety and mobility in these areas. The general approach used is to hold focus groups to set priorities for potential ITS demonstration projects capable of addressing safety and mobility. This is followed by detailed planning for, and implementation of ITS Technology Demonstration Projects.

#### DESIGN, PROCURE, INSTALL AND ACTIVATE MOBILE DATA COMPUTERS IN MAINTENANCE VEHICLES

Location: Various locations in rural Minnesota

ITS Funding: \$875,000; Total Funding: \$1,750,000

This project is a component of the FY 2000 State of Minnesota Earmark. This project will design, procure, install and activate Mobile Data Terminals (MDT) in maintenance vehicles. When fully deployed, the MDT system will provide MDT coverage for each of Minnesota's nine rural Transportation Operations and Communications Centers (TOCCs) throughout the State and the Regional Transportation Management Center (RTMC) in the Twin Cities Metro Area. Implementation of the MDTs for maintenance vehicles will provide the dispatcher with another means of communicating with operators in the field. The reduction in voice traffic allows dispatch personnel more flexibility and functionality for performing other tasks. The MDT provides the driver with accurate, concise information, without dispatcher intervention, and rapid response times. The system will enable automatic incorporation of real-time data such as snowplow sand and salt spreader status into TOCC databases.

#### CONTINUATION AND EXPANSION OF COMPUTER ASSISTED DISPATCHING AND AUTOMATIC VEHICLE LOCATION FOR THE TWIN CITIES METRO AREA

Location: Twin Cities Metro Area

ITS Funding: \$100,000; Total Funding: \$200,000

This operational test is a component of the FY 2000 State of Minnesota Earmark. The objective of this project is to continue and expand a system test conducted from March 1999 to February 2000 in the Twin Cities Metropolitan area. This project integrated a CAD



software system with Automatic Vehicle Location (AVL) for a metropolitan system test. The test employed eight maintenance vehicles equipped with portable Mobile Data Computers (MDT). The CAD software was loaded on a dedicated host computer located at a MNDOT Dispatch Center. The project extension seeks to continue this project by upgrading the CAD/AVL system to employ ruggedized MDTs, improve user interfaces, and install the MDTs in an additional twenty-two maintenance vehicles. Other features of the upgrade include snowplow sand and salt spreader status in a database.

#### ACTIVATION OF LOW VOLUME HRIs USING PASSIVE TRAIN DETECTION

Location: Twin Cities and Western Railroad Corridor, Western Minnesota

ITS Funding: \$500,000; Total Funding: \$1,000,000

This operational test is a component of the FY 2000 State of Minnesota Earmark. The project will build on the success of the In-Vehicle Signing Project. The original project evaluated an in-vehicle warning system installed on school buses in Glencoe, MN. The system was installed primarily at signalized railroad crossings, and subsequently at unsignalized (passive) crossings. The FY 2000 project will expand the system to provide both active roadside warning coverage at passive crossing areas and in-vehicle signing to regulated and emergency vehicles in rural areas. The system is designed for use at locations without an existing source of power. Power is provided by a combination of solar power with battery back up. The goal of the project is to enhance safety at highway/rail intersections. The most significant improvements are expected at low volume intersections where cost considerations preclude deployment of traditional warning systems.

#### ENHANCEMENT AND EVALUATION OF THE MOORHEAD ADVANCED TRAIN DETECTION PROJECT

Location: Moorhead, Minnesota

ITS Funding: \$100,000; Total Funding: \$200,000

This operational test is a component of the FY 2000 State of Minnesota Earmark. The purpose of the Moorhead Area Integrated Train Detection and Traffic Control System Project is to develop an integrated system for detection of trains so that special timing plans can be selected when trains are approaching and when trains are present. It will also provide travelers and dispatchers with information on the train movements.

A train detection system is needed because an average of 70 trains per day pass through the City of Moorhead's Central Business District (CBD) on tracks that cross many local and arterial streets at-grade. The average passage time is four minutes at each intersection for a total of about 4 hours and 40 minutes per day. The current traffic signal system has only some intersections with localized railroad preemption. This project will address the following problem conditions:

- Safety concerns at high-volume at-grade railroad crossings
- Increased emergency vehicle response time when trains are present
- Interruption of transit operations when trains are present
- Extensive vehicular delays when trains are present

This project will provide further system enhancements and project evaluation. Desired system enhancements will be identified when the initial test site deployment is completed. It



is recognized that there are a limited number of solutions that can reduce the delays caused by trains in the Moorhead area. They fall into two categories: construction solutions and technology solutions.

Construction solutions are comprised of building more grade-separated crossings, elevating the train tracks through the city to make all crossings grade-separated, and constructing a railroad bypass around the city of Moorhead. Each of these solutions would be very expensive.

This project proposes the concept of an ITS type technology solution that provides many of the traffic-related benefits of the construction solutions, and at a much lower cost and significantly greater ease of implementation. The basic concept involves integrating advanced train detection with the signal system. The proposed system would build on the in-place signal system. Trains would be detected and that information would be conveyed to the traffic signal system. The traffic signal system would then employ a special timing plan that would be developed to serve the traffic movements that exist when trains are passing through the city. A second intent is to advise drivers to divert to the grade separated crossings during train movements, if possible.

The following project goals have been developed:

- Reduced delay due to
  - Improved signal timing, specifically when trains are present; and
  - Providing real time information to motorists to enable them to select alternate grade crossings or divert to a grade separated crossing.
- Provide Train information to
  - Emergency vehicles
  - Transit operators
- Improved safety due to
  - Reduced exposure at at-grade crossings; and
  - Reduced conflicts with emergency vehicles, for auto and train traffic.
  - Emergency vehicle
  - Transit operators

#### MINNESOTA RESEARCH PROGRAM

Location: University of Minnesota

ITS Funding: \$859,375; Total Funding: \$1,718,750

The Minnesota ITS Research Program is intended to support ITS deployment and integration by researching and developing tools to improve the various ITS user services. In some cases, the program initiates research in new areas that will expand knowledge which ultimately will improve a particular ITS initiative. A portion of the research funding supports the administrative structure which advances ITS research at the University of Minnesota.

The titles of the FY 2000 research projects are as follows:



Compression of real-time traffic data.

Dynamic Estimation of Freeway Weaving Capacity for Traffic Management and Operations, Phase II.

Sensor-Based Ramp Monitoring.

Traffic Flow Modeling, Simulation and Signal Timing Plans Evaluation of the Miller Hill Corridor.

ITS Laboratory Operations.

Driver Behavior Response in Incipient Accident Conditions, Phase II.

Integrated Planning and Financing Strategies for Sustainable Transportation Alternatives in Minnesota.

ITS Research Contingency and Auxiliary Laboratory Support.

ITS Program and Administrative Support.

**Project Location:** Statewide throughout Minnesota

**Partner(s):** Minnesota DOT is lead and other partners include: Federal, State and local agencies and private companies interested in the evaluation and deployment of ITS user services and technologies. Principal State agencies include University of Minnesota, Minnesota State University; Department of Public Safety and the Minnesota State Highway Patrol

**Start Date:** September 2000

**End Date:** Ongoing

**Estimated Total  
ITS Funds:** \$5,504,947

**Estimated Total  
Project Cost:** \$11,018,750

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Mike Sobolewski	Arch/Std: Minnesota DOT, Metro Division	(651) 582-1602



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## SOUTHERN STATE PARKWAY

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**Description:**

This program is closely aligned with the INFORM project, which is now operating within Long Island. It is expected that surveillance, control and traveler information techniques will expand on those currently used in INFORM to take advantage of state-of-the-art hardware/software systems. The State has initiated the program with an investigation into how this work should be coordinated with INFORM, along with opportunities to tie the management system into facilities which approach the I-95 corridor at the western end of Long Island.

Two specific projects are also being conducted as part of this program. The Traffic Flow and Visualization Control (TFVC) project investigated a video-based vehicle detection, visualization and management system which employs leading edge technology developed in the military. Through the user of advanced video data processing, neural network analysis and intelligent command and control technologies, the traffic adaptive system will identify and alert the system operator to real-time traffic conditions such as recurring congestion, non-recurring incidents, and other traffic problems normally associated with freeway operations. The system has been successfully demonstrated in the laboratory and was field tested at thirty locations along the Long Island Expressway as part of the INFORM corridor. This program was being handled as an element in the Southern State Parkway program through an interagency agreement with the U.S. Air Force. One of the national labs, Rome Laboratory, is being utilized as the project manager.

A second project developed a traffic congestion forecasting model for the INFORM System. This project supported the development of a computerized traffic forecasting model by the Brookhaven National Laboratory. The model is called ATOP for Advanced Traffic Occupancy Prediction. The model will eventually take on-line traffic data from INFORM system roadway sensors on Long Island and make projections as to future traffic patterns using the following routines:

- \* Statistical forecasting of traffic flow and occupancy using long and short term information
- \* Estimation of the relationships between traffic flow and occupancy
- \* Statistical detection and classification of anomalies and their impact on highway capacity
- \* Adaptive correction and updating to control prediction errors

The final report, titled "Traffic Congestion Forecasting Model for the INFORM System," is available from the National Technical Information Service and ITS America.

The final report for the Traffic Flow and Visualization Control Project has been submitted through FHWA channels.

**Project Location:**

Long Island, New York

**Partner(s):**

New York State DOT, USAF Rome Laboratory, Brookhaven National Laboratory

**Start Date:**

September 1993

**End Date:**

December 2001



**Estimated Total  
ITS Funds:** \$13,420,000

**Estimated Total  
Project Cost:** \$31,212,500

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# TRANSCOM CONGESTION MANAGEMENT PROGRAM

## **Description:**

TRANSCOM (Transportation Operations Coordinating Committee) is a consortium of 15 transportation and public safety agencies in the New York, New Jersey and Connecticut area whose goal is to improve inter-agency response to traffic incidents. A number of project initiatives have been undertaken to support this goal, and to advance the use of ITS-related technologies in the metropolitan area, and others are under development. These include:

\* Regionwide initiatives for coordinated deployment and operation of variable message signs, highway advisory radio, and enhanced traffic monitoring including closed-circuit television.

\* Development of an "ITS Regional Implementation Strategy," a program for coordinated implementation of ITS throughout this complex, multi-jurisdictional metropolitan area.

\* An enhanced traffic advisory/diversion system at the intersection of the New Jersey Turnpike and Garden State Parkway, which will focus on alternate routing for New Jersey Transit buses.

\* Expansion of traffic monitoring along the I-287 Tappan Zee Bridge corridor.

Operational tests being conducted under this program (TRANSMIT, Alternate Bus Routing) are described elsewhere in this document.

## **Project Location:**

New York, New Jersey

## **Partner(s):**

New York State DOT, New Jersey DOT, TRANSCOM and other member agencies

## **Start Date:**

January 1990

## **End Date:**

Ongoing

## **Estimated Total ITS Funds:**

\$17,325,000

## **Estimated Total Project Cost:**

\$21,700,000

## **Contacts:**

Asiyah Grant	FHWA New Jersey Division, HTC-NJ	(609) 637-4231	
Mike Schauer	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 236
Tom Batz	TRANSCOM	(201) 963-4033	



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## UTAH ITS INTEGRATION

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**Description:**

This project will continue the planning, design and deployment of ITS infrastructure in conformance with established regional priorities identified in ITS Early Deployment Planning as amended by the Salt Lake Olympic Committee. The following activities comprise the initiatives which will be pursued:

- Expansion of the Utah DOT Incident Management Program;
- Improvement of advanced traveler information systems;
- Expansion of the Regional Advanced Traffic Management System;
- Automatic Vehicle Locating for Olympic Athlete and Olympic Family Vehicles;
- Expand the functionality of University of Utah Research Traffic Operations Center to support Olympic operations, to support system testing, evaluation and research activities.

**Project Location:**

Salt Lake City Area

**Partner(s):**

Federal Railroad Administration, Utah DOT, Salt Lake Olympic Committee, Wasatch Front Regional Council, Salt Lake County Department of Public Works, Salt Lake City Transportation Division, Utah Transit Authority, Mountainlands Association of Governments, Utah Department of Public Safety Highway Patrol, Salt Lake City Airport

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**Start Date:**

September 1999

**End Date:**

December 2002

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**Estimated Total  
ITS Funds:**

\$2,849,290

**Estimated Total  
Project Cost:**

\$11,349,290

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**Contacts:**

Mike Morrow	FHWA Utah Division, HPM-UT	(801) 963-0078	Ext. 239
Martin Knopp	Utah DOT	(801) 965-4894	

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## WASHINGTON, DC METROPOLITAN REGION ITS INTEGRATION

### **Description:**

The purpose of the ten project activities described here is to improve transportation services and enhance the quality of life for residents and visitors to the National Capitol Region. The multi-year program is being guided by the Metropolitan Washington Council of Governments' ITS Task Force, and adheres to regional strategic planning documents. The subprojects are grouped by responsible agencies having oversight responsibilities.

#### MARYLAND STATE HIGHWAY ADMINISTRATION

##### Subproject: ITS Training (\$250,000)

Funding will be provided to universities and technology transfer centers serving the region to provide high priority training for those responsible for planning, developing, operating and maintaining ITS. The training will follow five tracks:

- Information Technology
- ITS Systems Technology
- ITS in Transportation
- Management
- Public Policy

##### Subproject: Automate the Interface Between Montgomery County, Maryland ATMS and Partners in Motion/Smart Traveler (\$250,000).

In conjunction with modifications that are being made to the regional traveler information project called Partners in Motion, four public agencies will integrate their software with that project's software suite. Virginia Railway Express, Virginia DOT, and Maryland State Highway Administration will integrate software systems with Partners in Motion. Montgomery County will integrate its Advanced Transportation Management System database with Partners in Motion.

##### Subproject: Advanced Law Enforcement and Response Technology (ALERT) (\$500,000)

ALERT is an integrated in-vehicle platform for enforcement, fire, emergency medical services, and other specialty vehicles to provide enhanced public safety and improve incident response and management. ALERT is an on-going project sponsored by FHWA and other federal agencies; it is currently being deployed in the Washington, D.C. region in single vehicles owned by the City of Alexandria Police Department, U. S. Secret Service, and the U.S. Park Police. This project will expand use of these vehicles to Virginia and Maryland State Police agencies and several county police forces in Virginia and Maryland as well as the Washington, D.C. police.

##### Subproject: Washington, D.C. Regional ITS Architecture (\$200,000)



This activity will develop a high-level regional ITS architecture for the Washington, D.C. Metropolitan area.

Subproject: Wireless Location Technology Demonstration (\$500,000)

This demonstration of the use of cellular location technology for traffic monitoring will take place on the Capital Beltway between the Springfield interchange in Virginia and Forrestville, Maryland. Initially traffic flow will be monitored only on the Beltway. Subject to results, monitoring activities on arterials may be undertaken.

#### DISTRICT OF COLUMBIA DEPARTMENT OF PUBLIC WORKS

Subproject: District of Columbia Incident Management Plan (\$400,000)

The District of Columbia is in the process of implementing an integrated transportation management plan. This initiative, integrated with regional systems in adjacent jurisdictions, will enable the District to activate incident and special event diversion/traffic management plans through the use of portable signs.

Subproject: Signal Preemption Operational Test (\$350,000)

The District of Columbia Department of Public Works recently completed a test of signal preemption for emergency vehicles near a major medical center. This activity will extend and expand this implementation to transit and other vehicles.

#### VIRGINIA DEPARTMENT OF TRANSPORTATION

Subproject: Signal Priority and Preemption Study and Virginia Operational Tests (\$507,348)

The objectives of this activity are to conduct a detailed study of signal preemption/priority issues, and the state of the practice for transit, enforcement, fire and emergency medical services. Based on findings, this initiative will develop requirements and broad policy guidelines for signal preemption/priority for the Washington, D.C. region.

Subproject: Enhance Partners in Motion (\$800,000)

The objectives of this activity are to implement Internet-based information technology applications to the Partners in Motion Agency Data Server. The current Agency Data Server will be updated with an Internet-based system to enhance participating agencies capabilities to transmit and receive traveler information. A six-month demonstration will be conducted to alert major employment centers of major transportation incidents impacting employees' ability to travel during business hours.



Subproject: Northern Virginia Regional Architecture (\$200,000)

This initiative will expand the Northern Virginia Regional ITS architecture to include agencies and jurisdictions in Northern Virginia which were not included in the previous undertaking to develop a regional framework.

**Project Location:** Washington, DC Metro Region

**Partner(s):** Virginia DOT, Maryland State Highway Administration, DC Dept. of Public Works, Metro Washington Council of Governments

**Start Date:** September 1999

**End Date:** December 2001

**Estimated Total  
ITS Funds:** \$3,957,348

**Estimated Total  
Project Cost:** \$7,914,696

**Contacts:**

Thomas Jennings	FHWA Virginia Division, HDA-VA	(804) 775-3357	
Breck Jeffers	FHWA Maryland Division, HDA-MD	(410) 962-4342	Ext. 129
Frank Mirack	FHWA District of Columbia Division, HDA-DC	(202) 523-0172	
Mike Zezeski	Maryland State Highway Administration	(410) 787-5859	
James Robinson	Virginia DOT	(804) 786-6677	
Andrew Meese	Metropolitan Council of Governments		



## **Integrated Systems – Individual Projects**



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## IDAS MAINTENANCE

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**Description:** This project involves the continued maintenance of the ITS Deployment Analysis System (IDAS) software. Efforts will include the creation of software maintenance procedures, maintenance of the IDAS software, the creation of an IDAS website, and support for IDAS roll-out activities.

**Project Location:** Cambridge, Massachusetts

**Contractor(s):** Cambridge Systematics, Inc.

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**Start Date:** April 2000

**End Date:** April 2001

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**Estimated Total  
ITS Funds:** \$233,428

**Estimated Total  
Project Cost:** \$233,428

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**Contacts:**

Gene McHale

FHWA - TFHRC, HRDO-03

(202) 493-3275

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# RESEARCH AND ANALYSIS SUPPORT FOR THE ITS PROGRAM

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**Description:**

This is an inter-agency agreement to provide support services for the FHWA ITS R&D program by the Oak Ridge National Laboratory (ORNL). Through this umbrella, parent contract, ORNL staff provides technical assistance in the development of ITS R&D programs, assists in the evaluation of proposal and contract deliverables, develops prototypes to determine the feasibility of high-risk research projects, and assists in the coordination of ITS-related research external to FHWA.

Separate project reports are available for the following tasks being performed under this contract under the following titles:

ITS Deployment Analysis System (IDAS) - The objective of IDAS is to develop a sketch planning tool for use in assessing the incremental costs and benefits of adding ITS technology applications to a regional transportation network. IDAS uses outputs from traditional planning models to establish a baseline on which ITS-based capabilities may be added.

Development of Interactive Traffic Network Data Editor for the Integrated Traffic Simulation System (ITRAF) - The objective of ITRAF is the development of a user-friendly input data pre-processor for two traffic simulation models developed by FHWA: CORSIM and CORFLO.

Freeway System Capacity and Level of Service Analysis - This project is developing a new methodology to calculate the capacity and level of service for freeway systems and to prepare the appropriate chapter for the Highway Capacity Manual 2000.

Special Report on Traffic Flow Theory - This task will expand and update Transportation Research Board Special Report 165 titled "Traffic Flow Theory" published in 1975. This revision will provide an updated survey of the most important models and theories which characterize traffic flows.

**Project Location:**

Oak Ridge, Tennessee

**Contractor(s):**

Department of Energy; Oak Ridge National Laboratory

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**Start Date:**

October 1994

**End Date:**

September 2002

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**Estimated Total  
ITS Funds:**

\$8,544,417

**Estimated Total  
Project Cost:**

\$8,544,417

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**Contacts:**

Henry Lieu

FHWA - TFHRC, HRDO-03

(202) 493-3273

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# SUPPORT SERVICES FOR THE FHWA HUMAN FACTORS PROGRAMS

**Description:**

This contract provides support to FHWA's Human Factors Team to monitor off-site research contracts and conduct on-site research in the Turner-Fairbank Highway Research Center (TFHRC) Human Factors Laboratory facilities. A significant portion of the off-site contract research involves Intelligent Transportation Systems (ITS) studies. These are in the areas of Advanced Traveler Information Systems (ATIS), Commercial Vehicle Operations (CVO), In-Vehicle Information Systems (IVIS), Advanced Law Enforcement Response Technology (ALERT) and Advanced Traffic Management Systems (ATMS). Likewise, a large portion of the on-site research involves ITS studies. These are in the areas of ATIS, IVIS, ATMS and the integration of in-vehicle information with information coming from outside of the vehicle. The major products are ITS-related research reports, inputs to ITS design guidelines and standards, and inputs to ITS-related traffic models.

**Project Location:**

McLean, VA

**Contractor(s):**

Science Applications International Corporation (SAIC)

**Start Date:**

September 1998

**End Date:**

September 2002

**Estimated Total ITS Funds:**

\$2,500,000

**Estimated Total Project Cost:**

\$8,000,000

**Contacts:**

Tom Granda

FHWA - TFHRC, HRDS-07

(202) 493-3365



## FAST-TRAC

**Description:** FAST-TRAC (Faster and Safer Travel through Traffic Routing and Advanced Controls) will combine Advanced Traffic Management Systems (ATMS) and Advanced Traveler Information Systems (ATIS) technologies in Oakland County, Michigan. SCATS, the Australian adaptive real-time traffic control system is being installed throughout Oakland County, Michigan. Traffic detection for real-time traffic control is being provided through the Autoscope video image processing technology. For the ATIS portion of the test, vehicles were equipped with the Siemens Ali-Scout route guidance system and other drive information systems (Quick-Scout and TetraStar/PathMaster). Infrared beacons installed at critical locations in the network provided for a continuous exchange of real-time traffic and route guidance information. A Traffic Operations Center has been established, not only as the heart of FAST-TRAC operations, but also as the focus for systems integration.

**Project Location:** Oakland County, Michigan

**Partner(s):** Road Commission for Oakland County, Michigan DOT, Siemens Automotive, General Motors, Ford, Chrysler, County of Oakland, AWA Traffic System - America, and University of Michigan

**Start Date:** June 1992

**End Date:** December 2001

**Estimated Total  
ITS Funds:** \$56,410,000

**Estimated Total  
Project Cost:** \$70,512,500

### Contacts:

Larry Swartzlander	FHWA Headquarters, HOTM	(202) 366-6066
Gary Piotrowicz	Road Commission for Oakland County	(248) 858-7250



# MONTGOMERY COUNTY ADVANCED TRANSPORTATION MANAGEMENT SYSTEM

## **Description:**

This project will enhance Montgomery County's Advanced Transportation Management System to provide integrated transit and traffic capabilities. The system will include an automatic vehicle location-equipped bus fleet, intelligent in-vehicle units, two-way communications, real time graphics, relational database, monitoring, and control software, transit priority and system information dissemination. Through use of this enhanced information and control capability, the County's Advanced Transportation Management System will be able to more effectively manage transportation.

## **Project Location:**

Montgomery County, Maryland

## **Partner(s):**

Montgomery County Office of Traffic, Montgomery County Transit, Maryland State Highway Administration, Orbital Sciences Corporation, Automatic Signal/Eagle Signal, RGA Inc.

## **Start Date:**

July 1994

## **End Date:**

January 2002

## **Estimated Total ITS Funds:**

\$1,060,000

## **Estimated Total Project Cost:**

\$1,860,000

## **Contacts:**

Ronald Boenau	FTA Headquarters, TRI-11	(202) 366-0195	
Tom Jacobs	FHWA Maryland Division, HB-MD	(410) 962-4342	Ext. 129
Emil Wolanin	Montgomery County	(301) 217-2208	



## 9-1-1 RDMT PROJECT INTEGRATION

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### **Description:**

This project is a component of the FY 2000 State of Texas earmark. Several public safety and service agencies in the Austin/Travis County region are actively implementing the upgrade, replacement, and integration of crucial systems, facilities, and operations. These activities present a unique window of opportunity to integrate systems as changes are being made. The electronic exchange of information between systems will enhance existing public safety and service. This project is intended to supplement these existing ongoing efforts.

This project concentrates efforts on the integration, sharing of electronic voice, data, and video, of existing freeway corridor traffic management system, local traffic signal system, and local emergency services management systems. Local emergency management systems involved in this project include computer aided dispatch (CAD), mobile data computer (MDC), geographic information system (GIS), and automatic vehicle location (AVL).

The technological systems presently involved in the 9-1-1 RDMT Project include 9-1-1 call handling, radio trunking, computer aided dispatch (CAD), mobile data computer (MDC) including Automatic Vehicle Location (AVL), and transportation and transit services (ITS) (9-1-1 RDMT). Collectively, these 9-1-1 RDMT systems, including an integrated facility into which they can be installed, are essential to the delivery of emergency and transportation services in the Austin and Travis County region. As part of the 9-1-1 RDMT Project, each of these critical systems is in the process of being implemented in various stages and phases as part of a comprehensive planned review, design, specification, and upgrade process. The replacement of these critical systems and their ultimate incorporation into a shared regional emergency communications center capable of supporting these systems will substantially improve emergency service and transportation efficiency for the citizens of the Austin and Travis County region. By constructing a single, integrated facility that could potentially be shared with other public safety agencies in the Austin and Travis County region, agencies will be able to maximize the efficiency and minimize the costs of integrated emergency and transportation services delivery for the citizens of the community.

Initially, development of a regional architecture is proposed. Following the completion of a regional architecture, the participation would propose several specific tasks to integrate Emergency Management Services (CAD, MDC/AVL, GIS) with Freeway Management (TxDOT ATMS), and roadway Incident Management (TxDOT ATMS, Police, Fire, EMS, Sheriff, Constables). A specific integration task is proposed between Freeway Management (TxDOT) and Traffic Signal Control (CoA DPW&T). Another specific integration task is proposed to design a browser based user interface for 9-1-1 RDMT networks within an integrated facility. The integration of this browser is proposed to be taken a step further and applied to provide access to a Regional Multimodal Traveler Information System (TIS), via the Internet World Wide Web (WWW).

### **Project Location:**

Travis County, Austin, Texas

### **Partner(s):**

FHWA, Texas DOT, City of Austin Department of Public Works and Transportation



**Start Date:** September 2000

**End Date:** June 2001

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**Estimated Total  
ITS Funds:** \$379,631

**Estimated Total  
Project Cost:** \$800,000

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**Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Brian Burk	Texas DOT	(512) 832-7014

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# ARCHIVED DATA USER SERVICE (ADUS) INTEGRATION WITH THE LAS VEGAS AREA FREEWAY AND ARTERIAL SYSTEM OF TRANSPORTATION (FAST)

## ***Description:***

This project is the FY 2000 ITS Integration Program earmark for Las Vegas, Nevada. FAST is a major regional transportation endeavor whose objectives include: improvement of surface transportation efficiency and mobility by providing travelers with an optimal mix of choices of mode, route, or time of travel; reduction of incident response and clearance times; improvement of agency staff productivity through better communications and computational tools with which to support transportation management in the region.

This project, which builds on the FY 1999 earmark dedicated to the design of data archiving capability, will focus on the following ITS infrastructure: Integration of the Arterial Management System component with the Freeway Management System component, Implementation of ADUS, Integration of ADUS with FAST, and Interagency integration to achieve information sharing.

ADUS implementation will enable storage of data at periodic intervals. Data will be accessible to all stakeholders and entities, public and private, managing tourist activities. The proposed ADUS implementation and integration with FAST will provide Las Vegas area stakeholders with a resource that can receive, collect and archive operational ITS-generated data for real-time and non real-time users. The primary Las Vegas area stakeholder requirements to be supported by ADUS will, at a minimum, include:

- short- and long-range planning
- transportation system monitoring
- transit management
- air quality analysis
- safety analysis
- inter-modal planning
- transportation research
- emergency management planning

This project covers the procurement, installation, integration and testing of vendor supplied system hardware and software, as well as the development, installation, integration and testing of the application software required for the above components. The project will be comprised of ADUS central system equipment and communication system components that link the central system component to the field components. The central component will consist of the central system software elements, central system network servers, databases, user workstations, archive storage devices, and associated support equipment located at the FAST Traffic Management Center (TMC). The communication system component will consist of the hardware devices and software located at the TMC and at remote agency sites that interface to the ADUS central system component. The integration of the arterial and freeway components of the FAST system involves:

- Interconnecting the central servers of each of the two systems in support of center-to-center communications;
- Integrating the implementation of diversion strategies in response to incidents using equipment and resources from both systems;
- Integrating the control of the CCTV cameras of the two systems; and
- Integrating the video display of the two systems.



**Project Location:** Las Vegas, Nevada

**Partner(s):** FHWA; Nevada DOT; Clark County; Regional Transportation Commission of Clark County;  
Cities of: Las Vegas, Henderson, North Las Vegas, Nevada Highway Patrol; Metro Police;  
McCarran International Airport

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**Start Date:** September 2000

**End Date:** March 2003

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**Estimated Total  
ITS Funds:** \$2,200,000

**Estimated Total  
Project Cost:** \$4,500,000

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**Contacts:**

Greg Novak	FHWA Nevada Division, HDA-NV	(775) 687-1203
D. Keith Maki	Nevada DOT	(775) 888-7446

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# ATLANTA, GEORGIA ITS COMPONENT INTEGRATION - PHASE I

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**Description:**

This project integrates transit and public safety components with other transportation management or real-time, multi-modal traveler information systems through an implementation of center-to-center communications protocol. The project proposes to evaluate Common Object Request Broker Architecture (CORBA) as the preferred interface between centers.

In metropolitan areas, TEA-21 states that ITS Integration funding shall be used primarily for activities necessary to integrate intelligent transportation infrastructure elements that are either already deployed, or will be deployed with other sources of funds. The project is an extension of the significant investment that all involved agencies have made in ITS deployment. Funded as a FY 99 earmark, initial stages of project activity began in January 2000.

**Project Location:**

Atlanta, Georgia

**Partner(s):**

Georgia DOT; City of Atlanta; Metropolitan Atlanta Rapid Transit Authority

**Start Date:**

September 1999

**End Date:**

January 2003

**Estimated Total  
ITS Funds:**

\$1,582,939

**Estimated Total  
Project Cost:**

\$3,172,878

**Contacts:**

Jessie Yung	FHWA Georgia Division, HDA-GA	(404) 562-3638
Bayne Smith	Georgia DOT	(404) 635-8003



# BALTIMORE REGIONAL OPERATIONS COORDINATION PROJECT

## **Description:**

This project is a component of the State of Maryland FY 2000 ITS Integration Program earmark. The purpose of this project is integration between operations - between transportation and public safety, between jurisdictions and the state, between transit and roadway, and between highway and arterial. The Regional Operations Coordination project will have two phases: Phase 1: Planning; and Phase 2: Deployment. Most of the funds requested by this project will be used for Phase 1 tasks. However, several Coordination Activities have been identified in the area of Incident Management, and these activities will be deployed concurrent with Phase 1 tasks.

Phase 1 generally involves developing a logical and physical architecture for regional operations and identifying Coordination Activities that would enhance regional coordination. Phase 1 tasks will include: defining goals, objectives, and operational requirements and concepts; defining system functional requirements; compiling existing systems and operations information; developing logical and physical architectures; and identifying Coordination Activities.

Phase 2 will involve deployment of selected Coordination Activities. In studies performed as part of the Baltimore Metropolitan ITS Early Deployment Plan, Incident Management arose as a high priority for the region. A primary activity identified to improve Incident Management is the establishment of a Multi-Disciplined Incident Management Team that meets regularly to discuss issues and improve coordination. A small portion of the funds requested through this application will be used to support this and other Coordination Activities identified through recent regional Incident Management activities.

**Project Location:** Baltimore, Maryland

**Partner(s):** FHWA; MD State Highway Administration; MD Transportation Authority; MD Aviation Administration; MD Port Administration; Mass Transit Administration; MD State Police; MD Emergency Management Administration; U.S. Park Police; Departments of Public Works and Police in Cities of Baltimore and Annapolis, and Counties of Ann Arundel, Carroll, Harford, Howard

**Start Date:** September 2000

**End Date:** July 2002

**Estimated Total  
ITS Funds:** \$160,000

**Estimated Total  
Project Cost:** \$320,000

## **Contacts:**

Breck Jeffers	FHWA Maryland Division, HPT-MD	(410) 962-4342	Ext. 129
Mike Zezeski	Maryland SHA	(410) 787-5605	
Eileen Singleton	Baltimore Metropolitan Council	(410) 732-0500	Ext. 1033



# BRANSON TRIP/SPRINGFIELD DISCOVERY REGIONAL INTERCONNECT

**Description:**

This FY 2000 earmarked project builds on a successful field operational test initiated in 1996. The Branson TRIP (Travel and Recreational Information Program) project deployed an advanced traveler information system which provided up-to-date traffic, weather and other travel-related information to visitors in the Branson, MO area. The primary means of information dissemination were variable message signs, Highway Advisory Radio, Kiosks, Websites and Interactive Voice Response Systems.

Concurrently with the development of Branson TRIP, Springfield and the Missouri Department of Transportation developed the traffic signal management system housed in the Springfield Discovery center. This project has several state of the art cameras that monitor major intersections within the Springfield Metro area. Traffic engineers utilize the cameras to monitor traffic flows, thus determining timing for area signals to provide free flowing traffic with as little start/stop delays as possible, maximizing the efficiency of vehicle travel times within the City of Springfield.

The objective of this FY 2000 earmark is to connect the Branson and Springfield travel management infrastructure. This integration will enable enhanced traffic management and information sharing over an expanded geographic region, thus providing alternative route selection to drivers 40 to 50 miles before reaching their destinations.

**Project Location:**

Branson/Springfield, Missouri Region

**Partner(s):**

FHWA, Missouri DOT, City of Springfield, City of Branson

**Start Date:**

September 2000

**End Date:**

October 2002

**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$1,573,421

**Contacts:**

Bob Thomas

FHWA Missouri Division, HDA-MO

(573) 636-7104

Matthew Seiler

Missouri DOT

(417) 895-7627



## CAPITAL WIRELESS INTEGRATED NETWORK (CapWIN)

**Description:**

This project will implement a wireless communications network that serves the core mobile communication functional needs of transportation, law enforcement, fire and EMS in the Washington Metropolitan Region. The network will support multiple in-vehicle platforms. In the second year of the project, transportation and public agency systems and databases will be integrated with a 30-vehicle fleet on the network using multiple mobile data platforms. Vehicles will include State and local police vehicles, service patrols, fire and EMS units.

**Project Location:**

Washington, DC Metropolitan Area

**Partner(s):**

FHWA, Maryland State Highway Administration, Virginia DOT, Maryland State Police, Virginia State Police, Washington Metro Police Department

**Start Date:**

September 2000

**End Date:**

January 2002

**Estimated Total  
ITS Funds:**

\$1,600,000

**Estimated Total  
Project Cost:**

\$3,932,105

**Contacts:**

Breck Jeffers	FHWA Maryland Division, HPT-MD	(410) 962-4342	Ext. 129
Mike Zezeski	Maryland SHA	(410) 787-5605	
Jim Robinson	Virginia DOT	(804) 786-6677	
Tom Jacobs	University of Maryland	(301) 403-4594	



## CHARLOTTE ITS INTEGRATION

**Description:**

This project constitutes the FY 2000 ITS Integration Program earmark for Charlotte, North Carolina. This project's objective is to improve information sharing among key transportation management facilities in the Charlotte-Mecklenburg region. The NCDOT Metroliner Transportation Management Center, the Charlotte DOT (CDOT) Signal Traffic Operations Center, and the CDOT Transit Center will be interconnected. In addition, the US 74 High Occupancy Vehicle (HOV) System and the US 29 Reversible Lane System will be connected to the Metroliner TMC. The final portion of this project will interconnect the Tyvola Road Reversible Lane System to the CDOT Signal System Traffic Operations Center. This integration project will connect various systems to city and state traffic operations centers and lay the basis for increased cooperation between the NCDOT and the City of Charlotte.

**Project Location:**

Charlotte, NC

**Partner(s):**

FHWA, North Carolina DOT, Charlotte DOT

**Start Date:**

May 2001

**End Date:**

September 2002

**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$2,595,000

**Contacts:**

Max Tate	FHWA North Carolina Division, HDA-NC	(919) 856-4354
Ann Lorscheider	NCDOT	(919) 250-4151



## COLORADO I-25 TRUCK SAFETY IMPROVEMENTS

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**Description:**

This project is to fund the integration of ITS components in the Denver Metropolitan Area and along the interstates serving the greater Denver area. Included in the project will be the expansion and integration of the Colorado DOT and City of Colorado Springs traffic operations centers, and enhancements to incident management. This is part of a long-term, statewide, advanced transportation management and traveler information system - Colorado Transportation Management System (CTMS) contract. It is envisioned as a statewide multi-agency ITS network created to enhance Colorado surface transportation through the integration of existing and planned management, information, communications, and control systems; incorporating traveler information systems, traffic management systems, public transportation systems, commercial vehicle operations (CVO), and other local, regional and statewide initiatives.

**Project Location:**

Colorado

**Partner(s):**

Colorado DOT

**Start Date:**

October 1998

**End Date:**

September 2001

**Estimated Total  
ITS Funds:**

\$9,000,000

**Estimated Total  
Project Cost:**

\$11,250,000

**Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730	Ext. 362
John Nelson	Colorado DOT	(303) 512-5838	



## COMMONWEALTH OF PENNSYLVANIA

### **Description:**

The two projects described under this title comprise the Commonwealth of Pennsylvania FY 1999 Earmark which was carried over to FY 2000. The two projects are identified as Penn DOT-US Route 202 and Pennsylvania Turnpike. The funding amounts listed below are broken down as follows: Penn DOT (US Rt. 202); earmarked funds - \$2,021,243 and total estimated cost - \$10,500,000; Pennsylvania Turnpike, earmarked funds - \$3,169,044 and total estimated cost - \$6,338,088.

The Penn DOT (US Rt. 202) project is focused on providing ITS applications to the US Route 202 corridor under renovation near King of Prussia, PA. The project will deploy ITS infrastructure to improve incident management, traveler information and emergency services in a congested section of Philadelphia. The major components of metropolitan ITS infrastructure scheduled for deployment include:

- Variable Message Signs (12 permanent, 4 portable).
- Closed Circuit TV (46 cameras proposed).
- Automatic Incident Detection System, connected to a Traffic Control Center via fibre optic network.
- Integration of systems with a Traffic Control Center via a fibre optic network.

Project duration is estimated at 25 months.

The Pennsylvania Turnpike component of the earmark is dedicated to expand an advanced traveler information system. The project will expand existing capabilities by providing for Traffic Flow Monitoring using electronic toll tag systems, installation of Closed Circuit TV, and deployment of roadway weather information stations to enhance weather and surface monitoring capabilities.

Project duration is estimated at 12 months per subsystem (Traffic Flow Detection, Closed Circuit TV, and Roadway Weather Information).

### **Project Location:**

Diverse locations in Pennsylvania

### **Partner(s):**

FHWA, Penn DOT, PA Turnpike Commission, PA Emergency Management Agency, PA Dept. of Environmental Protection, PA Motor Truck Association

### **Start Date:**

September 2000

### **End Date:**

December 2002

### **Estimated Total ITS Funds:**

\$5,190,287

### **Estimated Total Project Cost:**

\$16,838,088

### **Contacts:**

Steve Bergman

FHWA Pennsylvania Division, HIT-PA

(717) 221-4422



# COMMUTERLINK

**Description:**

This project constitutes the FY 2000 ITS Integration Program earmark for Salt Lake City, Utah. The project will consist of the deployment, and enhancement of a variety of subsystems to integrate traffic management, transit management, emergency management and traveler information systems. These initiatives continue the integration and enhancement of the CommuterLink system of ITS deployments whose original long-term goals were to improve traffic flow and reduce emissions on the State highway system in the Salt Lake Valley. CommuterLink enhancements currently planned are intended to be in place by the 2002 Winter Olympic Games. This project's activities focus on a wide range of system enhancements partially illustrated by the following examples:

- Systems Graphics Map providing real-time displays
- Ramp Metering Subsystem on I-15
- Website Enhancements for traveler information
- Traveler Advisory Telephone providing recordings of real-time conditions
- Integration of mobile systems on incident management vehicles

There are a total of twenty discreet system upgrades planned for CommuterLink in this project. Each is designed to provide additional capabilities for managing Olympic-related traffic as well as establishing a basis for long-term, integrated transportation management in the Salt Lake Urbanized Area.

**Project Location:**

Salt Lake Urbanized Area

**Partner(s):**

FHWA; FTA; Utah DOT; Utah Transit Authority; Salt Lake County; Wasatch Front Regional Council; Mountainland Association of Governments, Salt Lake Organizing Committee; Cities of South Salt Lake, Draper, Taylorsville, Sandy City, Midvale, Murray City, West Jordan

**Start Date:**

June 2000

**End Date:**

January 2002

**Estimated Total  
ITS Funds:**

\$2,359,263

**Estimated Total  
Project Cost:**

\$8,209,263

**Contacts:**

Mike Morrow	FHWA Utah Division, HPM-UT	(801) 963-0078	Ext. 239
Martin Knopp	Utah DOT	(801) 965-4849	



# CORPUS CHRISTI, TEXAS, INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS

## **Description:**

This project proposes to develop a Corpus Christi Regional ITS Architecture and Deployment Plan. It also proposes to establish the base for an Intelligent Transportation System in the Corpus Christi Metropolitan Area. The project will expand or implement traffic signal, freeway, emergency, transit, and special event management capabilities. The system will implement a mesh network topology with decentralized operations. Plans are to involve all agencies involved in transportation and/or incident management.

Specific areas of focus for the project once the Regional ITS Architecture is developed, are the establishment of a fibre-based communication backbone and the expansion of the existing fibre network integrating other key operating agencies such as the Regional Transportation Authority; City of Corpus Christi Police Department; Fire Department, Street Department; Department of Public Safety and the Regional Terminal Fire Company; and establishment of a Traveler Information System on regional freeways. Major elements will be dynamic message signs, highway advisory radios and surveillance cameras.

## **Project Location:**

Corpus Christi, Texas

## **Partner(s):**

City of Corpus Christi; Nueces County; Local Emergency Planning Committee; Regional Transportation Authority; Refinery Terminal Fire Company

## **Start Date:**

September 1999

## **End Date:**

December 2001

## **Estimated Total ITS Funds:**

\$712,323

## **Estimated Total Project Cost:**

\$1,425,000

## **Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Ismael Soto	Texas DOT (Corpus Christi District)	(361) 808-2225
Janie Light	Texas DOT, TRF-TM	(512) 416-3258



# DEL RIO, TEXAS INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS

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**Description:**

This project will develop an ITS plan for the Del Rio area which allows for maximizing integration of ITS infrastructure. The plan will provide the outline of the phasing of tasks including, but not limited to the following:

- Establishment of a local point of ITS data centralization and two-way communication capabilities between a local transportation management center (TMC) with the TransGateway TMC in Laredo, Texas.
- Strategic upgrades to TransGateway to facilitate regional integration between Del Rio and TransGateway.
- Implementation of integration strategies focused on incident management-particularly remote flood-sensing and signal preemption applications, and commercial vehicle operations.

**Project Location:**

Del Rio, Texas

**Partner(s):**

Texas DOT; Dept. of Treasury; U.S. Customs Service; U.S. Border Patrol; Middle Rio Grande Council of Governments; Del Rio Fire and Rescue; Del Rio Police Dept.; Val Verde County

**Start Date:**

September 1999

**End Date:**

TBD

**Estimated Total  
ITS Funds:**

\$791,470

**Estimated Total  
Project Cost:**

\$1,580,000

**Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Alberto Ramirez	Laredo District Transportation Operations	(956) 712-7443
Bernie Walker	Traffic Operations - TM	(512) 416-3437



## DELAWARE RIVER, PENNSYLVANIA

**Description:**

This project is the Delaware River, PA FY 2000 Earmark. The project was also earmarked in FY 1999, but carried over to FY 2000. Earmarked funding obligated in FY 2000 includes the \$791,000 FY 1999 earmarked amount in addition to the FY 2000 earmark in the amount of \$786,421. The project is a component of the Delaware River Port Authority's (DRPA) SmartBridges Program. SmartBridges refers to a group of advanced technology applications intended to improve DRPA operations. The program includes electronic toll collection and the integration of several ITS infrastructure systems with a centralized Traffic Operations Center (TOC). This TOC will integrate police vehicle dispatch, in-vehicle computer systems, traffic and facility video surveillance, environmental monitoring and other advanced communications functions in one centralized facility. The goal is to leverage ITS technologies to streamline information flow through a centralized mode to reduce traffic congestion and increase throughput.

This TOC will integrate many of the SmartBridges applications into one system, and will provide integrated, real-time data to support operations management and real-time decision making. It is at the TOC where DRPA traffic and incidents will be appropriately monitored and controlled. In cases of traffic flow changes, accidents or other roadway incidents, DRPA Public Safety Department officers will be quickly informed and dispatched.

Major elements of the SmartBridges TOC include:

- Closed Circuit TV Cameras for Traffic Surveillance.
- Variable Message Signage.
- Lane Signal Control.
- Remote Computer Aided Dispatch.
- Facility Security.
- Enhanced Highway Advisory Radio.
- Regional Interface with the I-95 Corridor Coalition and Other Public Agencies.

**Project Location:**

Delaware River, Pennsylvania

**Partner(s):**

FHWA, Pennsylvania DOT, Delaware River Port Authority, Delaware Valley Regional Planning Commission

**Start Date:**

April 2000

**End Date:**

September 2002

**Estimated Total  
ITS Funds:**

\$1,577,421

**Estimated Total  
Project Cost:**

\$3,154,842

**Contacts:**

Carmine Fiscina

FHWA Philadelphia Metro, PMO-PA

(215) 656-7111

Linda Hayes

DRPA

(856) 968-2210



## DELAWARE STATEWIDE ITMS INTEGRATION

### **Description:**

This project constitutes the FY 2000 Integration Program earmark for the State of Delaware. Delaware DOT has undertaken installation of the Integrated Transportation Management System (ITMS); a technology-based approach to integrating and improving highway, transit and emergency operations. The DEL DOT ITMS Integration Project will focus on integrating existing traffic signals, video monitoring sites, and detection sites statewide into one centrally controlled network.

The urbanized areas of the project include New Castle County (Wilmington) and the City of Dover. The remainder of the project will take place in a rural setting. In both the rural and metropolitan areas, the majority of the ITMS equipment to be integrated either currently exists, or will have been deployed by other projects prior to the start of this project. Where required, legacy controllers will be upgraded to allow integration into the new statewide system. This project will tie these systems into the statewide IP-based communications network, and connect them to the ITMS central control system and operations software. The project focus will be on integrating Traffic Signals, Video Monitoring Cameras, and Transportation Monitoring Sites into the ITMS. Separate and parallel efforts will integrate transit and emergency management operations into the system. In the fall of 2001, Delaware DOT will open a new Transportation Management Center to be colocated with the Delaware Emergency Management Center. When ITMS is completed, it will exercise real-time control and monitoring along a major segment of Delaware's so-called "Critical 250 miles" of highway network.

### **Project Location:**

Delaware Statewide

### **Partner(s):**

FHWA, FTA, Delaware DOT, Delaware Transit Corporation

### **Start Date:**

July 2000

### **End Date:**

May 2001

### **Estimated Total ITS Funds:**

\$1,572,842

### **Estimated Total Project Cost:**

\$3,145,684

### **Contacts:**

Patrick Kennedy	FHWA Delaware Division, HDA-DE	(302) 734-5326
Gene Donaldson	Delaware DOT	(302)760-2303



## FLORIDA BAY COUNTY

**Description:**

This project constitutes the FY 2000 ITS Integration Program earmark for Florida Bay County, Florida. The project will begin with the development of a Regional ITS Architecture for the Panama City Urban Area. Guided by the architecture, the project will design and deploy a fiber optic communications backbone to serve as the basic integration means for subsequently deployed ITS infrastructure. Near-term infrastructure components will provide arterial management systems enhancement and integration with the incident management system during the Hathaway Bridge Replacement Project.

The project will expand incident management capabilities during the bridge replacement through the addition of surveillance cameras, dynamic message signs, a weather monitoring/warning system, and a fiber optic cable bundle installed in the bridge to extend communications across St. Andrews Bay.

**Project Location:**

Panama City, Florida

**Partner(s):**

Florida DOT, Bay County Traffic Engineering, City of Panama City Traffic Emergency, Florida Highway Patrol, Bay County Emergency Services, Bay District Schools

**Start Date:**

June 2000

**End Date:**

December 2003

**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$2,536,421

**Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9650	Ext. 3041
Joe Poole	Florida DOT	(850) 638-0250	Ext. 269



## GREAT LAKES IMPLEMENTATION

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### **Description:**

The Great Lakes Implementation project is focused on Wisconsin. The State of Wisconsin will accomplish deployment planning and begin implementation of national architecture conformity, integrated systems along urban corridors in the southeastern Wisconsin region, multi-agency traffic and emergency response management and incident management planning in the greater Milwaukee area. This involves developing a region-wide programmatic, project development and budgeting approach over a recurring six-year time frame. This effort will concentrate on funding projects in the 1999, 2000 and 2001 state fiscal years.

The intent of the Great Lakes earmark project level deployment effort is to support an accepted, standardized approach to deployment throughout the southeastern Wisconsin region. That program effort will also conform to an integrated statewide plan. This was the first segment of a calibrated approach to developing a strategic statewide ITS plan involving comprehensive internal and external stakeholder education and outreach. This program has evolved from the Milwaukee MONITOR system and the three-state Gary-Chicago-Milwaukee priority corridor program. The southeastern Wisconsin program is the most sophisticated of the statewide ITS efforts, involving the integration of a legacy system (MONITOR) with those of two other states in the region (ADVANCE in Illinois and Borman in Indiana).

### **Project Location:**

State of Wisconsin

### **Partner(s):**

Wisconsin DOT; Wisconsin Department of Motor Vehicles; Wisconsin State Patrol; Wisconsin Divisions of Business Management, Investment Management, Infrastructure Development

### **Start Date:**

September 1999

### **End Date:**

October 2001

### **Estimated Total ITS Funds:**

\$1,582,939

### **Estimated Total Project Cost:**

\$3,170,000

### **Contacts:**

John Berg

FHWA Wisconsin Division, HDA-WI

(608) 829-7515



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## HAMMOND, LOUISIANA

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**Description:**

This project is the FY 1999 ITS Integration Program earmark for Hammond, LA. Federal ITS funding was carried over to FY 2000 and was obligated in September 2000. This is a multi work order project which seeks to design and integrate a Roadway Weather Information System (RWIS) and an Incident Detection, Verification and Response System. The project is part of an ongoing endeavor to develop a fully integrated Advanced Traffic Management System and Advanced Traveler Information System for the Greater New Orleans Region. The ITS infrastructure will include components for Data Collections, Traveler Information, Video Surveillance and Interagency Communications. The infrastructure components to be integrated include Freeway Management, Incident Management, Emergency Services Management, and Regional Traveler Information Services.

**Project Location:**

Hammond, Louisiana

**Partner(s):**

FHWA, Louisiana Department of Transportation and Development, New Orleans Area Regional Planning Commission, Louisiana State Police, Greater New Orleans Expressway Commission, local metro area law enforcement agencies

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**Start Date:**

September 2000

**End Date:**

December 2002

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**Estimated Total  
ITS Funds:**

\$3,166,000

**Estimated Total  
Project Cost:**

\$6,331,756

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**Contacts:**

Mary Stringfellow

FHWA Louisiana Division, HDA-LA

(225) 757-7610

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# I-25 SOUTHEAST CORRIDOR AND COLORADO TRANSPORTATION MANAGEMENT SYSTEM (CTMS) INTEGRATION ACTIVITIES

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## ***Description:***

This project constitutes a combination of two FY 2000 Integration Earmarks. Arapahoe County, CO, funded at \$786,421, and Jefferson County, CO, funded at \$1,179,632. The Arapahoe County earmark will provide improvements to the I-25 corridor from south Denver through the Denver Technological Center (DTC) in the southern suburbs, the most heavily traveled segment of interstate highway in Colorado. ITS planning activities for that project are in progress as Colorado DOT (CDOT) realizes that active ITS measures will be required to operate and manage the corridor over the required eight to ten year construction period.

Integration activities undertaken herein will allow a jump-start of the Southeast Corridor ITS deployment plan, such that CDOT is better positioned to successfully operate, manage and maintain I-25 when construction starts in earnest. Early integration will allow corridor agencies to share information, manage incidents, pool surveillance data, and determine efficient methodologies to disseminate travel information to the public. Simply stated, the funding for this project will be used to help mitigate the impact of the Southeast Corridor work.

The Jefferson County component of the project will be addressed as follows. As part of the Colorado Traffic Management System (CTMS), CDOT is working toward a Center-to-Center (C2C) interface with the City of Lakewood. Additional CTMS activities include development of a low-speed ITS communications architecture intended for deployment activities; and enhancing or providing better internal integration for the following subsystems: weather; "central" CCTV; automated traffic recorder (ATR); highway advisory radio (HAR); variable message signs (VMS); and enhancing CDOT's kiosk and Internet information dissemination subsystems. As the CTMC and Lakewood are within Jefferson County, CDOT will use a second component of the project funding to accelerate the referenced integration activities (including the Lakewood interface) as well as develop initial planning for additional Jefferson County C2C interfaces.

The combined project will, therefore, provide integration between CDOT, cities and counties; and will primarily comprise the integration of traffic signal control, freeway management, and incident management functional areas. This effort is part of an ongoing implementation and integration program for ITS elements in the Denver area and the entire state of Colorado. This project will build upon previous efforts and parallel initiatives, and will move forward with the integration of additional systems. The primary focus of this project will be the integration of county and city traffic, emergency and transit management centers in the Denver area in advance of the Southeast Corridor project.

## ***Project Location:***

Lakewood, Colorado

## ***Partner(s):***

FHWA; Colorado DOT; Denver Regional Council of Governments; Denver International Airport; Counties of Arapahoe, Denver, Jefferson, Douglas; Cities of Aurora, Colorado Springs, Denver, Englewood, Greenwood Village, Littleton



**Start Date:** September 2000

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$1,966,053

**Estimated Total  
Project Cost:** \$4,466,053

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**Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730
John Nelson	Colorado DOT	(303) 512-5838

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# I-880/SR 17 SMART CORRIDOR IMPROVEMENTS-SILICON VALLEY, CALIFORNIA

**Description:**

A Concept of Operations has been developed for the I-880/SR 17 corridor for Santa Clara County through the Silicon Valley Smart Corridor project effort. The I-880/SR 17 corridor extends from the City of Milpitas in the north to the Town of Los Gatos in the south, a corridor having an end-to-end length of about 15 miles. The I-880/SR 17 Smart Corridor Improvements project consists of elements that support integration and information sharing among and across ITS subsystems. One component of this project is to provide an upgrade of the existing data exchange network (DEN) to comply with the National Transportation Communications for ITS Protocol (NTCIP) center-to-center (C2C) communications protocol. This upgrade and others are to be consistent with the national ITS architecture and standards. It is expected that these improvements will facilitate future integrations with transit, future efforts to provide more travel information to the public and portability of the system to system communications software to other jurisdictions both in the County and elsewhere.

The FY 99 Integration Program funding will be used to integrate advanced technologies and real-time system management techniques, including closed circuit television, message signs and coordinated signal timings. This will improve the traffic management capabilities on freeways, arterials and transit operations within the corridor.

**Project Location:**

Santa Clara County, California

**Partner(s):**

Cities of Campbell, San Jose, Milpitas, Santa Clara, Fremont; Santa Clara County; Town of Los Gatos; Santa Clara Valley Transportation Authority (VTA); Caltrans, California Highway Patrol; Alameda County Congestion Management Agency

**Start Date:**

September 1999

**End Date:**

July 2001

**Estimated Total ITS Funds:**

\$1,187,204

**Estimated Total Project Cost:**

\$4,166,755

**Contacts:**

Frank Cechini	FHWA California Division, HTC-CA	(916) 498-5005
Casey Emoto	Santa Clara Valley Transportation Authority	(408) 321-5564



## INTEGRATE ITS IN VOLUSIA

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**Description:**

This project is the FY 1999 ITS Integration Program earmark for Volusia County, Florida. The project consists of six unique subprojects planned for completion over a two-year period. The component subprojects are known as: Volusia County ITS Architecture; Integration of FDOT, Volusia County and Daytona Beach Video Systems; Dissemination of Video to Other Entities; Internet Web Site; Highway Advisory Radio, and Evaluation. The expected results of these unique, yet integrated projects are: reduced congestion at special/tourist events; improved vehicle routing/diversion; improved access to tourist areas and tourist information; enhanced regional traveler information.

The architecture will allocate transportation system information collection and dissemination resources and agency responsibilities. Integration of FDOT, Volusia and Daytona Beach Video Systems will allow each of the agencies to view the others' cameras. Dissemination of Video to Other Entities will provide video feeds from existing CCTV cameras to federal, state and local entities thereby enhancing dissemination of traffic information. The Internet Web Site will create a database in a single location with traffic, weather and incident information easily accessible by entities at all levels of government. The Highway Advisory Radio subproject will provide significant enhancement of radio coverage to inform visitors about congestion at special events and recommend diversions. The Evaluation subproject will measure public acceptance and utilization of the integrated ITS services.

**Project Location:**

Volusia County, Florida

**Partner(s):**

FHWA, Florida DOT, City of Daytona Beach, Volusia County, Volusia County Transit, Traveler Information Radio Network (TIRN), Daytona Beach Visitors Bureau

**Start Date:**

September 2000

**End Date:**

September 2003

**Estimated Total  
ITS Funds:**

\$791,470

**Estimated Total  
Project Cost:**

\$5,628,740

**Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9650	Ext. 3041
Trey Tillander	Florida DOT	(404) 943-5307	



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# INTEGRATION OF ALTERNATE DETECTION COMMUNICATIONS INTO DALTRANS' WIDE AREA COMMUNICATIONS NETWORK

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**Description:**

This project which is a component of the FY 2000 State of Texas Earmark seeks to coordinate transportation services among the multiple agencies in the greater Dallas, TX area. The primary objective is to integrate services and data sharing among diverse agencies in the 33 incorporated cities in Dallas County to enhance cooperative and coordinated operation of systems. The project will extend existing software and infrastructure development to address additional needs of the project partners. The TXDOT integration effort enables each participating agency to tailor the type, source and frequency of data exchanges to the agency's particular system requirements. In addition to this direct data integration, other agencies in the region will be able to access the DFW Internet Website to enter and obtain major incident information.

**Project Location:**

Dallas, Dallas Co., TX

**Partner(s):**

FHWA; Texas DOT; North Texas Tollway Authority; Dallas Area Rapid Transit; Dallas-Fort Worth International Airport; Shadow/Metro Traffic; Cities of: Dallas; Richardson; Plano; Carrollton; Farmers Branch; Garland; Mesquite; Grand Prairie; Irving; Lewisville

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**Start Date:**

September 2000

**End Date:**

December 2003

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**Estimated Total  
ITS Funds:**

\$1,966,053

**Estimated Total  
Project Cost:**

\$3,932,106

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**Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Andy Oberlander	Texas DOT	(214) 320-4438

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# INTEGRATION OF ALTERNATE DETECTION COMMUNICATIONS INTO TRANSVISION'S WIDE AREA COMMUNICATIONS NETWORK

**Description:**

This project constitutes the FY 2000 ITS Integration Program earmark for Fort Worth, Texas. The project seeks to integrate multiple, existing and newly deployed infrastructure by providing stable and transparent connectivity between systems, thus enabling data and video from one system to appear inherent in other systems. The ultimate end product will be widespread data sharing. TXDOT-Fort Worth District ITS (TransVISION) and the TXDOT-Dallas ITS are developing integration software and infrastructure to enable the multiple participating agencies in the project to access roadway information. The project includes a non-intrusive vehicle detection system expanding the existing coverage area on Tarrant County freeways.

The private sector will be encouraged to participate in TransVISION; both Metro Traffic Networks and Shadow Traffic will be represented in TransVISION to link it with local television and radio stations. Transit management will benefit from integration with TransVISION by having the ability to view the network speed map, and reroute buses around congestion.

Finally, incident information will improve across the region through the link with the Emergency Services Management. Traffic Management, Incident Management and Motorist Information systems will receive nearly instantaneous notification of potential problems over a wider geographic area and Emergency Services will receive positive CCTV confirmation of the problem and its exact nature/location in near real-time.

**Project Location:**

Tarrant County, Fort Worth, Texas

**Partner(s):**

FHWA, Texas DOT, City of Fort Worth, Fort Worth Transportation-Big T, City of Arlington, City of Grand Prairie, Dallas-Fort Worth International Airport, The North Central Texas Council of Governments

**Start Date:**

May 2000

**End Date:**

August 2003

**Estimated Total  
ITS Funds:**

\$1,966,053

**Estimated Total  
Project Cost:**

\$3,932,106

**Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Abed Abukar	Texas DOT	(817) 370-6621



# INTELLIGENT TRANSPORTATION SYSTEMS INTEGRATION PROJECT FOR TRANSPORTATION OPERATORS IN SOLANO COUNTY

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**Description:**

Seven public agencies in Solano County, California, combine resources to provide a diverse and complete transportation infrastructure for their citizens. Services include local, intercity and express commuter general public fixed route bus, water ferry, general public demand response bus, and senior and handicapped demand response bus. These services are provided through a combined fleet of approximately 120 vehicles. Although two of the agencies are providing local service primarily, the other five provide regional services which operate between Solano and one or more surrounding counties. This project is designed to coordinate the development and implementation of a single Y2K compliant intelligent transportation system (ITS), for the seven operators based in Solano.

Project approach will be oriented to the development of a flexible and expandable base architecture. The goal is to allow the system to be dynamic and grow in capability and complexity over time. The initial work will be oriented to developing the Global Positioning System (GPS) capacity, such as Automated Vehicle Location (AVL) and on-time performance analysis. Secondary and tertiary enhancements could include expanded transit applications, as well as general traffic engineering and vehicle safety applications. National ITS Architecture Standards shall be used to develop this ITS.

**Project Location:**

Solano County, California

**Partner(s):**

Cities of Fairfield, Benicia, Dixon, Rio Vista, Suisun City, Vacaville

**Start Date:**

September 1999

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$792,470

**Estimated Total  
Project Cost:**

\$1,992,000

**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(914) 498-5005
Kevin Daughton	City of Fairfield	(707) 428-7641



# ITS IMPROVEMENT PROJECT FOR NIAGARA INTERNATIONAL TRANSPORTATION TECHNOLOGY COALITION (NITTEC) AND WESTERN NEW YORK INCIDENT MANAGEMENT

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**Description:** The purpose of this project is to further the ITS Integration efforts started under previous projects. The project will continue the integration of member agencies of NITTEC, begin to integrate the Western New York Incident Management Team, demonstrate the effectiveness of Video Incident Detection based on neural network technology, integrate an Automated Collision Notification (ACN) System, integrate local police automated vehicle location (AVL) systems, integrate a queue-end warning system, and provide integrated emergency management.

**Project Location:** Buffalo, New York

**Partner(s):** Niagara International Transportation Technology Coalition including: New York Dot; New York State Thruway Authority; Niagara Falls Transportation Authority; City of Buffalo; City of Niagara Falls, NY; City of Niagara Falls, Ontario; Erie County; Niagara County; Town of Fort Erie, Ontario; Regional Municipality of Niagara, Ontario; Niagara Parks Commission; New York State Police; Niagara County Sheriff; Erie County Sheriff; Ontario Provincial Police; Greater Buffalo Niagara Regional Transportation Council; AAA of Western NY; Metro Networks

**Start Date:** September 1999

**End Date:** March 2003

**Estimated Total ITS Funds:** \$395,734

**Estimated Total Project Cost:** \$1,243,000

**Contacts:**

Mike Schauer	FHWA New York Division, HTS-NY	(518) 431-4125	Ext. 236
Dean Gustafson	NYS DOT Region 5, NITTEC TOC	(716) 847-2450	



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## KANSAS CITY SCOUT

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**Description:**

This project combines the FY 2000 earmarks for Kansas City and Clay County, Missouri. The project's objective is to improve Incident Management and Freeway Management systems in the bi-state Kansas City metropolitan area. Among existing systems to be integrated by Kansas City SCOUT are vehicle detection devices, closed circuit television cameras, and dynamic message signs. These components are deployed along the 50 most congested freeway miles and will be linked to a Traffic Operations Center (TOC) scheduled to be operational in late CY 2001. The FY 2000 earmarked funding is targeted for hardware procurement for the TOC, design and installation of ITS field devices covering the Missouri River bridge crossings in Clay County, the development of integrated software for transit, and the deployment of ramp metering in Phase 1 of the project.

**Project Location:**

Kansas City Metropolitan Area (including Clay County)

**Partner(s):**

FHWA; MODOT; Kansas City Area Transportation Authority; Mid-America Regional Council; Clay County Highway Dept.

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**Start Date:**

September 2000

**End Date:**

December 2002

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**Estimated Total  
ITS Funds:**

\$1,022,000

**Estimated Total  
Project Cost:**

\$2,044,000

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**Contacts:**

Bob Thomas	FHWA Missouri Division, HDA-MO	(573) 636-7104
Sabin Yanez	Missouri DOT	(816) 889-6450

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# LAREDO, TEXAS, INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS

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## **Description:**

The City of Laredo, Texas is experiencing rapid population growth and increases in vehicle traffic. It is projected that in the year 2000, the Port of Laredo will handle approximately 21 million vehicles. This project seeks to integrate a variety of ITS infrastructure components deployed in the Laredo area. The primary goal of the project is to accomplish as much integration and achieve as much system level functionality as possible within funding levels. Major project components include:

- Development of an ITS area plan.
- Establishment of a fibre-based communications network connecting key operating agencies.
- Strategic upgrades to the TransGateway System enabling the area Transportation Management Center to function as a central repository and distribution point for transportation-related data, as well as to communicate with the Del Rio system.
- Development and installation of an automated traffic management system that provides single operator interface to video management and control systems, traffic monitoring and alarm systems, and motorist information systems such as dynamic message signs, lane control sign, highway advisory radios and communication management system.
- Development of systems monitoring and diagnostic routines to alert operators to actual or pending component failures and to allow operator remote diagnostic and troubleshooting capabilities--takes limited manpower resources into account.
- Design and implementation of a system that provides for sharing information between agencies with minimum of manual interface. Use automated analysis and alarms to notify operator, develop scenario based incident responses and use outside local agency on evening and weekend operations.

## **Project Location:**

Laredo, Texas

## **Partner(s):**

Texas DOT, City of Laredo, Texas Department of Public Safety, U.S. Customs, Laredo Bridge System, Mercy Regional Medical Center, Laredo Truckers Association

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## **Start Date:**

September 1999

## **End Date:**

December 2002

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## **Estimated Total ITS Funds:**

\$791,470

## **Estimated Total Project Cost:**

\$1,582,940

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**Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Alberto Ramirez	Texas DOT (Laredo District Office)	(956) 712-7443
Faye Bomar	Texas DOT, TRF-TM	(512) 416-3444



# MONTGOMERY, ALABAMA INTELLIGENT TRANSPORTATION SYSTEM

**Description:**

The principal objective of this project is the creation of a communications infrastructure to help integrate the highway, emergency services, and transit agencies in the Montgomery area. The project intends to connect CCTV cameras, vehicle detection system capabilities, dynamic message sign control software, advanced traffic signal control, incident/congestion tracking and management and GPS for transit on demand vehicles.

This project lays the foundation for the phased development of the Montgomery area ITS. The key components of the Montgomery ITS system as envisioned are:

1. Providing communications links to all stakeholders via a fiber optic network.
2. Providing real time information on congestion and incidents to stakeholders. This will require software to "flag" incidents and provide a graphic illustration of congestion levels throughout the Montgomery system.
3. Managing incidents through improved response times and efficiencies. An incident response/diversion plan will be developed with input from all primary stakeholders.
4. More efficiently managing the demand responsive transit system in place in Montgomery. Use of the incident/congestion information and GPS for transit vehicle location is proposed.

**Project Location:**

Montgomery, Alabama

**Partner(s):**

Alabama DOT, City of Montgomery

**Start Date:**

September 1999

**End Date:**

June 2002

**Estimated Total  
ITS Funds:**

\$989,337

**Estimated Total  
Project Cost:**

\$2,780,700

**Contacts:**

Linda Guin

FHWA Alabama Division, HDA-AL

(334) 223-7377

Stacey Glass

Alabama DOT

(334) 242-6095



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## NEW ORLEANS, LOUISIANA

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**Description:**

This project is the FY 1999 ITS Integration Program earmark for New Orleans, Louisiana. Federal ITS funding was carried over to FY 2000 and obligated in September 2000. The project seeks to establish critical communications links to operational centers of key agencies in a planned ATMS/ATIS for New Orleans Region. Initial efforts are systems integration and design services for Interagency Communications, Command, and Control (IC3) System and the Integrated Data, Display, and Distribution (ID3) System. This will be followed by Installation and Integration of the IC3 System and Construction and Installation Services for the ID3 System. These installations will lay the foundation for integration of ITS infrastructure elements in future work orders.

**Project Location:**

New Orleans, Louisiana

**Partner(s):**

FHWA, Louisiana Department of Transportation and Development, New Orleans Metropolitan Area Regional Planning Commission, Louisiana State Police, Greater New Orleans Expressway Commission, local metro area law enforcement agencies

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**Start Date:**

September 2000

**End Date:**

March 2003

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**Estimated Total  
ITS Funds:**

\$1,187,204

**Estimated Total  
Project Cost:**

\$2,374,409

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**Contacts:**

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## NEW YORK CITY MULTI-OPERATING AGENCY INTEGRATED TRANSPORTATION MANAGEMENT SYSTEM (ITMS)

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**Description:**

This project is a component of the development, implementation and operation of an integrated multi-agency transportation system. The focus of the Integrated Transportation Management System (ITMS) will be integration of communications and operations. The project is phased into two tasks:

-- Design and implementation of ITMS;

-- Design and implementation of an ITS Archive/Planning Subsystem for New York City with a focus on developing an integrated repository for historical data generated by the ITMS.

**Project Location:**

New York City, New York

**Partner(s):**

New York State DOT; New York City DOT; TRANSCOM; Metropolitan Transit Authority

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**Start Date:**

September 1999

**End Date:**

October 2001

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**Estimated Total  
ITS Funds:**

\$1,978,674

**Estimated Total  
Project Cost:**

\$2,573,000

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FHWA New York Division NYC Metro Office

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## NEW YORK CITY/LONG ISLAND TRANSPORTATION MANAGEMENT CENTER (TMC) INTEGRATION

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**Description:** This project shall integrate two existing traffic management centers, the joint NYSDOT/NYCDOT Transportation Management Center in New York City and the NYSDOT's Long Island Transportation Management Center on Long Island.

**Project Location:** New York City and Long Island, New York

**Partner(s):** New York State DOT, New York City DOT, Metropolitan Transit Authority, TRANSCOM

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**Start Date:** September 1999

**End Date:** October 2001

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**Estimated Total  
ITS Funds:** \$1,300,380

**Estimated Total  
Project Cost:** \$1,625,475

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## OREGON REGIONAL ITS INTEGRATION

### **Description:**

The series of projects described under this title comprise the FY 2000 State of Oregon Earmark. The Portland metropolitan region has adopted an aggressive program of ITS projects, including implementation of operational systems and regional cooperation that guides integrated and coordinated planning to achieve a safe, efficient, accessible and sustainable transportation system.

The regional transportation stakeholder committee, the TransPort 2000 Partnership, has developed a consensus-based vision for a statewide and regional ITS program. This vision incorporates a near-term state of expanded ITS capabilities achieved by reusing existing infrastructure, use of infrastructure under development, and incremental deployment of new infrastructure based on needs. The FY 2000 earmark includes ten projects which constitute the next steps in achieving a regional program. These projects will contribute to:

- Accelerating integration of regional ITS in multi-jurisdictional metropolitan and rural areas.
- Improving safety and efficiency in regional movement of people, goods and services.
- Improving safety and efficiency of regional traffic flow including inter-modal transfer of passengers and freight at international ports of entry.
- Integrating and improve the scope, content and distribution of high quality intermodal traveler information.
- Creating a sustainable business environment for private sector traveler information service and transportation system providers.
- Efficiently building on both operational and concurrent deployment of regional ITS infrastructure.

The ten projects in the FY 2000 State of Oregon Earmark are:

- Regional Intermodal Transit Traveler Information and Security System
- Transit Buses as Traffic Probes
- Regional ATIS Sustainable Business Model Deployment
- Regional Transportation Status Web Site
- I-5/Barbur Blvd. Demonstration Corridor for Traffic Monitoring, Incident Management, and Traveler Information
- Inter- and Multi-modal Traffic and Parking Management at Portland International Airport
- Oregon Transportation Network
- TOC design & RFP development
- The Oregon Advanced Travel Information System (ATIS) improvement project
- US 199

**REGIONAL INTERMODAL TRANSIT TRAVELER INFORMATION AND SECURITY SYSTEM** - This project will deploy the Phase I increment of an integrated and upgraded regional, multi-modal Traveler Information and Security System. This system will serve transit riders with enhanced or new capabilities for access to pre-trip planning, fare and bus schedule information, en-route rider information, and traveler information on intermodal choices and transfer points. This system will ultimately provide the service on rail platforms, transfer points and for intermodal ground transport options at Portland International Airport to facilitate the safe and efficient use of regional transit systems. For public transportation security, this project provides the new baseline for integrated emergency notification and response throughout the four county service region, irrespective of transit provider or current vehicle location. Initial site deployments scheduled for 3/31/2001. ITS Funds - \$50,000; Total Funds - \$1,074,000.



**TRANSIT BUSES AS TRAFFIC PROBES** - This project will develop and deploy an integrated regional subsystem to collect and process real-time transit bus operational data, and effectively apply that data for use as traffic probe data in determination of regional arterial traffic network status. This will significantly enhance the regional awareness of real-time traffic network status by city, county and state traffic managers for their use in system operations, management and control. This enhanced information will then be disseminated to the public as added content for the Regional Transportation Status Web Site and as value-added arterial data for presentation at the ATIS Sustainable Business Model - both of these projects are described below.

This project leverages the extensive real-time operational data concurrently collected by the Tri-Met fixed route and para-transit operations and develops the initial capability to process and make sense of these spatial-temporal data for use in determination of link travel times and derived congestion levels. The initial locations for this deployment include transit service corridors suitable for assessing the feasibility of broader regional application.

The project provides baseline near-term integration opportunities for information sharing between Tri-Met bus and City of Portland arterial traffic management operations. This integrated baseline then facilitates broader regional transit information sharing for both Tri-Met and (potentially) C-TRAN for enhanced wide-area arterial traffic probe surveillance-including the I-5 primary bi-state commuter corridor, and for enhanced and more complete regional transportation system status as traveler information disseminated by the public sector or ISPs. Completion scheduled for 6/2001. ITS Funds - \$50,000; Total Funds - \$125,000.

**REGIONAL ATIS SUSTAINABLE BUSINESS MODEL DEPLOYMENT** - This project will conceptualize, design, develop and deploy an initial regional public sector traffic and transit information interface that then enables one or more ISP-integrated regional traveler information subsystems to provide pre-trip travel information, en-route driver information, route guidance and traveler services information to subscribers and the general public.

This project goal is to ultimately bring all regional public sector real-time and near real-time operational data, and static information to a common and well-defined regional interface. The content shall be derived from architecture flow interfaces to Traffic Information Dissemination from operations at ODOT, WSDOT and regional counties and municipalities, Transit Fixed-Route Operations at Tri-Met and C-TRAN, and Parking Facility Management at Portland International Airport. This project includes the first steps to define the regional demarcation for public sector data and establish the basic guidelines for a regional ATIS Business Plan. Secondly, this project will categorize the available public sector data from legacy systems, as well as define the new data sources from concurrent and planned ITS projects. Lastly, within schedule and funding constraints, this project will design and implement the integrating components needed to deliver these data sources to the defined interface in an ITS standards-compliant format.

The project provides the ideal baseline near-term integration opportunities for information sharing public-private and public-public. This project includes the identification and initial regional integration of data from ODOT, City of Portland, Tri-Met and Port of Portland. This regional integrated baseline will then facilitate a sustainable information source for regional transportation system status for use by regional ISPs. Completion date 6/2001. ITS Funds - \$75,000; Total Funds - \$75,000.

**REGIONAL TRANSPORTATION STATUS WEB SITE** - This project effort will develop, integrate and deploy the infrastructure, content and presentation to implement an initial regional transportation systems web site that provides a full-spectrum of seamless, inter-modal traveler information to the general public. This site also provides a secure mechanism for public agencies and other authorized users to share operational information.



The ODOT regions and several local jurisdictions have developed and deployed informative web sites with reasonably thorough content and presentation, and with cross-links to each other. This approach has been cost-effective, successful and beneficial in specific information markets but has yet to realize the full potential of an integrated, seamless regional and statewide transportation and traveler information source. This project proposes the integration and enhancement of these sites to provide a full-spectrum of seamless regional, statewide and multi-jurisdictional bi-state (OR-WA, ID and CA) transportation content and presentation. This full-spectrum of traveler and transportation status information will include: congestion on freeways, state highways and metropolitan arterials, incidents affecting traffic flows, special events, tourism, weather, video snapshots, construction both planned and in-progress, road closures and restrictions. Also proposed is that this integrated web site will have content appropriate for distribution to the general public as well as a separate secure controlled-access area for use by public agencies or authorized users to exchange non-mission critical or event related data (e.g., bulk or specific event data and traffic images for incident management and tracking, law enforcement, trauma centers, etc.).

Concurrently with definition and the initial building of a sustainable data interface in the Regional ATIS Sustainable Business Model Deployment, this project provides immediate near-term integration opportunities for web-based dissemination of information already available but not yet collected and fused into a unified regional or statewide context and presentation. This integrated baseline web site then forms the model for more cost-effective regional or statewide transportation information dissemination and public access. Completion 6/2001. ITS Funds - \$75,000; Total Funds - \$115,000.

**I-5 SOUTH / BARBUR BLVD DEMONSTRATION CORRIDOR FOR TRAFFIC MONITORING, INCIDENT MANAGEMENT, AND TRAVELER INFORMATION** - This project will complete a comprehensive implementation along SW Barbur Boulevard and I-5 in this arterial-freeway corridor from the junction with I-405 on the north to the City of Portland/Tigard city limits on the south. The project will install dynamic message signs, CCTV cameras, traffic monitoring stations and fiber communications media. The project will integrate these roadside devices with the ODOT TMOOC and the City of Portland's legacy Series 2000 central computer system, and will establish the architectural and NTCIP-based framework for future integration with the city's planned replacement system, and will facilitate the future integration of additional NTCIP-based roadside and center-to-center information sharing.

The project is expected to deploy and integrate:

- One DMS and one CCTV on I-5,
- Six DMS/CMS and four CCTV on Barbur Blvd, and
- Two additional detector loop stations on I-5.

This implementation will enhance and enable incident detection, verification and response on this heavily traveled parallel freeway-arterial corridor. It will enhance our capability for multi-agency response to, and management of severe congestion and incidents, and contribute to the completeness and value of our regional transportation network status.

This project provides near-term integration opportunities for information sharing between ODOT Region 1 freeway operations and City of Portland arterial traffic management operations. This integrated baseline then facilitates broader regional corridor optimization through enhanced wide-area surveillance and corridor traffic management and control opportunities. Completion 4/2001. ITS Funds - \$100,000; Total Funds - \$465,000.



**INTER- AND MULTI-MODAL TRAFFIC AND PARKING MANAGEMENT AT PORTLAND INTERNATIONAL AIRPORT** - This project will deploy a Traffic, Parking Management and Traveler Information System at Portland International Airport with regional connectivity to provide traffic (public and commercial) management, remote traveler support and parking management functions. The integration of center-to-center connections will include ODOT Region 1 TMOC, City of Portland TOC, Tri-Met Central Operations & Dispatch and Port of Portland Marine and Planning facilities. The full project is to include network surveillance, traffic and traveler information dissemination (arrivals & departures), infrastructure to support arterial and freeway management coordination, parking management subsystems and commercial vehicle Automatic Vehicle Identification components.

Currently, the Port of Portland has limited enabling ITS infrastructure and is not integrated in the ODOT, city and county regional ITS framework. The lack of this enabling infrastructure represents a gap in regional multi- and inter-modal integration and provides the opportunity for ITS-based enhancements. The Port of Portland will soon undertake a related yet separate project to widen Airport Way including the placement of conduit and an initial deployment of electronic reader boards and video queue detection and monitoring. This concurrent construction provides the opportunity to leverage a most cost-effective initial ITS deployment.

This project will integrate the PDX parking management and access roadway status into the regional network system through shared Tri-Met communications to the ODOT TMOC. The project provides initial near-term integration opportunities for parking and access roadway status information sharing between Portland International Airport, ODOT Region 1 TMOC, City of Portland TOC and Tri-Met bus and rail operations. This integrated baseline then facilitates future regional integration of airport multi-modal traveler information sharing for seamless regional and statewide traveler information access. Completion of Regional Integration 6/2001. ITS Funds - \$75,000; Total Funds - \$175,000.

**OREGON TRANSPORTATION NETWORK (OTN)** - This project will develop a central transit trip planning system, which will provide detailed statewide inter-jurisdictional information to transit customers. The system will provide transit customers an itinerary based on trip origin and destination. The itinerary will provide the information needed to plan and take a trip including: the name of the service provider(s), a schedule, and fares. A customer will access the system via the Internet or by calling a transit dispatch center. The specific goals of the OTN project are to:

- Provide greater access to statewide, regional and local transit information.
- Make it easier for transit customers to plan trips.
- Improve connectivity among transit providers (publicly & privately owned-operated transit).
- Improve planning capabilities for further transit development.

The OTN will serve the entire state and will link all transit providers. By using this comprehensive approach, the OTN will provide the foundation for statewide transit planning and for improved operational connectivity. This innovative approach will benefit both the urban and rural transit customers. The OTN will also provide a functional benchmark for other similar statewide systems around the country.

Oregon's transit operators share a common goal, to provide the most efficient and convenient public or private transportation system for their respective customers. By sharing information, building stronger operational ties, and developing a statewide vision for



public transportation transit, these providers can better achieve these goals. Transit providers need a new tool to support this broader perspective--that tool is the OTN.

The first phase of OTN system development will involve a detailed technical analysis of existing trip planning systems, creation of a preliminary project scope document, development of a process for stakeholder involvement, and the development of an implementation plan. The formation of a steering committee comprised of transit providers, ITS management and technical professionals is currently under way. Project initiated in FY 1999. ITS Funds - \$30,000; Total Funds - \$70,000.

**TOC DESIGN & RFP DEVELOPMENT** - This project will scope, phase and define the requirements, hardware and software to be used at the regional Transportation Operations Centers (TOC) outside of Portland. This TOC operations system will provide the functionality needed in a primarily rural setting, integrate the operation of the various roadside systems deployed, and integrate with systems used by other agencies (e.g., cities, Oregon State Police, CalTrans, and the California Highway Patrol). The anticipated system will be an Advanced Traffic Management System that enables better incident detection, verification and response management, computer-aided dispatch, and rural transportation operations.

ODOT currently operates four regional operations centers. In Portland, ODOT Region 1 has constructed and is currently operating (7days a week, 24 hrs per day) the TMOC with resources including: five Incident Response Vehicles, ten Dynamic Message Signs, 50 Closed Circuit TV Cameras and 80 ramp metering locations using the Atlanta/GDOT ATMS software system in Portland-this is known as TransPort ATMS.

ODOT also operates TOCs in Salem, Medford, Bend and (tentatively) in LaGrande for ODOT regions 2-5 respectively. These TOCs dispatch ODOT personnel, are an interface with Oregon State Police, and maintain the status information in ODOT Travel Information Systems. These TOCs currently use the State Police Computer Aided Dispatch system, 1-800 # software and the Highway Travel Condition Reporting System (HTCRS).

It is the goal of ODOT to have a completely integrated and well-coordinated statewide and inter-regional ITS. ODOT has completed the first step with the ITS Strategic plan, and has started the second step to this goal with the Oregon Regional and Statewide ITS Architecture project, which will, on a high-level, define the Concept of Operations for ODOT ITS. This TOC Design & RFP development project is the concurrent next step. Project underway in FY 2000. ITS Funds - \$50,000; Total Funds - \$100,000.

**THE OREGON ADVANCED TRAVEL INFORMATION SYSTEM (ATIS) IMPROVEMENT PROJECT** - This project will make a number of enhancements to ODOT statewide and regional ATIS capabilities. These improvements include:

- Upgrading the ODOT 1-800 # software to better integrate incidents.
- Enhancements to the surveillance CCTV image collection system.
- Integration of the regional ATMS software with concurrent improvements to TripCheck.
- Improvements to the Highway Travel Condition Reporting System (HTCRS).
- Automated subscriber paging and e-mail notification based on road conditions.
- Upgrades to Printer and Fax services.
- Enhancements to Rural Weather Information System (RWIS) data and weather forecast information.
- Upgrades to the ODOT computer infrastructure to enable delivery of the services enumerated.



ODOT has made a commitment to providing travelers with up to date road condition information. ODOT has deployed operational capabilities in ATIS capabilities like Travel Advisor, Trip Check, 1-800 # phone systems, and supporting systems that collect roadway status information like the HTCRS and in Region 1, the TransPort 2000 ATMS. ODOT has a long-term commitment and dedication of significant staff time to continued collection and dissemination of this essential road condition information. Project underway in FY 2000. Planned operational date 10/2001. ITS Funds - \$30,926; Total Funds - \$98,852.

US 199 - This project, together with a complementary project in California, will provide better coordination among the agencies involved in managing this I-5-to-coastal corridor through providing more complete real-time status information to operations personnel. The project will also improve traffic and roadway status information dissemination and access to drivers to avoid stranding drivers in remote locations due to unexpected road closures, restrictions and adverse weather conditions.

This highway is a main route between Grant's Pass on the I-5 corridor and the Pacific coast. The Pacific coast destinations draw frequent heavy tourist traffic on this route with over 300,000 visitors annually. The California-Oregon Advanced Transportation System (COATS) project has conducted an analysis on problem areas in southern Oregon--these data show that visibility, narrow clear zone and intersection related incidents are significant issues on this highway. Additionally, there are several road closure events annually due to landslide, high water or snow. Incident detection, verification and response times are relatively high as compared to other areas in the COATS study area. Getting information to the traveling public in a timely manner is critical since alternate routes tend to be long and very circuitous. The Oregon portion of the bi-state project will result in enhancements and supplements to the two weather stations currently deployed on US 199. Project underway in FY 2000. Planned operational date 4/2001. ITS Funds - \$125,495; Total Funds - \$125,495.

**Project Location:** Portland, Oregon and surrounding cities and counties-urban and metropolitan areas.

**Partner(s):** FHWA, Oregon DOT, TransPort 2000 Partnership; City of Portland; Port of Portland; Tri-Met Transit; Battelle TransPort 2000 Team

**Start Date:** September 2000

**End Date:** June 2001

**Estimated Total  
ITS Funds:** \$786,421

**Estimated Total  
Project Cost:** \$2,673,347

**Contacts:**

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# REMOTE TRAFFIC MANAGEMENT CENTER AND TRAVELER/PUBLIC INFORMATION ACCESS CENTER - MISSION VIEJO, CALIFORNIA

## **Description:**

This project is the FY 1999 ITS Integration earmark for the City of Mission Viejo, CA. Funding in the amount of \$400,000 was obligated in FY 2000, and will be augmented in subsequent years. This project complements previous Mission Viejo investments in ITS infrastructure, and focuses on deployment and integration of Advanced Traveler Information Systems (ATIS) components with built-in redundancy for a remote Traffic Management Center (TMC) during emergencies and natural disasters such as earthquakes. Project implementation is comprised of three major initiatives:

- Design of a multi-purpose remote TMC and public and business information access center adjoining the City's public library, including space planning for remote workstations for traffic control and information access.
- Construction of a multi-purpose facility to provide training and to meet community travel and business information access needs.
- Implementation and integration of ITS workstations, hardware and software components and establishing communication intertie to Caltrans District 12.

Project benefits include additional operations capability and redundancy. The remote TMC will serve as a permanent TMC in the event the city hall is moved from its current location; provide redundancy in emergency and natural disaster situations; provide remote communication intertie access to Caltrans District 12, TravelTIP and adjacent jurisdictions; and will provide "one-stop shopping" to commuters and business communities in terms of traveler and public information access.

## **Project Location:**

Mission Viejo, California

## **Partner(s):**

City of Mission Viejo, Caltrans, Orange County Transportation Authority

## **Start Date:**

September 2000

## **End Date:**

December 2004

## **Estimated Total ITS Funds:**

\$791,469

## **Estimated Total Project Cost:**

\$5,579,000

## **Contacts:**

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Mrs. Shirley Land	City of Mission Viejo Dept. of Public Works	(949) 470-3069



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## ROCHESTER, NEW YORK CONGESTION MANAGEMENT

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**Description:** The purpose of this project is to provide integration of existing Road Weather Information System and highway maintenance functions with new traffic management and traveler information functions such as variable message signs and highway advisory radio.

**Project Location:** Rochester, New York

**Partner(s):** FHWA, New York State DOT

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**Start Date:** August 1997

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$1,500,000

**Estimated Total  
Project Cost:** \$8,691,930

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**Contacts:**

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Jim Willer	New York State DOT	(716) 272-3450	

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# SALT LAKE VALLEY ATMS SYSTEMS INTEGRATION

## **Description:**

This project will integrate the various physical components and develop other support systems for the Salt Lake Valley Advanced Traffic Management System (ATMS) operation, a fully functional system between the Utah DOT, Salt Lake City and Salt Lake County. The system integrator is responsible for the overall implementation and operation of all the various system components which are being deployed for the ATMS. The field equipment, communication facilities and control centers are being implemented by four different ATMS projects. The ATMS will provide integrated, multi-agency, multi-modal traffic management capabilities to support the safe and timely movement of people and goods in the region. The system will support network surveillance, surface street control, freeway control, HOV lane management, traffic information dissemination, regional traffic control, and incident management.

The system integrator will coordinate the work of this project with the efforts of the consultants and contractors for the other four projects which are being implemented for the other portions of the ATMS. This will ensure operational compatibility among the various field elements, central control centers and corresponding elements. The project will implement a traffic signal system to provide central monitoring and control capabilities within the Salt Lake Area. The project will use the 2070 controller firmware to provide local processing of freeway detectors and ramp meter control. The Salt Lake County control center will use Georgia DOT software. Other activities to be completed as a part of this project include integrating ATMS with the DOT Public Safety dispatch system, develop real-time data exchange with Utah Transit Authority prototype signal priority projects, develop a regional ITS Architecture, and enhance functionality of UDOT's winter maintenance by integrating RWIS with snowplow AVL and ATMS.

## **Project Location:**

Salt Lake Valley, Utah

## **Partner(s):**

Utah DOT, Salt Lake City, Salt Lake County

## **Start Date:**

September 1997

## **End Date:**

December 2001

## **Estimated Total ITS Funds:**

\$8,500,000

## **Estimated Total Project Cost:**

\$10,625,000

## **Contacts:**

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Martin Knopp	Utah DOT	(801) 965-4894	



# SAN FRANCISCO, CALIFORNIA INTEGRATED TRANSPORTATION MANAGEMENT SYSTEM PROJECT

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**Description:**

The San Francisco Integrated Transportation Management System (ITMS) is a city-wide real-time transportation management system which includes various ITS infrastructure components suited for traffic conditions unique to San Francisco. The system when completed will provide the following benefits:

- Improved traffic flow and safety;
- Reduced congestion;
- Availability of real-time traffic information to motorists;
- Improved responsiveness to planned events and incidents;
- Enhanced communications.

Several key concepts to be implemented through the ITMS project include:

- Development and implementation of an integrated network to exchange data and video feeds, and improvement of cross-jurisdictional response capabilities.
- Providing the foundation for inter-agency coordination and operation with Caltrans/CHP TMC and MTC TravInfo. The TMC and TravInfo play an important role in empowering the San Francisco Bay Area region with the most advanced transportation management tools to optimize use of transportation facilities in the region.
- Providing the necessary functional requirements for other local/regional jurisdictions to interface their ITS elements with those of San Francisco.

**Project Location:**

San Francisco, California

**Partner(s):**

California DOT (Caltrans), California Highway Patrol (CHP), Metropolitan Transportation Commission (MTC) TravInfo, MUNI (San Francisco Public Transportation Department), San Francisco 911 Emergency Center, City of Daly City, Golden Gate Transit, AC Transit

**Start Date:**

September 1999

**End Date:**

September 2001

**Estimated Total  
ITS Funds:**

\$1,187,000

**Estimated Total  
Project Cost:**

\$4,110,000

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Cheryl Liu

City & County of SF Dept. of Traffic & Parking

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## SPOKANE REGIONAL TMC INTEGRATION

**Description:**

This FY 2000 earmarked project seeks to enable the Spokane Regional Traffic Management Center (SRTMC) and associated agencies to share information thus ensuring the interoperability of all agencies' devices. A related objective is the funding of system integration efforts in accordance with Regional ITS Architecture planning.

The Spokane metropolitan area has experienced significant population growth in the last decade. The population growth has increased congestion as well as pollution levels. The Spokane area has been designated by EPA as a non-attainment area for air quality. In recognition of the need to manage traffic on key arterial corridors in the most efficient manner, the SRTMC is intended to provide wide area coverage and early incident detection and warning during peak travel periods. As the pivotal facility in a regional approach to traffic and incident management, the SRTMC requires an inter-agency communications infrastructure. This project seeks to create a regional transportation local area network (LAN) to facilitate interoperability among all transportation agency devices. The project will fund development of a regional web page that will incorporate the different transportation-related web pages from each participating agency into a regional site. Closed circuit TV images, traffic counts, dynamic message sign signage, construction project updates, highway advisory radio messages, and weather conditions are examples of the elements to be integrated.

**Project Location:**

Spokane, Washington Metropolitan Area

**Partner(s):**

USDOT; Spokane Regional Transportation Council; Spokane County; City of Spokane; Spokane Transit Authority; Washington State Police

**Start Date:**

September 2000

**End Date:**

December 2001

**Estimated Total  
ITS Funds:**

\$393,211

**Estimated Total  
Project Cost:**

\$743,211

**Contacts:**

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Mike Whiteaker	Wisconsin DOT	(509) 343-6383



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# ST. LOUIS REGION SMART INTEGRATED METROPOLITAN AREA MAP

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## ***Description:***

The objective of this project is the development of a Smart Integrated Metropolitan Area Map for the St. Louis region. The development of a common base automated map display that can be used to disseminate information to all local transportation service providers and partners is a critical step in the development of an integrated regional transportation network.

This project's development schedule has been extended due to delays in software development in a related project on which it is dependent.

Information from freeway, incident and corridor management subsystems will be displayed on this common base map. It will be a key part to this region's transportation integrated network. The St. Louis Metropolitan Planning Organization (East West Gateway Coordinating Council - EWGCC) region extends into two states and has over 100 local governmental entities. The following developmental components of this common base map are:

- Identification of User Needs - Data Collection
- Establishment of Mapping Requirements
- Development of Architecture and Design
- Digitalization of Transportation Facilities
- Testing and Evaluation
- Deployment to Regional Partners
- Maintenance of Map

Many agencies presently need and use mapping information in the St. Louis Metropolitan Area. They have developed their own base maps to reflect the many different services they provide (water, sewer, transportation facilities, etc.). These activities will be expanded and enhanced to develop an integrated map.

With the Intelligent Transportation System about to become a reality in the area, a need for a base map that would match the maximum number of jurisdictions (with well over 100 local agencies) is highly desirable. The standard setting inherent in this map will both identify the current differences, confirm interfaces or modifications, and allow entry anywhere on the system. This would reduce or eliminate data re-entry to provide the regional information.

## ***Project Location:***

St. Louis Region

## ***Partner(s):***

Missouri DOT, Illinois DOT, The East West Gateway Coordinating Council, St. Louis Metropolitan Planning Organization

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## ***Start Date:***

September 1999

## ***End Date:***

September 2001

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**Estimated Total  
ITS Funds:** \$593,602

**Estimated Total  
Project Cost:** \$1,193,602

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## STATE OF MISSISSIPPI ITS INTEGRATION PROJECT

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**Description:**

The Mississippi Department of Transportation is currently working on two projects to be funded by ITS funds. These projects are as follows:

- The MDOT Office of Enforcement in collaboration with the Planning Division will fund 10 additional Weigh In Motion (WIM) sites. These new sites, in conjunction with the other 19 sites, will provide statewide vehicle data to all participating project partners.

- A Statewide feasibility study will be conducted to help determine traffic needs that can be enhanced with the implementation of an ITS. The study will look into all aspects of transportation and will consider benefits to the MDOT as well as the traveling public. These implementations to the traffic network will be shown using the National ITS Architecture. The consultant will also research means to make WIM available, via the internet or through a database, to all partners.

**Project Location:**

State of Mississippi

**Partner(s):**

Mississippi DOT, Mississippi Public Service Commission, Mississippi Trucking Association

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**Start Date:**

January 2000

**End Date:**

December 2001

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**Estimated Total  
ITS Funds:**

\$441,470

**Estimated Total  
Project Cost:**

\$883,000

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**Contacts:**

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## STATE OF NEW JERSEY

### **Description:**

This project proposes that TRANSCOM, the coalition of 15 transportation agencies in the New York/New Jersey/Connecticut region which provides a cooperative, coordinated approach to regional transportation management, expand one of its major systems - TRANSMIT. TRANSMIT is TRANSCOM's System for Managing Incidents and Traffic. TRANSMIT integrates the region's electronic toll system (E-Z Pass) with traffic and transit operations by using E-Z Pass toll tags as probes to calculate travel times and to detect incidents.

Under this project, TRANSCOM will integrate the already operational TRANSMIT system across jurisdictions, agency and geographic boundaries, modes and ITS functions using the existing TRANSCOM Regional Architecture. This latest phase in the planned extension of TRANSMIT throughout the TRANSCOM region involves installing readers on a number of key highways under the jurisdiction of the NJDOT, the Garden State Parkway and the NJ Turnpike. It also includes providing readers at all 18 NJ Transit bus garages to monitor the movement of NJ Transit buses and to expand TRANSMIT's bus management component throughout New Jersey. This project will: enhance TRANSCOM's incident detection capabilities; increase the real-time traffic information available to TRANSCOM members and, via iTravel, to businesses, organizations, and individuals; create the capability to monitor in real-time agencies' traffic diversion efforts; expand NJ Transit's bus management system statewide; and provide origin and destination data for transportation planning.

### **Project Location:**

New Jersey

### **Partner(s):**

New Jersey Highway Authority; The Port Authority of New York and New Jersey; New Jersey Turnpike Authority; New Jersey DOT; MTA Bridges and Tunnels; New Jersey Transit

### **Start Date:**

September 1999

### **End Date:**

November 2001

### **Estimated Total ITS Funds:**

\$2,024,407

### **Estimated Total Project Cost:**

\$4,048,813

### **Contacts:**

Keith Sinclair

FHWA New Jersey Division, HTC-NJ

(609) 637-4204

Matthew Edelman

Executive Director, TRANSCOM

(201) 963-4033



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## SUTTER COUNTY, CALIFORNIA

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**Description:** This project produced an evaluation of deployment of state-of-the-art traffic signal pre-emption equipment, call boxes, automated vehicle location on transit vehicles and emergency vehicle vision enhancement in Sutter County. Subsequent to this evaluation, completed in June 1998, Federal funding of project operational experience has been provided pursuant to an agreement to perform an evaluation and produce a final report. The end date is the scheduled delivery date of the report.

**Project Location:** Sutter County, California

**Partner(s):** Sutter County Department of Public Works

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**Start Date:** April 1996

**End Date:** June 2001

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**Estimated Total  
ITS Funds:** \$1,750,000

**Estimated Total  
Project Cost:** \$2,400,000

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**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
Robert Barrett	Sutter County Department of Public Works	(916) 741-7450



# THE ROAD INFRASTRUCTURE MANAGEMENT SYSTEM PROJECT FOR WAYNE COUNTY, MICHIGAN-RIMS

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**Description:**

This project is the FY 2000 Wayne County, Michigan Earmark; it constitutes Phase I of a three-year project. Wayne County has initiated a multi-year plan to establish an integrated Geographical Information System (GIS) to include all operational elements in the county. The Road Infrastructure Management System (RIMS) is a management system for planning, designing, building, operating and maintaining the roadway infrastructure in Wayne County. RIMS will have the capability of providing real-time transportation information on alternative travel routes and transportation modes which can be accessed via the Internet. The communications media will also be able to assess information for broadcast to the general traveling public. The Phase I objective of this project is to build an infrastructure to enable Wayne County and local communities to prepare for the use of future ITS systems more efficiently. Ultimately, RIMS will enable agencies at all levels of government to:

- Access information needed to conduct routine business;
- Track and monitor daily road conditions;
- Provide accident/incident mapping and road history tracking;
- Provide tools needed to perform impact analysis;
- Track project status;
- Provide a mechanism for complaint analysis/response;
- Provide and track maintenance history.

**Project Location:**

Wayne County, Michigan

**Partner(s):**

FHWA; Wayne Co. Department of Public Services; Wayne Co. Geographic Information System Management Unit; City of Dearborne; City of Gross Point Woods; City of Inkster; City of Redford; City of Wayne

**Start Date:**

September 2000

**End Date:**

March 2001

**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$1,572,842

**Contacts:**

Morrie Hoevel	FHWA Michigan Division, HDA-MI	(517) 377-1800	Ext. 32
Martha Rose	Wayne Co. Dept. of Public Service	(313) 224-7622	



## TOWAMENCIN, PENNSYLVANIA REGIONAL ITS CENTER

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**Description:**

This project is a FY 2000 earmark. This ITS initiative led by Towamencin Township in partnership with Montgomery County, Penn DOT, the PA Turnpike Commission and private sector partners will construct a multi-modal Transportation Center at the PA Turnpike/I-426 Landsdale Interchange. The Regional ITS Center will constitute a major component of the Transportation Center. The Regional ITS Center will house the central computers and personnel which will initially operate the Township's closed-loop traffic signal system, incident management system, and emergency services management system. With full implementation of the multi-modal Transportation Center, the Regional ITS Center's functions will expand, to include electronic bus transit and parking fare collection; paratransit and demand-responsive dispatching of shuttle services between the Transportation Center and major area employers; traveler information services for Transportation Center users, and the provision of real-time information to other traveler information providers, such as the PA Turnpike Commission and Penn DOT.

**Project Location:**

Towamencin Township, Montgomery County, PA

**Partner(s):**

FHWA, Towamencin Township, Montgomery County Planning Commission, Southeastern PA Transportation Authority, Delaware River Regional Planning Commission, Pennsylvania Turnpike Commission

**Start Date:**

September 2000

**End Date:**

December 2004

**Estimated Total  
ITS Funds:**

\$471,853

**Estimated Total  
Project Cost:**

\$950,000

**Contacts:**

Carmine Fiscina	FHWA Philadelphia Metro, PMO-PA	(215) 656-7111
John Granger	Towamencin Township	(215) 368-7602



# TRUCK SAFETY AND MONITORING WITHIN HOUSTON

**Description:**

This project is the FY 2000 ITS Integration Program earmark for Houston, Texas. Truck safety and monitoring are major concerns in the Houston area. Truck crashes and incidents in the Houston area have increased significantly in recent years. This project results from requests from the trucking industry and the Truck Safety Task Force. The project seeks to deploy and integrate ITS technologies in the corridors leading to and from the Port of Houston and other major destination points in the region.

The primary causes of truck accidents in the area has been attributed to truck driver unfamiliarity with the area, construction projects, and weather conditions aggravated by speeding. The project's concept is to deploy Dynamic Message Signs (DMS) at major points of entry to the corridors leading into the Houston District. These DMS would be integrated with the regional transportation management center-Houston TranStar. These signs would provide inbound traffic with advance notice of congestion, construction, flooding and similar conditions.

Trucks traveling at unsafe speeds will be identified and alerted by rollover warning devices flashing an immediate order to reduce speeds prior to negotiating interchange ramp. Additional components visualized in this project include Highway Advisory Radio advertised by lighted signs integrated into TranStar to enable activation during periods of roadway system blockages, and the deployment of kiosks at key locations outside of the Houston area. These kiosks would provide truck operators with information on traffic conditions, incidents and construction notices complemented by rerouting directions.

**Project Location:**

Houston District (Brazoria, Fort Bend, Galveston, Harris, Montgomery and Waller Counties)

**Partner(s):**

FHWA, Texas DOT, Metropolitan Transit Authority of Harris County, Harris County Sheriff Department, Houston Police Department

**Start Date:**

June 2001

**End Date:**

December 2003

**Estimated Total  
ITS Funds:**

\$1,179,632

**Estimated Total  
Project Cost:**

\$2,359,264

**Contacts:**

Mark Olson

FHWA Texas Division, HPC-TX

(512) 916-5966

John Gaynor

Texas DOT

(713) 881-3060



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## TUSCALOOSA, AL, TRAFFIC INTEGRATION AND FLOW CONTROL

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**Description:**

Tuscaloosa currently has an Advanced Traffic Management System that consists of a 20 mile fiber-optic trunk line, an integrated, multiple closed loop system, 20 CCTV cameras on major arterials, 2 Video Detection Systems, 7 video monitors and 40 controller upgrades and hubs. The system will be expanded to include 20 additional CCTV cameras, to extend 9 miles of fiber-optic cable, to install 11 dynamic message signs, and to expand the geographic information system to include traffic data and, via extended fiber-optic line, integrate the local Emergency Management System and incorporate real-time traffic congestion data. The infrastructure will connect fire, police, emergency management, ALDOT and AL State Troopers.

**Project Location:**

Tuscaloosa, Alabama

**Partner(s):**

Alabama DOT

**Start Date:**

October 1998

**End Date:**

December 2001

**Estimated Total ITS Funds:**

\$2,200,000

**Estimated Total Project Cost:**

\$2,750,000

**Contacts:**

Linda Guin	FHWA Alabama Division, HDA-AL	(334) 223-7377
Stacy Glass	Alabama DOT	(334) 242-6095



## WATT AVENUE TRANSIT PRIORITY AND MOBILITY ENHANCEMENT DEMONSTRATION

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**Description:**

This project is the FY 2000 ITS Integration Program earmark for Sacramento County, California. Of the \$786,421 earmarked funds available, \$100,000 is obligated in FY 2000. The project is a multimodal, multi-jurisdictional operations project which supports regional ITS deployment of advanced technologies. Included in project objectives are improved transit and transportation systems operations and management, as well as regional institutional coordination between traffic, transit, and emergency service providers. The funded portion of the project will provide traffic/transit, and emergency service integration, as well as institutional integration, which will serve as a model for similar projects in other corridors.

The transit-related technology improvements incorporated in the project include devices to enable remote positioning, passenger counting, and signal priority. The signal priority system will provide buses priority at signalized intersections. Multiple closed circuit TV cameras deployed along the Watt Avenue corridor will allow operators to have surveillance of traffic conditions, and traveler information infrastructure devices such as dynamic message signs and annunciation systems at selected bus stops will be implemented.

Subsequent stages will incorporate improved traveler information, center-to-center communications between transit and traffic management centers.

**Project Location:**

Sacramento, California

**Partner(s):**

FTA, FHWA, Caltrans, Sacramento Regional Transit District, American River Fire District, California Highway Patrol

**Start Date:**

September 2000

**End Date:**

November 2002

**Estimated Total  
ITS Funds:**

\$100,000

**Estimated Total  
Project Cost:**

\$1,574,000

**Contacts:**

Frank Cechini

FHWA California Division, HTA-CA

(916) 498-5005

Doug Maas

Sacramento Public Works Agency

(916) 875-5545



**Special Purpose**



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## TRANSLINK

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**Description:**

This project will support the institution of a laboratory capability at the Texas Transportation Institute (TTI). The primary users of this laboratory facility will be Texas public agencies and private firms doing business in Texas. This institution is also a part of the ITS Research Centers of Excellence (RCE) program which has a mission to establish internationally recognized centers of excellence that provide long term ITS research solutions, promote ITS technologies and prepare ITS professionals to build and operate these intelligent transportation systems.

**Project Location:**

College Station, Texas

**Contractor(s):**

Texas A & M University

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**Start Date:**

October 1998

**End Date:**

December 2001

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**Estimated Total  
ITS Funds:**

\$1,000,000

**Estimated Total  
Project Cost:**

\$8,599,908

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**Contacts:**

David Gibson

FHWA - TFHRC, HRDO-04

(202) 493-3271

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# NASHVILLE, TENNESSEE TRAFFIC AND PARKING GUIDANCE SYSTEM

## **Description:**

This multiple phase comprehensive parking and traffic management system will utilize: traffic sensors, signals, electronic and static signs, communications devices, data processing hardware and software, and data display equipment. Implementation of this planned system will make parking facilities in Nashville easier to use and less disruptive for traffic both in the Central Business District (CBD) and approaching routes into and out of the area.

## **Project Location:**

Nashville, TN

## **Partner(s):**

Tennessee DOT and Nashville Dept. of Public Works

## **Start Date:**

August 1997

## **End Date:**

December 2001

## **Estimated Total ITS Funds:**

\$1,750,000

## **Estimated Total Project Cost:**

\$2,187,500

## **Contacts:**

Karen Brunelle

FHWA Tennessee Division, HDA-TN

(615) 781-5772

Mark Macy

Nashville Dept. of Public Works

(615) 862-8760



## **Completed Projects**



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## ADA COUNTY TRAVEL DEMAND MANAGEMENT EMISSIONS DETECTION

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**Description:**

The primary objective of this test was to evaluate the feasibility of using remote sensing technology to monitor vehicle emissions. Active infra-red roadside emissions detection technology was used to determine the relative contributions of in-county and out-of-county vehicles to mobile-source emissions.

**Project Location:**

Ada County - Boise, Idaho

**Partner(s):**

Idaho DOT, Ada Planning Association, and Ada Air Quality Board

**Start Date:**

August 1994

**End Date:**

April 1996

**Estimated Total  
ITS Funds:**

\$253,000

**Estimated Total  
Project Cost:**

\$319,000

**Contacts:**

Ross Blanchard	FHWA Idaho Division, HRD-ID	(208) 334-9180
Erv Olen	Ada Planning Association	(208) 345-5374



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## ADDITIONAL PROTOTYPE DEVELOPMENT (RT-TRACS)

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**Description:**

This study focused on the development of four additional real-time traffic adaptive signal control (RT-TRACS) prototypes which, together with the prototype developed under the ongoing RT-TRACS study, will be evaluated under a subsequent study.

**Project Location:**

See Contractors

**Contractor(s):**

University of Minnesota, Miami Valley Research Institute, University of Maryland, and University of Arizona

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**Start Date:**

May 1994

**End Date:**

December 1996

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**Estimated Total  
ITS Funds:**

\$1,680,000

**Estimated Total  
Project Cost:**

\$1,680,000

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**Contacts:**

Deborah Curtis

FHWA - TFHRC, HRDO-03

(202) 493-3267

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## ADVANCE

### **Description:**

ADVANCE (Advanced Driver and Vehicle Advisory Navigation Concept) was a cooperative effort to evaluate the performance of a large-scale in-vehicle navigation and dynamic route guidance system. Initially, 3,000 private, commercial and public agency vehicles in the northwestern suburbs of Chicago were scheduled to be equipped with in-vehicle navigation and dynamic route guidance systems. Early in FY 1995, the partnership became concerned with issues that surfaced involving development of the system and the status of the overall in-vehicle navigation and dynamic route guidance system market in this country. The issues were further refined and quantified and several deployment options were developed and evaluated. The Steering Committee at a meeting in late February 1995, unanimously approved the recommended targeted deployment option. A significant portion of the original project goals and objectives were met under targeted deployment. This option allowed for limited, specific testing of the in-vehicle navigation and dynamic route guidance system in a controlled environment at a significantly lower budget. Based on revised project goals and objectives, in-vehicle testing for the targeted deployment phase was completed in December 1995 using approximately 75 vehicles; 32 of these vehicles (project vehicles) were deployed for testing and evaluation. Eighty local households participated in a test of the system and their reactions were favorable. Vehicles served as probes, providing real-time traffic information to a Traffic Information Center (TIC). This information was processed and transmitted to the equipped vehicles and used to develop preferred routes. The routing information was presented to the driver in the form of dynamic routing instructions. An evaluation plan for ADVANCE based on targeted deployment was developed, adopted, and implemented. The evaluation was completed and the results were made available to the general public in January 1997. The Steering Committee also concurred in the further development and modification of the ADVANCE TIC (application phase of ADVANCE) so it can serve as the Corridor Transportation Information Center (C-TIC) for information dissemination efforts for the Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor.

### **Project Location:**

Northwest suburbs of Chicago, Illinois

### **Partner(s):**

Illinois DOT, Motorola Inc., Illinois Universities Transportation Research Consortium (IUTRC), American Automobile Association (AAA)

### **Start Date:**

July 1991

### **End Date:**

December 1996

### **Estimated Total ITS Funds:**

\$11,000,000

### **Estimated Total Project Cost:**

\$19,100,000

### **Contacts:**

Chung Eng	FHWA Headquarters, HOTM-1	(202) 366-8043
Wendall Meyer	FHWA Illinois Division, HPP-IL	(217) 492-4634
Jeff Hochmuth	Illinois DOT	(847) 705-4800



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## ALTERNATE BUS ROUTING

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**Description:** The Alternate Bus Route Project was a pilot evaluation of next generation Vehicle-to-Roadside Communications (VRC). The first phase utilized a VRC transponder as both an advanced read/write traffic probe and to advise a bus driver of traffic conditions between the Raritan Toll Plaza and Interchange 129 via visual and audio messaging.

**Project Location:** Garden State Parkway, New Jersey

**Partner(s):** New Jersey DOT, New Jersey Highway Authority, Transportation Operations Coordinating Committee (TRANSCOM), and Hughes Transportation Management Systems

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**Start Date:** August 1993

**End Date:** May 1998

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**Estimated Total  
ITS Funds:** \$500,000

**Estimated Total  
Project Cost:** \$1,027,253

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**Contacts:**

Asiyah Grant	FHWA New Jersey Division	(609) 637-4231
Richard Rash	New Jersey Highway Authority	(908) 442-8600



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## ANALYSIS OF TRAVELERS' PREFERENCES FOR ROUTING

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**Description:**

One strategy for using the roadway effectively is to provide traffic status information to assist travelers' route planning and scheduling. This expanded knowledge of options for departure time and route choice and rerouting will create a more effective use of the roadway infrastructure.

It is important for message providers to know what kinds of message content and formats are sufficiently convincing to influence traveler decision making. One purpose of this project was to identify factors which influence decision criteria for departure times, routing and rerouting decisions particularly in commuting situations.

This project provided empirically derived results bearing on these issues in at least two forms. One form was a human factors handbook which furnishes guidance for the design and transmission of messages primarily for Advanced Traveler Information Systems. Empirical results were also used in the development of realistic estimates of driver behavior needed for traffic models.

**Project Location:** Maryland

**Contractor(s):** Westat Corporation

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**Start Date:** May 1995

**End Date:** September 2000

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**Estimated Total  
ITS Funds:** \$1,311,494

**Estimated Total  
Project Cost:** \$1,311,494

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**Contacts:**

Joe Moyer

FHWA - TFHRC, HRDS-07

(202) 493-3370

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## ANN ARBOR SMART INTERMODAL

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**Description:**

This project supported the Ann Arbor Transportation Authority's (AATA) conduct of an operational test of the Smart Bus concept. Included are an on-board bus communication and navigation system, a central control system, and a "Smart Card" fare collection system. The on-board system monitors actual performance in regard to route, location, speed and status of mechanical systems. It allows control of on-board electronics, such as the fare collection system, destination sign and enunciator. The on-board system also enables buses to interact with traffic signal preemption devices and to communicate with the central control system. The central control system integrates the data from the bus fleet for coordinated supervision, and also provides real-time transit information to the public. The "Smart Card" fare system provides a dual farecard/parking pass to encourage auto drivers to ride transit by providing them with an easy, cost-saving method for fare payment.

**Project Location:**

Ann Arbor Transit Authority, Michigan

**Partner(s):**

City of Ann Arbor and University of Michigan

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**Start Date:**

January 1994

**End Date:**

November 1999

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**Estimated Total  
ITS Funds:**

\$303,000

**Estimated Total  
Project Cost:**

\$2,442,500

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**Contacts:**

Sean Ricketson

FTA Headquarters, TRI-11

(202) 366-6678

Bill Hiller

Ann Arbor Transportation Authority (AATA)

(313) 973-6500

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## APTS TECHNOLOGY RESEARCH

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**Description:**

Under this project, various new technologies were evaluated for their potential benefit to transit and studies were performed to support and facilitate the application of the technologies to public transportation. Studies performed addressed transit system architecture requirements, human factors issues, frequency spectrum requirements and allocations, multi-modal fare/toll payment smart cards, automatic vehicle monitoring and management system implementations, and map and spatial database requirements. This technical support included research and technical assistance to transit authorities implementing APTS technologies.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

Volpe National Transportation Systems Center

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**Start Date:**

March 1995

**End Date:**

October 1998

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**Estimated Total  
ITS Funds:**

\$585,000

**Estimated Total  
Project Cost:**

\$585,000

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**Contacts:**

Ron Boenau	FTA TRI-11	(202) 366-0195
Robert S. Ow	Volpe National Transportation Systems Center	(617) 494-2411

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## ATLANTA ATIS-KIOSK PROJECT

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**Description:**

The Atlanta Traveler Information Kiosk project focuses on Traveler Information statewide. The project provides Traveler Information at a variety of locations including rest areas, welcome centers, shopping, employment, and lodging centers. The Kiosks are operated by Georgia Net, a Georgia state authority responsible for dissemination of various types of information. The evaluation for the project was led by Oak Ridge National Laboratory, along with the Georgia Institute of Technology, Clark-Atlanta University, and Concord Associates. A User Acceptance Test Report was produced by the evaluators. A network of 130 statewide deployed kiosks provide real-time traveler information including incident and congestion information, route planning, transit information, and more.

**Project Location:**

Georgia, statewide with a concentration in the Atlanta Metropolitan Area

**Partner(s):**

Georgia DOT, Georgia Net, and other private sponsors

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**Start Date:**

March 1994

**End Date:**

January 1999

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**Estimated Total  
ITS Funds:**

\$4,000,000

**Estimated Total  
Project Cost:**

\$5,000,000

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**Contacts:**

Jessie Yung

FHWA Georgia Division, HDA-GA

(404) 562-3638

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## ATLANTA DRIVER ADVISORY SYSTEM (ADAS)

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**Description:** The primary objective of this test was to evaluate the benefits of en-route traveler advisory and traveler services information using FM subcarrier wide area communications systems and applications of the 220 MHz frequency pairs. The evaluators of the field operational test produced a system performance test report for the project.

**Project Location:** Atlanta, Georgia

**Partner(s):** Scientific-Atlanta, Federal Express, TRW, Concord Associates, Georgia Tech Research Institute, Georgia Tech., Clark Atlanta University, Georgia DOT, and Oak Ridge National Laboratory

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**Start Date:** March 1995

**End Date:** September 1997

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**Estimated Total  
ITS Funds:** \$7,236,916

**Estimated Total  
Project Cost:** \$8,557,116

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### **Contacts:**

Jessie Yung	FHWA Georgia Division, HDA-GA	(404) 562-3638
Karl Betz	Scientific Atlanta	(404) 903-2380



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## ATLANTA TRAVELER INFORMATION SHOWCASE

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**Description:**

The Atlanta Traveler Information System (TIS) project provides timely transportation information to travelers in the Atlanta metropolitan area through the use of Personal Communication Devices (PCDs), in-vehicle navigation devices, on-line computer information services, interactive television in selected hotels, and cable television. This information is available to both residents and visitors for trip planning purposes. The project was operational before, during, and after the 1996 Summer Olympic and Paralympic Games. The TIS includes information on multimodal travel options, including bus, rail and air travel. The TIS also includes an extensive public information campaign. The Showcase project successfully transferred all of the devices to the Georgia DOT for incorporation as legacy devices in the Statewide ITS. The Personal Communication Devices and the in-vehicle navigation devices are the only devices that are currently not being supported.

**Project Location:**

Atlanta, Georgia

**Partner(s):**

Battelle, Georgia DOT, and MARTA

**Start Date:**

February 1995

**End Date:**

March 1997

**Estimated Total  
ITS Funds:**

\$14,219,577

**Estimated Total  
Project Cost:**

\$14,219,577

**Contacts:**

Jessie Yung

FHWA Georgia Division, HDA-GA

(404) 562-3638



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## ATMS RESEARCH ANALYSIS DATABASE SYSTEM

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**Description:**

The objective of this effort was to develop a means of integrating disparate traffic engineering tools through the use of a common data dictionary and database system. The set of software tools that could use this system include ATMS research software and traffic engineering analysis tools. This effort concentrated on developing the data dictionary, building a database designed around that dictionary, and modifying a small number of existing programs to use that database system.

The proposed system, the ATMS Research Analysis Database System (ATMS RADS), provides a standard data dictionary to be used for storage and retrieval of data used by ATMS and traffic engineering software. This project also uses a proof-of-concept development to demonstrate that this standard data dictionary and database system are useful to a variety of existing programs.

**Project Location:**

Rome, New York

**Contractor(s):**

USAF Rome Laboratory

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**Start Date:**

March 1997

**End Date:**

September 2000

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**Estimated Total  
ITS Funds:**

\$500,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Gene McHale

FHWA - TFHRC, HRDO-03

(202) 493-3275

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## BALTIMORE-WASHINGTON CORRIDOR: SURVEILLANCE INFRASTRUCTURE IMPLEMENTATION

### **Description:**

The Baltimore Washington Corridor Surveillance Infrastructure Project consists of CCTV cameras, overhead mounted radar, and the communications required to take the equipment from the roadway to Maryland State Highway Administration's Statewide Operations Center to provide real-time traffic data. The overhead mounted radar is used for roadway speed monitoring and not for enforcement purposes. The infrastructure installation is on I-695, I-495, I-595, I-395, I-70, I-95, I-83, and I-270 in Maryland to provide MD State Highway Administration statewide operations center with real-time traffic data.

### **Project Location:**

Maryland

### **Partner(s):**

Maryland State Highway Administration

### **Start Date:**

January 1993

### **End Date:**

February 1996

### **Estimated Total ITS Funds:**

\$2,200,000

### **Estimated Total Project Cost:**

\$2,750,000

### **Contacts:**

Tom Jacobs	FHWA Maryland Division HB-MD	(410) 962-4342	Ext. 129
Mike Zezeski	Maryland State Highway Administration	(410) 787-5859	



## BARBOURSVILLE-ONA, WEST VIRGINIA TRAFFIC MANAGEMENT

### **Description:**

This project consisted of improving access to and from the Huntington Mall and other properties located along US Route 60 and Mail Road (Cabell Co. 60/89). The Huntington Mall Road is a heavily traveled road with a 1995 Average Daily Traffic of 23,600 vehicles weekdays and 40,000 vehicles per weekend. The Huntington Mall Road begins at US Route 60 as a three-lane roadway and proceeds north under the I-64 bridge where it becomes a five-lane roadway section with four lanes northbound and one lane southbound. Immediately north of the westbound entrance ramp and the westbound exit ramp intersections, the road consists of seven lanes with five lanes northbound and two lanes southbound.

### **Project Location:**

Barboursville-ONA, West Virginia

### **Partner(s):**

West Virginia DOT

### **Start Date:**

October 1998

### **End Date:**

November 1999

### **Estimated Total ITS Funds:**

\$8,000,000

### **Estimated Total Project Cost:**

\$11,210,842

### **Contacts:**

Ed Compton	FHWA West Virginia Division	(304) 558-2066
Dave Bodnar	West Virginia Department of Highways	(304) 558-2885



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## BETA TESTING OF SOFTWARE

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**Description:** This activity allows practitioners to assess the integrity and applicability of newly modified or developed FHWA software. This allows FHWA to better match user needs, thereby reducing the time needed to bring traffic engineering software to the market-ready stage.

**Project Location:** Gainesville, Florida

**Contractor(s):** University of Florida

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**Start Date:** September 1994

**End Date:** February 2000

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**Estimated Total  
ITS Funds:** \$521,221

**Estimated Total  
Project Cost:** \$551,650

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**Contacts:**

Henry Lieu

FHWA - TFHRC, HRDO-03

(202) 493-3273

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## BORMAN EXPRESSWAY ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) PHASE I

### **Description:**

INDOT, in conjunction with Hughes Transportation Systems, JHK, and Avilla, developed and installed a functioning prototype Advanced Traffic Management System (ATMS) deploying several of the more promising electronic sensors and integrating them into the prototype using spread spectrum radio communications. The equipment was independently evaluated for dependability and cost effectiveness by Purdue University before being incorporated into the permanent ATMS that will be constructed in a later phase. The Borman ATMS has become an essential component of the Gary-Chicago-Milwaukee, Midwest ITS Priority Corridor.

### **Project Location:**

The Borman ATMS is a part of the Gary-Chicago-Milwaukee, Midwest ITS Priority Corridor

### **Partner(s):**

FHWA, Indiana DOT

### **Start Date:**

July 1994

### **End Date:**

December 1996

### **Estimated Total ITS Funds:**

\$550,000

### **Estimated Total Project Cost:**

\$1,750,000

### **Contacts:**

Dennis Lee	FHWA, Indiana Division HDA-IN	(317) 226-5351
Dan Shamo	Indiana DOT	(219) 362-6125



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## BOSTON SMARTRAVELER

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**Description:** The project tested the public acceptance and potential traffic impacts of a telephone-based audiotext traffic information service. An independent evaluation of the project was done and the final report is available. The project has moved beyond operational testing using other funds.

**Project Location:** Boston, Massachusetts

**Partner(s):** Project contributors include the Massachusetts Highway Department, SmartRoute Systems. Several local radio and television stations donated advertising and promotion for the project

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**Start Date:** September 1992

**End Date:** December 1994

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**Estimated Total  
ITS Funds:** \$1,515,000

**Estimated Total  
Project Cost:** \$3,395,000

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### **Contacts:**

Edward Silva	FHWA Massachusetts Division	(617)494-2253
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Michelle Boucher	Massachusetts Highway Department	(617) 973-7315
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## BUFFALO/NIAGARA FALLS ATMS

### **Description:**

This project provides for a variety of travel management enhancements to include: installation of a road weather information system and variable message signs; establishment of a weather advisory for a local bridge; an enhanced traffic operation center computer system; and freeway management capability in the Buffalo area. This was the first of several planned phases to establish a complete freeway management system in the Buffalo/Niagara Falls area.

### **Project Location:**

Buffalo, New York

### **Partner(s):**

New York State DOT

### **Start Date:**

May 1995

### **End Date:**

March 1998

### **Estimated Total ITS Funds:**

\$2,000,000

### **Estimated Total Project Cost:**

\$2,791,286

### **Contacts:**

Jerry Zell	FHWA New York Division, HTS-NY	(518) 431-4125	Ext. 228
Dean Gustafson	New York State DOT	(716) 847-2450	



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## CALIFORNIA SMART TRAVELER

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**Description:**

This project was comprised of two components: (a) Los Angeles Smart Card, and (b) Orange County Smart Intermodal System. The Los Angeles Smart Card tested the use of smart cards for express transit services as well as for parking and other services at employment sites. Two different card technologies were tested: a contact card and a radio frequency (RF) proximity card. The Orange County Smart Intermodal System operationally tested (1) an integrated transit and traffic management system and (2) a real-time information system that included special event information.

**Project Location:**

Los Angeles and Orange County, California

**Partner(s):**

Los Angeles Metropolitan Transportation Authority (LAMTA), Volpe National Transportation Systems Center, Aegis Transportation Information Systems, Inc., Merced County Council of Government, University of California, and California DOT (Caltrans)

**Start Date:**

September 1992

**End Date:**

December 1994

**Estimated Total  
ITS Funds:**

\$1,520,000

**Estimated Total  
Project Cost:**

\$3,290,000

**Contacts:**

W. Raymond Keng	FTA Headquarters, TRI-11	(202) 366-6667
Cliff Loveland	CalTrans	(916) 654-9970



## CAPITAL: WASHINGTON, D.C. AREA OPERATIONAL TEST

### **Description:**

This ITS Operational Test made extensive use of the existing cellular infrastructure for both areawide surveillance and communications. Engineering Research Associates (ERA) equipment was collocated on Bell Atlantic Mobile towers to detect cellular usage and geolocate phones on designated roadways. Specific evaluation goals included determination of the accuracy of geolocation data; the accuracy and completeness of traffic information; the usefulness of passive statistical processing for measuring volume and incidents; the criteria for selecting roadways that can be monitored by these techniques; system capabilities; costs for deployment; public acceptance; and the usefulness of information dissemination to fleet vehicles.

### **Project Location:**

Washington, District of Columbia Metropolitan area

### **Partner(s):**

Virginia DOT and Maryland State Highway Administration, Raytheon E Systems, Bell Atlantic NYNEX Mobile, and PB Farradyne

### **Start Date:**

August 1993

### **End Date:**

June 1997

### **Estimated Total ITS Funds:**

\$5,531,733

### **Estimated Total Project Cost:**

\$7,229,418

### **Contacts:**

Chung Eng	FHWA Headquarters, HTV-3	(202) 366-8043
Charles Hall	Virginia DOT	(804) 786-6777
Glenn McLaughlin	Maryland State Highway Administration	(410) 787-5872
Bob Ewald	Engineering Research Associates	(703) 208-1211



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## CARAT

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**Description:** The Congestion Avoidance and Reduction for Automobiles and Trucks (CARAT) project was a long-range, comprehensive implementation of a congestion management project for freeways and connected arterials in the Charlotte urban area. The ITS project focused on the design/build/warrant (D/B/W) procurement process in the CARAT project.

**Project Location:** Charlotte, North Carolina

**Partner(s):** North Carolina DOT, City of Charlotte, University of North Carolina System

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**Start Date:** June 1992

**End Date:** December 2000

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**Estimated Total  
ITS Funds:** \$10,990,000

**Estimated Total  
Project Cost:** \$16,367,300

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**Contacts:**

Max Tate	FHWA North Carolina Division, HDA-NC	(919) 856-4354
Roberto Canales	North Carolina DOT	(919) 250-4159

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## CHART STRATEGIC PLAN - MARYLAND

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**Description:** This study developed a strategic plan for statewide deployment of ITS. CHART is Maryland's statewide transportation management program. This specific study developed a CHART strategic plan. Two areas that received emphasis are traffic management strategies and communications alternatives. The effort initially concentrated on congestion management in the Baltimore-Washington corridor. Both current and future needs were evaluated, including the application of ITS technologies and services. This project also provides for CHART systems integration using Congestion Mitigation Funds.

**Project Location:** Maryland

**Partner(s):** Maryland State Highway Administration

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**Start Date:** December 1992

**End Date:** May 1996

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**Estimated Total  
ITS Funds:** \$300,000

**Estimated Total  
Project Cost:** \$2,245,000

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**Contacts:**

Breck Jeffers	FHWA Maryland Division HB-MD	(410) 962-4342	Ext. 129
Mike Zezeski	Maryland State Highway Administration	(410) 787-5859	



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## CONNECTICUT FREEWAY ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS)

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**Description:** This ATMS project evaluated the use of roadside mounted radar detectors in combination with closed circuit television (CCTV) for incident detection and verification. The ATMS utilizes 44 radar detectors (wide- and narrow-beam) and compressed video.

**Project Location:** Hartford, Connecticut: I-91 and I-84 in the Hartford region

**Partner(s):** Connecticut DOT

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**Start Date:** December 1991

**End Date:** December 1996

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**Estimated Total ITS Funds:** \$600,000

**Estimated Total Project Cost:** \$1,380,000

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### **Contacts:**

Bob Ramirez	FHWA Connecticut Division	(860) 659-6703	Ext. 3004
James Mona	Connecticut DOT	(860) 594-3450	

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## DADE COUNTY EXPRESSWAY, FLORIDA TOLL COLLECTION SYSTEM

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**Description:** This project was designed to provide electronic toll collection services on the Dade County Expressway.

**Project Location:** Miami, Florida

**Partner(s):** Miami-Dade County Expressway Authority

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**Start Date:** October 1998

**End Date:** September 2000

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**Estimated Total ITS Funds:** \$1,000,000

**Estimated Total Project Cost:** \$81,000,000

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**Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9579
Sam Gonzzles	Miami-Dade Expressway Authority	(305) 637-3277



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## DELAWARE COUNTY RIDETRACKING

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**Description:** This project developed and evaluated an automated identification and billing system (AIBS) for paratransit service. The AIBS automates existing processes using advanced technology for the identification of passengers, the accounting and billing data collected on each passenger trip, the reporting required for coordination with various transportation suppliers and internal performance monitoring. Elimination of manual processes, including eligibility verification and reconciliation of trip information for billing purposes, resulted in system efficiency and cost saving.

**Project Location:** Delaware County, Pennsylvania

**Partner(s):** EG&G Dynatrend

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**Start Date:** June 1994

**End Date:** July 1998

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**Estimated Total  
ITS Funds:** \$200,000

**Estimated Total  
Project Cost:** \$200,000

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**Contacts:**

Sean Ricketson	FTA Headquarters, TRI-11	(202) 366-6678
Judy McGrane	Community Transit	(610) 532-2900

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## DENVER, COLORADO RAPID TRANSIT DISTRICT (RTD) PASSENGER INFORMATION DISPLAY SYSTEM

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**Description:**

This project utilizes the data gathered from the Automatic Vehicle Locator (AVL) system, currently installed on all RTD buses, to provide information to video monitors at selected locations throughout the District and at selected Ecopass companies regarding estimated bus departures for waiting bus passengers.

The project was approved with limited funding as compared to the original proposal, therefore original evaluation objectives were revised.

**Project Location:**

Denver, Colorado

**Partner(s):**

Colorado DOT, Transportation Management Solutions, and Denver RTD

**Start Date:**

September 1993

**End Date:**

September 1999

**Estimated Total  
ITS Funds:**

\$8,000,000

**Estimated Total  
Project Cost:**

\$10,500,000

**Contacts:**

W. Raymond Keng	FTA Headquarters, TRI-11	(202) 366-6667
Dave Shelley	Denver Rapid Transit	(303) 299-2408



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## DETECTION TECHNOLOGY FOR ITS

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**Description:**

This contract developed functional and performance specifications for permanently deployed and portable vehicle detectors in ITS applications. Candidate vehicle detector technologies were evaluated through laboratory and field testing of currently available state-of-the-art detectors. Such detectors include ultrasonic, infrared, microwave radar, video image processors, magnetometers, and inductive loops. In some instances, commercially available detectors did not meet ITS specifications. In these cases, functional requirements were developed for the detectors. Another part of the study dealt with determining if a permanent national vehicle detector test facility is needed to provide vehicle detector test data for future commercial vehicle detectors used in ITS. The executive summary for this project can be found on the internet at [www.tfsrc.gov](http://www.tfsrc.gov).

**Project Location:**

Fullerton, California

**Contractor(s):**

Hughes Ground Systems Group

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**Start Date:**

September 1991

**End Date:**

September 1996

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**Estimated Total  
ITS Funds:**

\$1,777,000

**Estimated Total  
Project Cost:**

\$1,777,000

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**Contacts:**

Milton K. Mills

FHWA - TFHRC, HRDO-06

(202) 493-3338

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## DETROIT, MICHIGAN AREAWIDE DEPLOYMENT OF ATMS/ATIS

### **Description:**

The Michigan DOT has completed a comprehensive ATMS/ATIS Early Deployment Plan for expansion of the existing 32.5 miles of instrumented freeway coverage to 250 miles in Metropolitan Detroit. The deployment undertaken in Phase One has expanded the system coverage by 150 miles, and provides the Michigan Intelligent Transportation Systems (MITS) Center in Detroit with the capability to monitor traffic and congestion through the use of mainline traffic detectors (loops and machine vision), ramp metering and video surveillance. Traveler information is provided via highway advisory radios and changeable message signs. The implementation of the ATMS/ATIS system provides the Michigan DOT the means to detect and verify incidents on selected corridors in a timely manner, to provide traffic operations personnel sufficient data to respond to incidents and to disseminate traffic and congestion information to motorists so they can plan or modify their travel plans. Additionally, the system has the capability to manage mainline work zones, calculate mainline volume demand and predict traffic flow patterns for special events, planned work/construction zones, and other special events. The corridors which were deployed include selected segments of Interstates 75, 94, 96 and 696, and the M-10 and M-39 freeways.

### **Project Location:**

Detroit, Michigan metropolitan area

### **Partner(s):**

Michigan DOT, Road Commission for Oakland County

### **Start Date:**

June 1994

### **End Date:**

October 1998

### **Estimated Total ITS Funds:**

\$3,000,000

### **Estimated Total Project Cost:**

\$33,389,353

### **Contacts:**

Morrie Hoevel	FHWA Michigan Division	(517) 377-1880	Ext. 32
Dr. Kunwar Rajendra	Michigan DOT	(517) 373-2247	



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## DETROIT TRANSPORTATION CENTER TRANSIT INFORMATION

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**Description:** This was a joint FTA/FHWA project that provided real-time traffic condition information to dispatch centers of public transit agencies in the Detroit area. MDOT's Detroit Freeway Operations Center collected traffic information on 32 miles of freeway through a buried inductive loop system. The information was then graphically displayed on computer monitors by color coding individual freeway segment (link) speeds. This project demonstrated the ability to provide the information to public and private transit operators inexpensively, and then monitored performance changes and evaluated the results.

**Project Location:** Detroit, Michigan

**Partner(s):** City of Detroit and Michigan DOT

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**Start Date:** December 1993

**End Date:** April 1995

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**Estimated Total  
ITS Funds:** \$50,000

**Estimated Total  
Project Cost:** \$100,000

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**Contacts:**

Sean Ricketson

FTA Headquarters, TRI-11

(202) 366-6678

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## DIRECT

### **Description:**

DIRECT (Driver Information Radio using Experimental Communication Technologies) was an Operational Field Test that deployed and evaluated several alternative low-cost methods of communicating advisory information to motorists. These included use of the Radio Broadcast Data System (RBDS)/FM subcarrier (SCA), Automatic Highway Advisory Radio (AHAR), Low Power Highway Advisory Radio (HAR), and cellular phones. The Michigan Intelligent Transportation Systems (MITS) Center collected traffic information from various sources, fused the information and provide traffic advisory updates to travelers on an exception basis. Initial experimental testing involved 30 specially-equipped vehicles.

Approval for a phase II of this project has been granted with no additional Federal funding. In phase II, Michigan DOT and the University of Michigan will form a partnership to leverage residual Federal funding to field test the potential for using RDS entertainment radio for both emergency warnings from speeding emergency vehicles or in-line maintenance vehicles via the Emergency Radio Data System, and for delivering trip-specific traffic alerts of incidents from the Traffic Management Center. Phase II of this project will commence in FY 2000, and will be called DIRECT - Phase II.

### **Project Location:**

Along sections of I-75 and I-94 in the Detroit, Michigan area

### **Partner(s):**

Michigan DOT, Ford, Delco, Ericsson/GE, AAA of Michigan, Ameritech, Metro Networks, University of Michigan, Capstone Consulting, ERIM

### **Start Date:**

January 1994

### **End Date:**

April 1999

### **Estimated Total ITS Funds:**

\$2,500,000

### **Estimated Total Project Cost:**

\$4,500,000

### **Contacts:**

Chung Eng	FHWA Headquarters, HOTM	(202) 366-8043	
Morrie Hoevel	FHWA Michigan Division, HDA-MI	(517) 377-1880	Ext. 32
James Schultz	Michigan DOT	(313) 256-9800	



## EVALUATING ENVIRONMENTAL IMPACTS OF ITS USING LIDAR

### **Description:**

This test combined Light Detection and Ranging (LIDAR) technology for wide area emissions detection with active infrared technology for roadside emissions detection to evaluate changes in air quality due to implementing traffic responsive control strategies for events at a sports complex. The objectives were to: (1) measure the effect of MnDOT's Portable Traffic Management System on air quality, (2) determine the ability of LIDAR technology to provide quantitative and qualitative air quality data, and (3) assess the overall effectiveness of LIDAR as an evaluation tool.

### **Project Location:**

Minneapolis and St. Paul, Minnesota

### **Partner(s):**

Minnesota DOT, Santa Fe Technologies, Loral Federal Systems, and University of Minnesota

### **Start Date:**

July 1994

### **End Date:**

June 1997

### **Estimated Total ITS Funds:**

\$500,000

### **Estimated Total Project Cost:**

\$766,847

### **Contacts:**

Jim McCarthy	FHWA Minnesota Division, HDA-MN	(651) 291-6112
Marthand Nookala	Minnesota DOT	(612) 296-8567



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## EVALUATION OF REAL-TIME TRAFFIC ADAPTIVE SIGNAL CONTROL PROTOTYPES

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**Description:**

This study focused on the evaluation of five real-time traffic adaptive signal control prototypes previously developed. The evaluation consists of three phases: conceptual evaluation, laboratory evaluation, and field evaluation. The conceptual evaluation established the validity of the prototypes' overall concept. The laboratory evaluation tested each prototype in a simulated environment against an optimal baseline case study. Various scenarios were evaluated including a high type arterial, a small grid network, a complex grid network, and a cluster network. The field evaluation implemented and evaluated a promising prototype strategy within the overall Real-Time Traffic Adaptive Control System.

**Project Location:**

Colorado Springs, Colorado

**Contractor(s):**

ITT Systems and Sciences

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**Start Date:**

January 1995

**End Date:**

December 1998

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**Estimated Total  
ITS Funds:**

\$1,796,400

**Estimated Total  
Project Cost:**

\$1,796,400

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**Contacts:**

Deborah Curtis

FHWA - TFHRC, HRDO-03

(202) 493-3267

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## FM/SCA PROTOTYPE FOR TRAFFIC INFORMATION BROADCAST

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**Description:**

This project involved the test and evaluation by an industry organization of the prototype Subsidiary Communications Authorization (SCA) Traffic Information Channel (STIC) waveform. A system based on this waveform will allow a commercial FM broadcast station's subcarrier to transmit traffic and other data at rates higher than previously achieved. The data rate for this system will be high enough to support broadcast of individual link travel times (e.g., for routing applications). The completed prototype transmission and reception scheme will be tested using mostly off-the-shelf equipment in several diverse areas to assess concept feasibility. The equipment, developed by Mitretek Systems, under contract to FHWA over the last several years, was built to meet the specific requirements of ITS, but has application for other data broadcast scenarios.

**Project Location:**

Washington, DC

**Contractor(s):**

Electronic Industries Association

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**Start Date:**

September 1993

**End Date:**

December 1997

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**Estimated Total  
ITS Funds:**

\$50,000

**Estimated Total  
Project Cost:**

\$50,000

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**Contacts:**

Gene McHale

FHWA - TFHRC, HRDO-03

(202) 493-3275

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# FUEL CONSUMPTION AND EMISSION VALUES FOR TRAFFIC MODELS

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**Description:**

The Oak Ridge National Laboratory (ORNL) developed a database of on-road fuel consumption and emissions for eight late model vehicles, as a function of vehicle speed and acceleration. These vehicle "maps" were developed for use in simulation models that evaluate strategies to enhance roadway design, traffic control, and ITS concepts. The maps permit simulation models to calculate the energy and emission impacts of highway traffic improvements.

**Project Location:**

Oak Ridge, Tennessee

**Contractor(s):**

Oak Ridge National Laboratory

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**Start Date:**

June 1993

**End Date:**

September 1998

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**Estimated Total  
ITS Funds:**

\$1,300,000

**Estimated Total  
Project Cost:**

\$1,300,000

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**Contacts:**

Aladdin Barkawi

FHWA - TFHRC, HRDO-03

(202) 493-3270

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## GENESIS

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**Description:** Genesis is an advanced traveler information system (ATIS) that uses personal communications devices (PCDs) to distribute information. Timely delivery means gathering the data in real-time and distributing the data to travelers when they need it, where they need it and how they need it. Genesis is an element in the Minnesota Guidestar ITS program. With transit and traffic data, Genesis is able to provide the urban traveler with current data relevant to a chosen trip mode and route. The Genesis PCD is portable and transit information is fully accessible to the user.

**Project Location:** Minneapolis/St. Paul, Minnesota

**Partner(s):** Minnesota DOT, Motorola Center for Transportation Studies, University of Minnesota

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**Start Date:** September 1992

**End Date:** October 1997

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**Estimated Total  
ITS Funds:** \$4,069,000

**Estimated Total  
Project Cost:** \$5,666,000

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**Contacts:**

Jim McCarthy	FHWA Minnesota Division, HDA-MN	(651) 291-6112
Ray Starr	Minnesota DOT	(651) 582-1439



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## GIS APPLICATIONS AND TECHNICAL SUPPORT

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**Description:** This project developed Geographic Information System (GIS) applications and provided technical support for implementation of the National Transit GIS. Coding was provided for fixed guideway facilities including heavy rail, light rail and people movers. Equipment has been purchased in this project to accomplish the work. Outreach activities included information booth displays and brochures.

**Project Location:** Cambridge, Massachusetts

**Contractor(s):** Volpe National Transportation Systems Center

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**Start Date:** March 1995

**End Date:** December 1995

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**Estimated Total ITS Funds:** \$600,000

**Estimated Total Project Cost:** \$600,000

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**Contacts:**

William Wiggins

FTA Headquarters, TRI-11

(202) 366-0915

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## GOLDEN GLADES INTERCHANGE

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**Description:** This project resulted in the deployment of advanced traffic management technologies. The State of Florida installed advanced traffic management technologies at the Golden Glades Interchange on Interstate 95 in Dade County, Florida. Real-time monitoring and rapid verification of incidents was provided with closed circuit television (CCTV), and variable message signs (VMS) provide motorist information for this section of the freeway network.

**Project Location:** Dade County, Florida

**Partner(s):** Florida DOT

**Start Date:** July 1992

**End Date:** December 1998

**Estimated Total  
ITS Funds:** \$3,300,000

**Estimated Total  
Project Cost:** \$4,125,000

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### **Contacts:**

Maisar Khaled	FHWA Florida Division, HDA-FL	(850) 942-9596
Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9579



## HOUSTON SMART COMMUTER

### **Description:**

In the I-45 North Corridor, Houston Metro is trying to entice travelers from Single Occupancy Vehicles (SOV) into buses by providing real-time transit and traffic information through personal digital assistants. Seven hundred test and control subjects are participating in the project. Metro evaluated the test every six months during the project.

In the I-10 West Corridor, Metro is trying to entice travelers from SOV into car and vanpools by providing a ridesharing service. During the first six months of testing, telephone operators assisted in matching drivers and riders. After this phase, the project was evaluated.

### **Project Location:**

Houston, Texas

### **Partner(s):**

Texas DOT, Houston Metro

### **Start Date:**

February 1993

### **End Date:**

September 2000

### **Estimated Total ITS Funds:**

\$2,500,000

### **Estimated Total Project Cost:**

\$5,000,000

### **Contacts:**

W. Raymond Keng	FTA Headquarters, TRI-11	(202) 366-6667
Mark Olson	FHWA Texas Division, TA-TX	(512) 916-5966
Susan Beaty	Houston Metro	(713) 881-3029



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# HUMAN FACTORS COMPUTER - AIDED DESIGN TOOL FOR TRAFFIC MANAGEMENT CENTERS

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**Description:**

The primary product of this effort was the Ergo TMC, a web site that supports the incorporation of human-centered design principles in Transportation Management Center design. This web site (currently at <http://ergotmc.gtri.gatech.edu/>) consists of four modules and four utilities. The modules are the Design Guidelines, Design Assistant, Featured TMCs, and Report Templates. These four modules provide designers with ready access to a wide array of design guidelines that are applicable to design of TMC workrooms, workstations, software interfaces, and jobs. Examples of actual design implementations and the concept of operations that underlies those implementations are provided. Templates for specifying human-centered design in statements of work and other design requirements were also provided. Glossary, help, site map, intended to ensure that the appropriate human factors issues are considered at each stage of the TMC design process.

**Project Location:**

Atlanta, Georgia

**Contractor(s):**

Georgia Tech Research Corporation-Georgia Institute of Technology

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**Start Date:**

September 1996

**End Date:**

September 2000

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**Estimated Total  
ITS Funds:**

\$1,745,000

**Estimated Total  
Project Cost:**

\$1,745,000

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**Contacts:**

Joe Moyer

FHWA - TFHRC, HRDS-07

(202) 493-3370

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# HUMAN FACTORS IN ADVANCED TRAFFIC MANAGEMENT SYSTEMS (ATMS) DESIGN EVOLUTION

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**Description:**

The goal of this study was to investigate and define the human factors issues involved in a fully functional, state-of-the-art Advanced Traffic Management System (ATMS). Products of this effort include the development of a Human Factors Handbook for Traffic Management Center (TMC) Designers, a human-centered engineering analysis of an advanced traffic management center, a database of TMC human factors research and a stand-alone human factors research TMC simulator.

Products from the requirements analysis included second generation scenarios and systems objectives, definition of system functions, allocation of functions, operator performance requirements, task analysis and human factors design guidance. The Comparable Systems Analysis has been published by FHWA. The First Edition Human Factors Handbook of Traffic Management System Design has been published. The human factors studies in the experimental program have been completed.

**Project Location:**

Atlanta, Georgia

**Contractor(s):**

Georgia Tech Research Institute - Georgia Institute of Technology

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**Start Date:**

September 1992

**End Date:**

February 2000

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**Estimated Total ITS Funds:**

\$5,416,297

**Estimated Total Project Cost:**

\$5,416,297

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**Contacts:**

Tom Granda

FHWA - TFHRC, HRDS-07

(202) 493-3365

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## HUMAN FACTORS PROGRAMS: ADMINISTRATIVE AND TECHNICAL SUPPORT

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**Description:**

This effort focused on providing the necessary staffing and expertise required to assist the FHWA's Human Factors group in conducting and monitoring research efforts on various ITS subsystems. These studies included human factors investigations in Advanced Traffic Management Systems (ATMS), Advanced Traveler Information Systems (ATIS), Automated Highway Systems (AHS), and Commercial Vehicle Operations (CVO). On-site staff research areas include In-Vehicle Signing (IVS) and In-Vehicle Safety Advisory Warning Systems (IVSAWS).

The major contractual efforts (involving ATMS, ATIS, and AHS) were being monitored in regard to critical analytical, empirical and integration human factors issues that will result in design guidelines addressing the specific and integrated ITS areas. The empirical aspect was of pivotal importance in that numerous simulation and field research studies will be conducted and analyzed to provide specific human factors research results that will be transformed into design guidelines and computer-aided design packages. In-house ITS research staff projects are also developed, managed, and monitored as part of the Human Factors Research Program. Significant human factors ITS knowledge gaps that are identified will be addressed through contract or staff research.

**Project Location:**

McLean, Virginia

**Contractor(s):**

Science Applications International Corporation (SAIC)

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**Start Date:**

April 1994

**End Date:**

October 1998

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**Estimated Total ITS Funds:**

\$4,530,000

**Estimated Total Project Cost:**

\$7,900,000

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**Contacts:**

Dr. Sam Tignor

FHWA - TFHRC, HRDS-03

(202) 493-3363

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## I-287 SURVEILLANCE SYSTEM

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**Description:** This project deployed closed circuit TV cameras, as well as the necessary hardware, software, and communication systems, on I-287 in New York State.

**Project Location:** New York

**Partner(s):** New York State Thruway Authority (NYSTA)

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**Start Date:** February 1993

**End Date:** May 2000

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**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$1,500,000

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**Contacts:**

Mike Schauer	FHWA New York Division, HTD-NY	(518) 431-4125
Barry Solomon	NYSTA	(518) 471-4352



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## INCIDENT DETECTION ISSUES - PART I : FREEWAYS

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**Description:**

The "Incident Detection Issues - Part I (Freeways)" project developed a support system in three modular parts. The first part developed malfunction management techniques to help provide useful data under conditions of detector component failure. The second part developed algorithms to take the information and develop a "current status" of the network. The third part developed algorithms that will detect an incident when there are significant discrepancies in the predicted/expected overall network operating status.

**Project Location:**

San Luis Obispo, California

**Contractor(s):**

VERAC; BALL Systems

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**Start Date:**

April 1993

**End Date:**

September 1997

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**Estimated Total  
ITS Funds:**

\$1,923,000

**Estimated Total  
Project Cost:**

\$1,923,000

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**Contacts:**

Aladdin Barkawi

FHWA - TFHRC, HRDO-03

(202) 493-3270

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# INTEGRATION OF TRAFFIC OPERATIONS AND TRAFFIC DATA COLLECTIONS

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**Description:** This research established a process and methodology for the integrated collection of traffic data. This research resulted in increased awareness of organizational objectives and increased cooperation between traffic engineering/operations staff and the traffic data collection efforts of the transportation planning programs at both the local and State levels. Georgia DOT and Washington State DOT conducted this study.

**Project Location:** Atlanta, Georgia

**Contractor(s):** Georgia DOT and Washington State DOT

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**Start Date:** July 1993

**End Date:** December 2000

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**Estimated Total  
ITS Funds:** \$495,000

**Estimated Total  
Project Cost:** \$495,000

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**Contacts:**

Ralph Gillmann

FHWA Headquarters, HPPI

(202) 366-5042

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## INTELLIGENT CORRIDOR SYSTEM

### **Description:**

The Southeast Florida Intelligent Corridor System (ICS) integrates the elements of Advanced Traffic Management Systems (ATMS), Advanced Traveler Information Systems (ATIS), Advanced Public Transportation Systems (APTS), Commercial Vehicle Operations (CVO), and Advanced Vehicle Control and Safety Systems (AVCSS). The extensive intermodal aspects of the I-95 corridor within Palm Beach, Broward, and Dade Counties are a priority in the development of the ICS. Initial early implementation activities centered around the ATMS function. Park-and-Ride lots, High Occupancy Vehicle (HOV) lanes, commuter rail, heavy rail, bus, and connections to airport cruise port, and seaport facilities are all present in the corridor. The overall goal of the project was to provide real-time information to assist I-95 corridor travelers with guidance and mode decisions prior to and during a trip. Phase I of the project (completed in December 1994) provided a design report and a preliminary engineering and operational analysis. Phase II has performed the final design to deploy ITS technologies to provide real-time intermodal information on the I-95 corridor.

### **Project Location:**

Miami - Ft. Lauderdale, Florida

### **Partner(s):**

Federal Highway Administration (FHWA), Florida DOT

### **Start Date:**

July 1992

### **End Date:**

May 1998

### **Estimated Total ITS Funds:**

\$6,180,000

### **Estimated Total Project Cost:**

\$7,725,000

### **Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9579
Maisar Khaled	FHWA Florida Division, HDA-FL	(850) 942-9596
Rory Santana	Florida DOT	(305) 470-5335



## INTELLIGENT TRANSPORTATION SYSTEMS - POLICY, OPERATIONS AND SYSTEMS RESEARCH CENTER

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**Description:**

This project provided an evaluation of the SmarTraveler Project and its impact on the Washington Metropolitan area. The project developed a coordinated plan for multi-year research to be conducted by the Urban Transportation Consortium comprised of George Mason University, the University of Virginia and Virginia Polytechnic Institute. This activity established the foundation for a six-year, \$2 million per year Urban Transportation Consortium project funded by U. S. DOT's Research and Special Programs Administration. George Mason University developed corridor-specific planning models for the I-66 and I-81 corridors for the Fairfax Planning Commission and will focus on ITS institutional policy issues. The University of Virginia concentrated on ITS Systems Engineering issues, while Virginia Polytechnic Institute focused on research relating to ITS operations and intelligent infrastructure.

**Project Location:**

Fairfax County, Virginia

**Contractor(s):**

George Mason University, University of Virginia & Virginia Polytechnic Institute

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**Start Date:**

September 1998

**End Date:**

October 1999

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**Estimated Total  
ITS Funds:**

\$750,000

**Estimated Total  
Project Cost:**

\$939,000

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**Contacts:**

David Gibson	FHWA - TFHRC, HRDO-04	(202) 493-3271
Roger Stough	George Mason University	(703) 993-2281

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## ITS FOR VOLUNTARY EMISSIONS REDUCTION

### **Description:**

An active infrared roadside emissions sensor and a variable message sign at a freeway exit ramp provided real-time vehicle emissions readings to passing motorists. A telephone information hotline, and brochures were made available at area service stations provided motorists additional information on the benefits of keeping their vehicle tuned. The focus of this project was to prompt people to tune their vehicles to reduce emissions. The effectiveness of the test was evaluated through surveys and by measurement of identified high emitters at the site over time. The primary objective of this test was to evaluate the usefulness and public acceptance of providing real-time emissions information to drivers and education material about the fuel savings and air quality benefits of well tuned vehicles.

### **Project Location:**

Denver, Colorado

### **Partner(s):**

Colorado DOT, University of Denver, Remote Sensing Technologies Inc., Conoco Inc., Skyline Products Inc.

### **Start Date:**

September 1994

### **End Date:**

August 1997

### **Estimated Total ITS Funds:**

\$304,663

### **Estimated Total Project Cost:**

\$498,358

### **Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730	Ext. 362
John Kiljan	Colorado DOT	(303) 512-5858	



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## ITS MODELS AND SIMULATION SYSTEMS PROGRAM

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**Description:** This activity modified existing traffic models to simulate ITS operations such as real-time control strategies, route guidance capabilities, real-time graphics displays, environmental and safety measures of effectiveness, effects of in-vehicle navigation systems, probe vehicle/path selection capabilities, and user interfaces. As a minor effort, this activity also examined the feasibility and applicability of incorporating advanced analytic techniques (such as image processing, neural networks, parallel processing, control theory, and real-time distributed systems) into the models.

**Project Location:** Colorado Springs, Colorado

**Contractor(s):** ITT Systems and Sciences

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**Start Date:** September 1995

**End Date:** April 1998

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**Estimated Total  
ITS Funds:** \$2,969,872

**Estimated Total  
Project Cost:** \$3,169,796

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**Contacts:**

Raj Ghaman

FHWA - TFHRC, HRDO-03

(202) 493-3270

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## JOHNSON CITY, TN

### **Description:**

Phase I of the Johnson City Med/Tech Corridor ITS Project used advanced computer and communications technology to more effectively manage parking and travel within a city dominated by an institutional corridor. Phase II of the Johnson City ITS Project expanded upon the parking management technologies tested in Phase I to develop a broadly-deployed ITS system incorporating automated traffic signal control technologies, Advanced Transit Management Systems, and dissemination of transportation information via the Internet. The technologies used for travel management are designed to conform to the national ITS architecture for modular addition of ITS services. Specific objectives achieved in Phase II included: use of GIS to support interactive control of Johnson City MONARC traffic signal control system and to optimize traffic signal timing for real-time response to traffic loads; specify, design, and install Automatic Vehicle Location System, computer-aided dispatch, and automated paratransit scheduling to optimize transit and paratransit operations; develop an Internet site for public access for ATIS and for public participation in the transportation planning process; and promote public awareness and use of ITS products.

### **Project Location:**

Johnson City, Tennessee

### **Partner(s):**

Tennessee DOT, City of Johnson City, and Raytheon (Phase I)

### **Start Date:**

July 1994

### **End Date:**

January 1998

### **Estimated Total ITS Funds:**

\$3,730,000

### **Estimated Total Project Cost:**

\$4,662,500

### **Contacts:**

Karen Brunelle	FHWA Tennessee Division, HPR-TN	(615) 781-5772
Alan Briowell	City of Johnson City	(423) 434-6272



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## KANSAS CITY - INTELLIGENT TRANSPORTATION SYSTEM DEPLOYMENT

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**Description:** This project implemented Phase I of the Kansas City ITS Strategic Deployment Plan which includes a freeway incident management system along 77 kilometers of Interstate highways in both Missouri and Kansas.

**Project Location:** Kansas City Metropolitan Area

**Partner(s):** Kansas DOT, Missouri DOT

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**Start Date:** July 1998

**End Date:** September 1998

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**Estimated Total  
ITS Funds:** \$2,500,000

**Estimated Total  
Project Cost:** \$3,125,000

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### **Contacts:**

Bob Thomas	FHWA Missouri Division, HDA-MO	(573) 636-7104
Sabin Yanez	Missouri DOT	(816) 889-6450
Matt Volz	Kansas DOT	(413) 296-6356



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## MOBILE COMMUNICATIONS SYSTEM

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**Description:**

This project tested and evaluated the use of a portable detection and surveillance system for highway construction, special events, and incident locations. Specially-equipped trailers were placed at temporary traffic congestion locations throughout Orange County. Trailer-mounted video image detectors used spread spectrum radio for transmission of real-time information to a CalTrans control center.

**Project Location:**

Orange County, California

**Partner(s):**

California DOT (CalTrans), City of Anaheim, City of Irvine, Hughes Aircraft, CalPoly University, PATH, California Highway Patrol, Orange County Transportation Authority, and the University of California - Irvine's Institute of Transportation Studies

**Start Date:**

May 1994

**End Date:**

July 1999

**Estimated Total  
ITS Funds:**

\$2,459,432

**Estimated Total  
Project Cost:**

\$3,679,690

**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
John Thai	City of Anaheim	(714) 765-5183



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## MOBILE, ALABAMA FOG DETECTION SYSTEM

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**Description:**

This project expanded a fog detection and tunnel management system into a full incident management system on the seven-mile Bay Bridge and other segments of I -10 through Mobile, Alabama. This system includes fog detection sensors, variable speed limit signs, lane control systems and Traffic Control Center renovations.

**Project Location:**

Mobile, Alabama

**Partner(s):**

Alabama DOT

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**Start Date:**

September 1996

**End Date:**

September 2000

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**Estimated Total  
ITS Funds:**

\$5,000,000

**Estimated Total  
Project Cost:**

\$6,500,000

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**Contacts:**

Linda Guin

FHWA Alabama Division, HDA-AL

(334) 223-7377

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## MONTGOMERY ADVANCED TRAFFIC MANAGEMENT SYSTEM

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**Description:**

This project resulted in the development of an Advanced Traffic Management System for the City of Montgomery. It included the installation of 12 miles of fiber optic cable along the southern and eastern by-passes that inter-connected all traffic signals along that corridor. It also installed cameras at major intersections.

**Project Location:**

Montgomery, Alabama

**Partner(s):**

City of Montgomery/Alabama DOT/FHWA

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**Start Date:**

August 1997

**End Date:**

December 1998

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**Estimated Total  
ITS Funds:**

\$1,000,000

**Estimated Total  
Project Cost:**

\$1,000,000

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**Contacts:**

Linda Guin

FHWA Alabama Division, HDA-AL

(334) 223-7377

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# MULTI-JURISDICTIONAL LIVE AERIAL VIDEO SURVEILLANCE SYSTEM, I

## **Description:**

This ITS operational test project provided for the procurement, installation, and evaluation of live video transmission from a gyro-stabilized camera mounted on helicopters for use in observing, evaluating, and properly managing major highway incidents and situations of a public safety nature. The live color video was transmitted to police and state highway traffic management centers, and to mobile command centers at incident sites. Communications technologies included microwave, Community Access TV (CATV), and state-owned coaxial cable. It was found that the use of real-time airborne video serves as a valuable component of an Advanced Traffic Management System (ATMS), particularly in major incident management.

## **Project Location:**

Fairfax County, Virginia

## **Partner(s):**

Fairfax County Police, Virginia State Police, and Virginia DOT

## **Start Date:**

September 1991

## **End Date:**

July 1995

## **Estimated Total ITS Funds:**

\$355,000

## **Estimated Total Project Cost:**

\$355,000

## **Contacts:**

Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 281-5107
Jim Chu	Virginia DOT	(703) 383-2600
CPT. Bob Fitzpatrick	Fairfax County Police	(703) 556-7750



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## MULTI-JURISDICTIONAL LIVE AERIAL VIDEO SURVEILLANCE SYSTEM, II

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**Description:**

Similar in concept to the completed project in Fairfax County, Virginia, this operational test project evaluated live video transmission from fixed-wing aircraft to county and state traffic management centers. Maryland and Virginia cooperated in this effort and transmitted video to traffic management centers in both states. Maryland, like Virginia, also tested the feasibility of transmitting live video to mobile command centers. The project was recently amended to include establishment of a data and video link between the Montgomery County ATMS and the ITS Room located at US DOT Headquarters in Washington, DC.

**Project Location:**

Montgomery Country, Maryland

**Partner(s):**

Montgomery County Office of Traffic and Maryland State Highway Administration

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**Start Date:**

September 1991

**End Date:**

June 1997

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**Estimated Total ITS Funds:**

\$645,000

**Estimated Total Project Cost:**

\$645,000

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**Contacts:**

Tom Jacobs	FHWA Maryland Division, HB-MD	(410) 962-4342	Ext. 129
Mike Zezeski	Maryland State Highway Administration	(410) 787-5859	
Emil Wolanin	Montgomery County	(301) 217-2208	

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## NETWORK-WIDE OPTIMIZATION OF MODELS

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**Description:** The objective of this contract was to develop a computer package which will allow users to: (1) coordinate the signal timing and ramp metering functions, (2) develop metering rates for metered freeway on-ramps, and (3) optimize signal timing at isolated intersections, on arterials, and in closed networks. In addition, a Windows-based user interface based on a graphical user interface utilizing point-and-click technology was developed for this package.

**Project Location:** Rockville, Maryland

**Contractor(s):** PB Farradyne, Inc.

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**Start Date:** November 1992

**End Date:** May 1998

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**Estimated Total  
ITS Funds:** \$1,655,000

**Estimated Total  
Project Cost:** \$1,655,000

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**Contacts:**

Deborah Curtis

FHWA - TFHRC, HRDO-03

(202) 493-3267

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# NEVADA ARCHIVED DATA SUBSYSTEM COMPONENT OF LAS VEGAS AREA FREEWAY AND ARTERIAL SYSTEM OF TRANSPORTATION

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**Description:**

This project conducted a detailed design of an archived data subsystem to be integrated with the Las Vegas Area Freeway and Arterial System of Transportation (FAST). The archived data design provided the capability to receive, collect, retain and distribute data generated by ITS for use in other transportation activities by all stakeholders in the region. FAST is a multimodal, multi-jurisdictional integrated traffic management and traveler information system. Initially, the FAST system will include the following user services: Traffic Control; Incident Management; En-route Driver Information; Pre-trip Traveler Information and the Archived Data User Service (ADUS) to be implemented in this project. Major components of the ADUS include: data processing; data storage; data retrieval; and implementation of privacy procedures.

**Project Location:**

Las Vegas Area

**Partner(s):**

Nevada DOT; Regional Transportation Commission; Clark County; Cities of North Las Vegas, Las Vegas, and Henderson

**Start Date:**

September 1999

**End Date:**

December 2000

**Estimated Total  
ITS Funds:**

\$105,095

**Estimated Total  
Project Cost:**

\$225,000

**Contacts:**

Greg Novak	FHWA Nevada Division, HDA-NV	(775) 687-1203
D. Keith Maki	Nevada DOT	(775) 888-7446



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## NEW JERSEY ELECTRONIC TOLL AND TRAFFIC MANAGEMENT

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**Description:** A single Electronic Toll and Traffic Management (ETTM) system was deployed region-wide permitting use of a single "electronic tag" on vehicles on any toll facility throughout the region.

**Project Location:** Major New Jersey toll roads

**Partner(s):** New Jersey DOT, South Jersey Transportation Authority, New Jersey Highway Authority, and New Jersey Turnpike Authority

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**Start Date:** January 1992

**End Date:** March 2000

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**Estimated Total  
ITS Funds:** \$35,000,000

**Estimated Total  
Project Cost:** \$43,000,000

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### Contacts:

Keith Sinclair	FHWA New Jersey Division, HTC-NJ	(609) 637-4204
Dominick Critelli	New Jersey DOT	(609) 530-2462

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## NEW JERSEY SIGNAL COMPUTERIZATION

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**Description:** A coordinated computerized signal system on Route 18, Route 73, and Route 1, was deployed utilizing advanced traffic control software and video surveillance.

**Project Location:** New Jersey

**Partner(s):** New Jersey DOT

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**Start Date:** January 1992

**End Date:** December 1998

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**Estimated Total  
ITS Funds:** \$13,000,000

**Estimated Total  
Project Cost:** \$39,000,000

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**Contacts:**

Asiyah Grant	FHWA New Jersey Division, DET-NJ	(609) 637-4231
Roy Gustavason	New Jersey DOT	(609) 530-2604



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## NEW YORK THRUWAY AUTHORITY ALBANY TRAFFIC OPERATIONS CENTER

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**Description:**

The New York State Thruway developed and implemented integrated transportation workstations. Initial installations are at Thruway headquarters in Albany. These workstations will tie together highway advisory radio, variable message signs, closed circuit television, and computer-aided dispatching technologies throughout New York State.

**Project Location:**

Albany, New York

**Partner(s):**

New York State Thruway Authority (NYSTA)

**Start Date:**

March 1996

**End Date:**

December 1999

**Estimated Total  
ITS Funds:**

\$1,500,000

**Estimated Total  
Project Cost:**

\$1,875,000

**Contacts:**

Michael Schauer	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 236
Barry Solomon	New York State Thruway Authority	(518) 436-4352	



# NEW YORK THRUWAY ELECTRONIC TOLL COLLECTION AND TRAFFIC MANAGEMENT

## **Description:**

As part of the E-Z-PASS Interagency Group (a coalition of seven toll authorities in New York, New Jersey, Delaware, and Pennsylvania), the New York State Thruway Authority (NYSTA) is deploying Electronic Toll Collection and Traffic Management (ETTM) on its facilities. NYSTA's aggressive ETTM program resulted in applying the Automatic Vehicle Identification (AVI) technology to the 63 toll plazas of the Thruway's 641-mile system by the end of 1996. The proposed distributed system accommodates both commercial vehicles and commuter traffic with read-write technology. The NYSTA is also creating a multi-agency automated billing system for seamless customer service on other E-Z PASS systems.

## **Project Location:**

New York Thruway

## **Partner(s):**

New York State Thruway Authority

## **Start Date:**

April 1994

## **End Date:**

November 1998

## **Estimated Total ITS Funds:**

\$14,650,000

## **Estimated Total Project Cost:**

\$35,850,000

## **Contacts:**

Mike Schauer	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 236
Barry Solomon	New York State Thruway Authority	(518) 471-4352	



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## NORFOLK MOBILITY MANAGER

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**Description:**

This project operationally tested and evaluated how transit and paratransit user subsidies can improved transportation services available to low-income transit riders. Subsidies provided directly to low-income people encouraged private operators to provide better transportation services. Part of the project allowed Tidewater Regional Transit (TRT) to act as a mobility manager through its distribution of "Mobility Vouchers" to employers who, first, contribute to the face value of the vouchers and then, gave them to qualified employees as a benefit. Employees used the vouchers to pay for the transit service of their choice. In addition to working through employers, the project included an effort to work with social service agencies, especially in the medical area.

**Project Location:**

Norfolk, Virginia

**Partner(s):**

Tidewater Transportation District Commission

**Start Date:**

April 1989

**End Date:**

December 1993

**Estimated Total  
ITS Funds:**

\$500,000

**Estimated Total  
Project Cost:**

\$600,000

**Contacts:**

Ron Boenau

FTA Headquarters, TRI-11

(202) 366-0195



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## NORTH DAKOTA STATE UNIVERSITY ADVANCED TRAFFIC ANALYSIS CENTER

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**Description:**

The purpose of this project was to establish a center to provide a facility at which traffic analysis can be performed for second-tier cities (approximately 50,000-400,000 population). The center also serves as a testbed at which systems designs developed at the center can be tested and demonstrated. These demonstrations can be used in conjunction with the simulation environment to offer effective training and hands-on experience for transportation professionals and elected officials. After four years, the center is intended to achieve financial independence by conducting research and service for second-tier cities. The center will create a simulated environment that will allow effective evaluation of existing and proposed traffic control plans using available software and hardware. Funding depicted includes FY 1999 Earmarked appropriations obligated in FY 2000.

**Project Location:**

Fargo, North Dakota

**Contractor(s):**

North Dakota State University

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**Start Date:**

October 1998

**End Date:**

September 2000

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**Estimated Total ITS Funds:**

\$1,149,000

**Estimated Total Project Cost:**

\$1,149,000

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**Contacts:**

Raj Ghaman

FHWA - TFHRC, HRDO-03

(202) 493-3270



# NORTHERN VIRGINIA TRAFFIC SIGNAL MANAGEMENT SYSTEM

## **Description:**

This project implemented a computerized traffic signal system in the Virginia DOT Northern Virginia District and initially includes about 800 signals in Fairfax, Prince William, and Loudoun Counties. The system is a computer-based, networked, central system operating on a multi-tasking environment. Communication to the signals is by leased digital telephone lines. The system provides information management, reporting and analysis of data, inventory control, maintenance logging, real-time graphics display, location designs, and cabinet wiring diagrams. The system has the ability to upload and download all timing settings, operations parameters, and status information from the central control room or remote access locations. Five remote access workstations were provided. The Real-Time Traffic Adaptive Control System was field tested on a 16-signal corridor as part of the project.

## **Project Location:**

Fairfax County, Virginia

## **Partner(s):**

Virginia DOT

## **Start Date:**

July 1993

## **End Date:**

February 1999

## **Estimated Total ITS Funds:**

\$5,250,000

## **Estimated Total Project Cost:**

\$24,000,000

## **Contacts:**

Tom Jennings

FHWA Virginia Division, HDA-VA

(804) 281-5107

Jerris White

Virginia DOT - Richmond

(703) 383-2776



# PHOENIX, ARIZONA AZTECH MODEL DEPLOYMENT INITIATIVE

## **Description:**

The Phoenix AZTech Model Deployment Initiative integrated the Trailmaster Freeway Management System, seven local area city Traffic Signal Operations (TOCs) along identified priority corridors, City of Phoenix Public Transit Department management and dispatching system, Maricopa County Emergency Management System, Sky Harbor International Airport management/information system and electronic fare systems associated with the City of Phoenix Public Transit Department and Sky Harbor International airport for a truly regional, multimodal transportation management system. This was accomplished by adding hardware to, and modifying software within local TOCs to accommodate interoperability and extending the communications from Trailmaster to the local TOCs. In addition, the corridors were instrumented with additional sensors and incident detection (CCTVs) to support the measurement of traffic volume, flow rate and the rapid detection and clearance of incidents.

As part of the Model Deployment Initiative, the City of Phoenix Public Transit instrumented their transit vehicles with Automatic Vehicle Location (AVL) so that these vehicles can be used as traffic probes and to monitor schedule adherence.

The Model Deployment Initiative developed a traveler information system to collect, fuse, package and deliver multimodal traveler information to the public via a variety of mechanisms. Jurisdictional ITS linkages utilizing the Arizona DOT (ADOT) communications network provided sharing of corridor status, travel times, hazard information and corridor closure information among state, county and city systems. The AZTech Integrated Regional Traveler Information Center was established at the ADOT TOC and was developed by TRW.

ETAK, with its partner Metro Networks, Inc., managed AZTech, and promoted business development of fee paying clients. Distribution channels include dial-up telephone (free), public kiosk (free), INTERNET (free, except for access fee paid by users), for-fee cellular, for-fee paging, and for-fee interactive cable TV. The public is receiving the benefit of for-fee distribution of traveler information via Metro Networks traffic center to broadcast TV, cable TV, and radio stations. For those broadcast TV and radio stations desiring standard traveler information only available from public sources, it is being made available through existing ADOT interface to broadcast stations. Traveler information includes corridor, public transit, and airport information, as well as electronic Yellow Pages supplied by commercial clients.

Evaluation, training, public relations, education and outreach is also being carried out under Model Deployment Initiative efforts.

The Phoenix AZTech Model Deployment Initiative was operational by July 1998. A year and a half of data collection followed to evaluate the benefits of an integrated metropolitan area ITS infrastructure. The final evaluation report will be available on the JPL Electronic Document Library at <http://www.its.dot.gov/welcome.htm> in early 2001.

## **Project Location:**

Phoenix, Arizona

## **Partner(s):**

Arizona DOT, Maricopa County, Cities of Phoenix, Tucson, Chandler, Glendale, Mesa, Scottsdale and Tempe; Regional Public Transit Authority, Phoenix Transit Department, Maricopa Association of Governments, Pima Association of Governments, Arizona State



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University, Sky Harbor International Airport, TRW Transportation Systems, Scientific Atlanta, Inc., and the Etak Team (which may include the following companies: Metro Networks, CUE Paging Corp., Differential Corrections, Inc., SEIKO Communications, Inc., SkyTel, Hewlett Packard, Fastline, Clarion, Delco Electronics, Volvo, IT Network, and ATT)

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**Start Date:** October 1996

**End Date:** December 2000

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**Estimated Total  
ITS Funds:** \$7,520,000

**Estimated Total  
Project Cost:** \$18,450,000

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**Contacts:**

Alan Hansen	FHWA Arizona Division, HPR 1- AZ	(602) 379-6856
Dale Thompson	Maricopa County, AZ	(602) 506-8949

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## PORTLAND SMART BUS

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**Description:**

This project reviewed the German-made Flexible Operation Command and Control System (FOCCS) that integrates fixed-route transit, dial-a-ride minibus, and contract taxi services. The information integration provides arrival and destination data to travelers and operators. The review included the following: first, evaluating the technical and economic feasibility of adding audiotex/videotex components and carpool matching capabilities to the systems; second, evaluating the technical requirements of adding a FOCCS components to Tri-Met's central control plans; third, evaluating the cost-effectiveness of FOCCS in Portland's rapidly growing suburbs; and fourth, designing an operational test for those components found suitable. Hardware and software requirements are included in the analysis.

**Project Location:**

Portland, Oregon

**Contractor(s):**

Tri-Met of Portland, Oregon

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**Start Date:**

September 1990

**End Date:**

September 1993

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**Estimated Total  
ITS Funds:**

\$54,000

**Estimated Total  
Project Cost:**

\$90,000

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**Contacts:**

Ron Boenau

FTA Headquarters, TRI-11

(202) 366-0195

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## REAL-TIME TRAFFIC ADAPTIVE SIGNAL CONTROL FOR ITS

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**Description:** This study, to develop a prototype real-time, traffic adaptive signal control system suitable for use in an ITS environment by 1997, was the first of three studies which eventually developed five prototypes for laboratory evaluation, from which one was selected for further development and field evaluation by 1997. This study encompassed the first stage of a long term effort. A single, major contract was awarded to a consortium composed of State and local DOT's, private industry, and academia.

**Project Location:** Rockville, Maryland

**Contractor(s):** PB Farradyne, Inc.

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**Start Date:** June 1992

**End Date:** December 1998

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**Estimated Total ITS Funds:** \$4,832,537

**Estimated Total Project Cost:** \$4,832,537

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### Contacts:

Deborah Curtis

FHWA - TFHRC, HRDO-03

(202) 493-3267

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## SACRAMENTO RIDESHARE

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**Description:** The Sacramento Real-Time Ridesharing project used a geographic information system (GIS) to provide single-trip or multiple-trip real-time ridesharing information. A driver seeking a rider entered the request into the system through one of the transportation management associations (TMAs). A prospective rider entered a destination and ride request. Driver incentives were also identified in the implementation of the system.

**Project Location:** Sacramento, California

**Partner(s):** Division of New Technology and Research of the California DOT (Caltrans), Sacramento Rideshare, Transportation Management Associations (TMA), Sacramento Council of Governments, and Volpe National Transportation Systems Center

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**Start Date:** January 1993

**End Date:** December 1995

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**Estimated Total  
ITS Funds:** \$204,000

**Estimated Total  
Project Cost:** \$825,000

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**Contacts:**

Ronald Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Cliff Loveland	CalTrans	(916) 654-9970

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## SALT LAKE CITY INTERIM TRAFFIC OPERATIONS CENTER

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**Description:** This project consisted of the development of an interim Traffic Operations Center (TOC) which was located at the site where the planned Salt Lake City Traffic Control Center will ultimately be located. The interim TOC supported the operation of the Utah DOT, Salt Lake County and Salt Lake City signal systems and the freeway management system to facilitate travel during the reconstruction of I-15 in the Salt Lake City area. The I-15 reconstruction project included installation of the ultimate Utah DOT freeway management system for the area.

**Project Location:** Salt Lake City, Utah

**Partner(s):** Utah DOT, Salt Lake City, Salt Lake County

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**Start Date:** October 1997

**End Date:** December 1998

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**Estimated Total  
ITS Funds:** \$1,500,000

**Estimated Total  
Project Cost:** \$1,875,000

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**Contacts:**

Martin Knopp	FHWA Utah Division, HPM-UT1	(801) 963-0078	Ext. 236
Dave Kinnecom	Utah DOT	(801) 965-4910	

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# SAN ANTONIO, TEXAS TRANSGUIDE METROPOLITAN MODEL DEPLOYMENT

## **Description:**

The San Antonio, Texas metropolitan area Model Deployment builds on the successful TransGuide Operations Center, where the Texas Department of Transportation, the city traffic operations, transit dispatch, police traffic dispatch and police/fire/emergency dispatch are all co-located. The fully integrated TransGuide Model Deployment covers nearly 200 miles of freeways and the majority of streets within the San Antonio metropolitan area. 78,000 vehicles are equipped with Intelligent Vehicle Tags. These tags allow the equipped vehicles to serve as roving "traffic probes," reporting on current travel times throughout the metropolitan area. Real-time, multi-modal traveler information is being provided to the traveling public through TransGuide TV 54, an in-vehicle route guidance system, kiosks, the INTERNET, and highway advisory radio. The TransGuide communications system supports video teleconferencing between local trauma centers and EMS units, providing physicians with the opportunity to see the patient and directly monitor vital statistics at the accident scene and en-route to the hospital.

The San Antonio Model Deployment was fully operational by September 1998. A year and a half of data collection followed to evaluate the benefits of a fully integrated metropolitan area ITS infrastructure. The final evaluation report is accessible on the JPO Electronic Document Library at <http://www.its.dot.gov/welcome.htm>.

## **Project Location:**

San Antonio, Texas

## **Partner(s):**

Texas DOT, VIA Metropolitan Transit Authority, City of San Antonio Department of Public Works, City of San Antonio Police Department, City of San Antonio Fire Department, Alpine Electronics Research of America, Amtech Systems Corporation, Southwest Research Institute, Navigation Technologies, Scientific Atlanta, Fatura, Zexel USA, and H.B. Zachry

## **Start Date:**

October 1996

## **End Date:**

May 2000

## **Estimated Total ITS Funds:**

\$7,144,000

## **Estimated Total Project Cost:**

\$13,954,500

## **Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Tom Newbern	Texas Department of Transportation	(512) 416-3200
Pat Irwin	Texas Department of Transportation - San Antonio	(210) 731-5249



## SAN ANTONIO TRANSGUIDE

### Description:

The Texas DOT installed a state-of-the-technology advanced traffic management system (TransGuide) in San Antonio. The Phase 1 project resulted in a three story control center and twenty-five miles of the one hundred ninety mile proposed ATMS. TransGuide provides:

- \* Complete digital communication network (voice, data, and video);
- \* Communication standard "SONET";
- \* Fully redundant fiber optic network;
- \* Fault tolerant computer system;
- \* Software developed to "POSIX" standards;
- \* Fully developed Central Control facility with a test-bed development computer;
- \* Field equipment consisting of changeable message signs, lane control signals, loop detectors, and surveillance cameras;
- \* Incident detection goal of 2 minutes; and
- \* System response goal of under 1 minute after detection.

This Operational Test documented the San Antonio TransGuide system design rationale and goals, evaluate the system's success in meeting the design goals, and evaluate the digital communication network for cost effectiveness and benefits versus "traditional" transportation data communication systems. An additional element of this Operational Test is the on-line evaluation and comparison of several incident detection algorithms.

A \$150,000 Before-and-After study for Phase 2 on Loop 410 was added to the project in 1996, extending the completion date for a year.

### Project Location:

San Antonio, Texas

### Partner(s):

Texas DOT, AlliedSignal Technical Services Corporation, Southwest Research Institute (SWRI), and Texas Transportation Institute (TTI)

### Start Date:

August 1993

### End Date:

March 1998

### Estimated Total ITS Funds:

\$1,049,654

### Estimated Total Project Cost:

\$1,485,966

### Contacts:

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Pat Irwin	Texas DOT	(210) 731-5249
Gene Schroeder	Texas DOT - TRF (Austin)	(512) 416-3309



## SANTA CLARA COUNTY SMART VEHICLE

**Description:** This project used global positioning system (GPS) technology for automatic vehicle location (AVL) operation of a paratransit system in conjunction with bus, light rail, and train operation. The service provided allows disabled travelers to request specific transportation service. A vehicle was routed and, where appropriate, the traveler was transferred to a fixed-route mode. Use is made of AVL technology, demand-responsive dispatching software, and a navigable map database which allows the closest available vehicle nearest a requester to be dispatched.

**Project Location:** Santa Clara County, California

**Partner(s):** Division of New Technology and Research of the California DOT (Caltrans), Santa Clara County Transportation Authority, Outreach Paratransit Broker, Trimble Navigation, UMA Engineering, Navigation Technologies, and Volpe National Transportation Systems Center

**Start Date:** November 1993

**End Date:** October 1995

**Estimated Total  
ITS Funds:** \$425,000

**Estimated Total  
Project Cost:** \$850,000

### Contacts:

Ronald Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Cliff Loveland	CalTrans	(916) 654-9970



## SATELLITE COMMUNICATIONS FEASIBILITY

### **Description:**

This project evaluated the use of Very Small Aperture Terminal (VSAT) satellite as the communications medium for four stationary closed-circuit television (CCTV) cameras and a mobile CCTV camera and communication platform. Specific objectives of the project are to: (1) develop and evaluate the feasibility of remote switching of multiple cameras through a single satellite channel, (2) develop and evaluate the feasibility of a mobile CCTV camera and communication platform, (3) determine the impact of weather conditions and other factors that degrade the VSAT signal integrity, (4) determine the limitation of VSAT for video surveillance by examining image clarity, pan-tilt-zoom controls and other factors associated with day-to-day CCTV freeway surveillance, (5) test the security of VSAT remote equipment with respect to vandalism and theft, and (6) compare VSAT video quality with other communications medium including leased T-1 service and direct fiber optic cable.

### **Project Location:**

I-95 in Philadelphia, Pennsylvania

### **Partner(s):**

Pennsylvania DOT

### **Start Date:**

October 1992

### **End Date:**

November 1998

### **Estimated Total ITS Funds:**

\$2,200,000

### **Estimated Total Project Cost:**

\$2,520,000

### **Contacts:**

Carmine Fiscina

FHWA/FTA Philadelphia Metropolitan Office

(215) 656-7111

Doug May

Pennsylvania DOT

(610) 768-3053



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## SCOOT ADAPTIVE TRAFFIC CONTROL SYSTEM

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**Description:**

This operational test implemented SCOOT in an area of the City of Anaheim's traffic signal system so that it could be evaluated for its effectiveness as an adaptive signal timing control package. SCOOT automates the data collection process and then automatically optimizes traffic signal timing based on real-time traffic conditions. The test also included the installation and evaluation of Video Traffic Detection System (VTDS) cameras in conjunction with the SCOOT system. The VTDS cameras potentially provide a way to adjust the traffic count locations so that optimal data collection sites for the SCOOT system can be identified.

**Project Location:**

Anaheim, California

**Partner(s):**

City of Anaheim, California DOT (CalTrans), Odetics, PATH, CalPoly University, and University of Southern California

**Start Date:**

September 1993

**End Date:**

September 1999

**Estimated Total ITS Funds:**

\$1,153,927

**Estimated Total Project Cost:**

\$2,438,427

**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
John Thai	City of Anaheim	(714) 765-5183



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## SEATTLE SMART TRAVELER

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**Description:**

This project examined ways in which mobile communications, such as cellular phones, and information kiosks could be used to make ridesharing (carpooling and vanpooling) more attractive, and evaluated a Traveler Information System. A set of information-based services for ridematching was developed in Phase I in cooperation with the mobile telecommunications industry in an effort to increase the use of HOV facilities. The initial focus advised private auto drivers of rideshare possibilities using mobile communications. A second phase operationally tested a prototype computer-based, interactive commuter information center in an office building in downtown Bellevue. The center provided computerized transit information, rideshare matching, and a method to schedule occasional carpool or vanpool trips. In addition to cellular telephone, the technological applications included voice mail, computer-based ridematching, traffic monitoring computers, and electronic maps.

**Project Location:**

Metropolitan Seattle, Washington

**Partner(s):**

Bellevue Transportation Management Association (TransManage), University of Washington, City of Bellevue, Washington State DOT, and Municipality of Metropolitan Seattle

**Start Date:**

October 1991

**End Date:**

August 1999

**Estimated Total  
ITS Funds:**

\$100,000

**Estimated Total  
Project Cost:**

\$245,000

**Contacts:**

Ron Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Mark Haselkorn	University of Washington	(206) 543-2577



# SEATTLE, WASHINGTON SMART TREK MODEL DEPLOYMENT

## **Description:**

The Seattle, Washington Smart Trek Model Deployment Initiative showcases the implementation of the ITS infrastructure to commuters both around the world and especially to the Seattle area residents. The traveling public and local officials are experiencing the benefits of a 21st century transportation system in a real-life setting. The Seattle Smart Trek Model Deployment project provides intermodal transportation management and integrated, real-time highway and transit information services for the entire Seattle metropolitan area.

The Seattle Model Deployment Initiative was operational in December 1997. A year and a half of data collection followed to evaluate the benefits of an integrated metropolitan area ITS infrastructure. The final evaluation report is accessible on the JPO Electronic Document Library at <http://www.its.dot.gov/welcome.htm>.

## **Project Location:**

Seattle, Washington

## **Partner(s):**

Smart Trek is a coalition of public and private partners joining together to develop this model deployment initiative. The partners include: Bartizan American Communications, Battelle Pacific Northwest Laboratories, Boeing Company, City of Bellevue Transportation Department, David Evans and Associates, Inc., Etak Inc., Fastline, IBI Group, ICON, King County DOT, Metro Traffic Control, Inc., Microsoft, Inc., Pacific Rim Resources, Inc., PB/Farradyne Inc., Seiko Communications Systems, Inc., Puget Sound Regional Council, TRAC-UW, Transportation Division Seattle Engineering Department, University of Washington, Washington State Department of Information Services, Washington State Department of Transportation, XYPOINT Corporation, and Greater Redmond Transportation Management Association

## **Start Date:**

October 1996

## **End Date:**

May 2000

## **Estimated Total ITS Funds:**

\$13,688,000

## **Estimated Total Project Cost:**

\$54,826,000

## **Contacts:**

Michael Brower	FHWA Washington Division, HPM-WA	(360) 753-9350
Pete Briglia	Washington State DOT	(206) 543-3331



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## SEATTLE WIDE-AREA INFORMATION FOR TRAVELERS (SWIFT)

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**Description:** This project tested the delivery of traveler information via three devices: the Seiko Receptor Message Watch, an in-vehicle FM subcarrier radio, and a portable, personal computer. This project also expanded service formerly available under the Bellevue Smart Traveler project.

**Project Location:** Seattle, Washington

**Partner(s):** Washington State DOT, Seiko Communications Systems, IBM Corporation, Delco, Etak, Metro Traffic, King County (Washington) Metro Transit, and University of Washington

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**Start Date:** August 1994

**End Date:** January 1999

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**Estimated Total  
ITS Funds:** \$4,527,000

**Estimated Total  
Project Cost:** \$7,200,000

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### Contacts:

Michael Brower	FHWA Washington Division, HPM-WA	(360) 753-9350
Larry Senn	Washington State DOT	(206) 543-6741



## SMART CALL BOX

**Description:** This operational test took advantage of the extensive call box system installed on California freeways and sought to increase their functionality by adding an interface to traffic management devices. The project included testing the feasibility of using the Smart Call Boxes to collect traffic census data; obtain traffic counts, flows and speeds for incident detection; report information from roadside weather information systems; control changeable message signs; and control roadside closed-circuit television cameras.

**Project Location:** San Diego, California

**Partner(s):** San Diego Service Authority for Freeway Emergencies (SDSAFE), California DOT (Caltrans), California Highway Patrol (CHP), and San Diego State University

**Start Date:** September 1993

**End Date:** September 1996

**Estimated Total  
ITS Funds:** \$915,000

**Estimated Total  
Project Cost:** \$1,607,600

### Contacts:

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
David Dutcher	CalTrans	(619) 688-4274
Mike Perkins	S. D. Svc Authority for Freeway Emergencies	(619) 694-2190



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## SPREAD SPECTRUM RADIO TRAFFIC INTERCONNECT

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**Description:** This operational test evaluated the use of spread spectrum radio to provide communications interconnect for a portion of the Los Angeles ATSAC signal system. The radios were tested in a network of signals to determine their ability to work in a variety of geographies and their ability to provide for large-scale, once-per-second communications, and to determine the cost-effectiveness of using this technology.

**Project Location:** Los Angeles, California

**Partner(s):** City of Los Angeles, Hughes Aircraft, JHK & Associates, California DOT (CalTrans), University of Southern California, and PATH

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**Start Date:** July 1994

**End Date:** April 1999

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**Estimated Total  
ITS Funds:** \$2,629,075

**Estimated Total  
Project Cost:** \$3,866,685

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### Contacts:

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
Shawn Skehan	LA/ATSAC	(213) 485-2815

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## TRAFFIC RESEARCH LABORATORY (TREL)

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**Description:**

The TReL is an ATMS testbed which integrates research and development tools into a seamless analysis environment. This project used the Trel testbed to address crucial issues in ATMS such as: the impact of incident detection upon level of service, the effects of dynamic traffic assignment, and system integration issues to help guide ATMS deployment. The Phase I testbed was completed in 1995. It provided the research and analysis capabilities needed to help quantify the benefits of ITS deployment and answer initial critical issues. The Phase II testbed provides real-time and faster than real-time simulation capabilities to support emulation of an actual advanced traffic management control center. The Phase II testbed answers questions such as how to design and implement the functionality of the ATMS control center.

**Project Location:**

Colorado Springs, Colorado

**Contractor(s):**

ITT Systems

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**Start Date:**

September 1993

**End Date:**

September 1997

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**Estimated Total  
ITS Funds:**

\$3,000,000

**Estimated Total  
Project Cost:**

\$3,000,000

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**Contacts:**

Raj Ghaman

FHWA - TFHRC, HRDO-03

(202) 493-3270

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## TRAFFIC SURVEILLANCE AND DETECTION TECHNOLOGY DEVELOPMENT

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**Description:**

This funding was used to identify and develop new detection technologies and surveillance concepts. With the rapid advances in industry technology, new options for detection need to be made available for use by traffic management centers. As ITS-class Dynamic Traffic Assignment, Real-Time Traffic-Adaptive Control, and Incident Detection systems are developed, new measures of effectiveness (such as queue lengths) may be required inputs to these modules. This study identified potential means of obtaining this data directly from the field using new surveillance and detection capabilities that are more accurate and cost-effective than those which are currently available. This project was conducted in two phases. The first phase was an effort to adapt various sensor technologies for use in transportation detection applications. The second phase was an effort to conduct testing to determine the relationships between the data the sensor can provide and the performance of ATMS functions alone and integrated. In order to identify performance relationships between function/sensor combinations, part of phase two investigated the integration of data from these advance sensors with various ATMS functions.

**Project Location:** Pasadena, California

**Contractor(s):** Jet Propulsion Laboratory (JPL)

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**Start Date:** September 1994

**End Date:** September 1999

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**Estimated Total ITS Funds:** \$7,240,000

**Estimated Total Project Cost:** \$7,240,000

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**Contacts:**

Deborah Curtis

FHWA - TFHRC, HRDO-03

(202) 493-3267

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## TRANSIT COMPUTER TOOLS

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**Description:**

This project evaluated computer reservation, dispatching, and billing services for small urban and rural transit operations. Additionally, it identified user records, compared products, and operational inputs and assessed combinations of hardware and software, and investigated procurement guidelines.

**Project Location:**

Raleigh, NC

**Contractor(s):**

North Carolina State University

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**Start Date:**

September 1996

**End Date:**

September 1998

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**Estimated Total  
ITS Funds:**

\$100,000

**Estimated Total  
Project Cost:**

\$100,000

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**Contacts:**

Sean Ricketson

FTA Headquarters, TRI-11

(202) 366-6678

John Stone

North Carolina State University

(919) 515-7732

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## TRANSIT NETWORK ROUTE DECISION AID

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**Description:** This project developed specifications for designing, implementing, and evaluating a computerized information system to aid a telephone operator in rapidly identifying useful itineraries for passengers in a mass transit system. Specifically, it developed a procedure for constructing a decision aid; investigated algorithms and discussed how to extend or specialize them; and developed a plan for decision aid evaluation.

**Project Location:** Ann Arbor, Michigan

**Contractor(s):** University of Michigan - Department of Industrial Operations and Engineering

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**Start Date:** September 1991

**End Date:** October 1993

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**Estimated Total  
ITS Funds:** \$70,000

**Estimated Total  
Project Cost:** \$70,000

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**Contacts:**

Chelsea White

University of Michigan

(313) 763-5464

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## TRANSIT TECHNOLOGY RESEARCH

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**Description:**

This activity evaluated various new technologies for their potential benefit to transit. Human factors and engineering factors were investigated and designed into ITS systems being developed to maximize benefits to implementation. Spectrum allocation, advanced vehicle location, and architecture studies were conducted for subsequent operational test implementation. This project also studied the transit requirements for an orderly transition into new ITS technologies which are required to allow the maximum benefit.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

Volpe National Transportation Systems Center

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**Start Date:**

October 1993

**End Date:**

December 1994

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**Estimated Total  
ITS Funds:**

\$160,000

**Estimated Total  
Project Cost:**

\$160,000

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**Contacts:**

Ron Boenau

FTA Headquarters, TRI-11

(202) 366-0195

Bob Ow

Volpe National Transportation Systems Center

(617) 494-2411

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## TRANSLINK RESEARCH AND DEVELOPMENT PROGRAM

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**Description:**

This project, conducted under the auspices of ITS Research Centers of Excellence program, was designed to facilitate the integration of "real-time" ITS system monitoring capabilities into existing and future transportation management systems. Areas of emphasis for TRANSLINK research included linkages between ITS subsystems such as advanced traffic management systems and transit management systems. There was specific focus on railroad integration with ATMS and ATIS systems and police vehicle subsystem integration with enforcement/response center systems. There was also research emphasis on transportation center automation and support of TRASIM.

**Project Location:**

College Station, Texas

**Contractor(s):**

Texas A & M, Metropolitan Transit Authority of Harris Co., Texas DOT

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**Start Date:**

March 1996

**End Date:**

September 1998

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**Estimated Total  
ITS Funds:**

\$1,200,000

**Estimated Total  
Project Cost:**

\$1,200,000

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**Contacts:**

David Gibson

FHWA - TFHRC, HRDO-04

(202) 493-3271

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## TRANSMIT

**Description:** The "TRANSMIT" (TRANSCOM's System for Managing Incidents and Traffic) Operational Test evaluated the use of automatic vehicle identification (AVI) technology as an incident detection tool. The system of AVI "tag" readers allows vehicles equipped with transponders to serve as traffic probes. Tag-equipped probe vehicles are assigned a random identification number as they enter a system populated with AVI readers spaced approximately 2 kilometers apart. Software analysis is used to help identify potential incidents by comparing actual to predicted travel times between readers, in addition to determining real-time traffic information such as speed and travel time.

**Project Location:** Rockland County, New Jersey/Bergen County, New Jersey

**Partner(s):** New Jersey DOT, New York State Thruway Authority, New Jersey Highway Authority, TRANSCOM

**Start Date:** April 1993

**End Date:** March 1998

**Estimated Total  
ITS Funds:** \$2,750,000

**Estimated Total  
Project Cost:** \$3,437,500

### Contacts:

Asiyah Grant	FHWA New Jersey Div, HTC-NJ	(609) 637-4231
Tom Batz	TRANSCOM	(201) 963-4033



## TRAVINFO

### **Description:**

The TravInfo project implemented a comprehensive, region-wide traveler information system, capable of supplying transportation information to a broad array of devices and users. TravInfo includes the development and operation of a multi-modal transportation information center that integrates transportation information from a wide variety of sources and make the information available to the general public, public agencies and commercial (value-added) vendors. TravInfo pursues an "open-access" architecture for all aspects of the system to provide for future growth and facilitate the transfer of technology.

### **Project Location:**

San Francisco Bay Area, California

### **Partner(s):**

California DOT (CalTrans), Bay Area Ad Hoc ITS Committee, PATH, and Metro Transportation Commission

### **Start Date:**

April 1993

### **End Date:**

May 2000

### **Estimated Total ITS Funds:**

\$5,072,000

### **Estimated Total Project Cost:**

\$7,347,000

### **Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
Melanie Crotty	Metro Transportation Commission	(510) 464-7708



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## TRAVLINK

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**Description:** TravLink implemented an Advanced Traveler Information System and Advanced Public Transportation System along the I-394 corridor extending from downtown Minneapolis, approximately 12 miles to the west. TravLink is a part of the Minnesota Guidestar ITS program and provided real-time transit schedule and traffic information through a combination of kiosks and terminals at work, home, shopping centers, and transit stations.

**Project Location:** Minneapolis, Minnesota

**Partner(s):** Minnesota DOT, St. Paul Metropolitan Council Operations, US West, 3M-Renix, City of Minneapolis, University of Minnesota

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**Start Date:** September 1992

**End Date:** October 1996

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**Estimated Total  
ITS Funds:** \$4,116,000

**Estimated Total  
Project Cost:** \$6,956,000

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### Contacts:

Jim McCarthy	FHWA Minnesota Division, HDA-MN	(651) 291-6112
Marilyn Remer	Minnesota DOT Program Manager	(651) 582-1601



## TRAVTEK

### **Description:**

TravTek (Travel Technology ) provided traffic congestion information, motorist services ("yellow pages") information, tourist information and route guidance to operators of 100 test vehicles, rented through AVIS, that were equipped with in-vehicle TravTek devices. Route guidance reflected real time traffic conditions in the TravTek traffic network. A Traffic Management Center obtained traffic congestion information from various sources and provided this integrated information, via digital data radio broadcasts, to the test vehicles and the data sources. TravTek rental operations began in March 1992. The operations phase ended in March 1993. The data collection for project evaluation is completed. Eight final evaluation reports were made available in late 1995. A video has been developed to disseminate information on the TravTek evaluation project. The video serves as an executive summary for the project, providing information on the overall project goals and objectives, the public/private partnership created to carry out the effort, the system design approach, the key evaluation questions, and finally a summary of the results from the evaluation activities. The video was developed for FHWA by SAIC in consultation with the TravTek partners. In addition to the TravTek partners, the National Highway Traffic Safety Administration participated in the TravTek evaluation. All reports have been completed.

### **Project Location:**

Orlando, Florida

### **Partner(s):**

City of Orlando, Florida DOT, General Motors/Hughes, and American Automobile Association (AAA)

### **Start Date:**

January 1990

### **End Date:**

March 1996

### **Estimated Total ITS Funds:**

\$4,200,000

### **Estimated Total Project Cost:**

\$12,000,000

### **Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9579
Jim Arnold	FHWA - TFHRC, HRDO-04	(703) 285-2974



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## TRILOGY

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**Description:**

The Trilogy project is part of the Minnesota statewide ITS program, Guidestar. Trilogy provides traveler information through different communications techniques: the Radio Broadcast Data System-Traffic Message Channel (RBDS-TMC), and a high-speed FM subcarrier. The primary objective of Trilogy was to test and compare a range of user devices and evaluate the potential improvement in efficiency of the existing transportation network. These devices provide end users with area and route-specific en-route advisories on the highway operating conditions in the Twin Cities Metropolitan Area.

**Project Location:**

Twin Cities Metropolitan Area

**Partner(s):**

Minnesota DOT, AB Volvo, DCI, Sieko Communications Systems, and Indikta Displays

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**Start Date:**

July 1994

**End Date:**

May 1999

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**Estimated Total  
ITS Funds:**

\$2,776,000

**Estimated Total  
Project Cost:**

\$4,080,000

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**Contacts:**

Jim McCarthy	FHWA Minnesota Division, HDA-MN	(651) 291-6112
Gary Hallgren	Minnesota DOT - Metro Division	(612) 341-7500

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## WASHINGTON, D.C. ADVANCED FARE MEDIA

### **Description:**

The purpose of this project was to develop and demonstrate an advanced Integrated Fare Collection System that would employ advanced technologies, improve security, and allow the sale and use of long term transit pass while assuring reliability and security against fraudulent abuse. Washington Metro Area Transit Authority (WMATA) selected Cubic's Go-Card System, a proximity reader/encoder that activates the fare gates when the passenger holds the pass within inches of the reader. The fare media also accommodated debiting the card on exiting the system and having the capability to integrate the fare collection system throughout the Authority by allowing passengers to use the same fare media to pay for Metrorail, Metrobus, and parking. The new system was installed in both directions of at least two aisles on as many as possible of the 93 mezzanines at the 70 stations. The system worked in conjunction with, or in addition to, the equipment currently being used and did not reduce the capabilities of the existing equipment.

Fare collection equipment has been installed at 29 Metro stations, on 21 buses and at 5 parking lots. The system was installed and put into operation February 6, 1995, for a one year demonstration period.

**Project Location:** Washington, DC metropolitan area

**Partner(s):** WMATA and Cubic

**Start Date:** December 1994

**End Date:** February 1996

**Estimated Total  
ITS Funds:** \$997,899

**Estimated Total  
Project Cost:** \$997,899

### **Contacts:**

Irv Chambers	FTA Headquarters, TRI-11	(202) 366-0238
Ramon Abromovich	Washington Metropolitan Area Transit Authority	(202) 962-5274



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## WINSTON-SALEM MOBILITY MANAGEMENT

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**Description:** This project defined and identified system needs and operationally tested and evaluated a mobility management system for the City of Winston-Salem. It included automated scheduling and demand-responsive, shared-ride transit for the young, elderly, and disabled who are unable to use fixed-route transit (Phase I). The project extended the transportation service to fixed-route transit, ridesharing and taxis used by the general public (Phase II). Integration with the Winston-Salem traffic management program was accomplished. Technologies being investigated also include smart cards, GPS, and automatic vehicle location.

**Project Location:** Winston-Salem, North Carolina

**Partner(s):** Winston-Salem Transit Authority (WSTA), City of Winston-Salem, North Carolina DOT, and North Carolina State University's Institute for Transportation Research and Education

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**Start Date:** May 1993

**End Date:** September 1995

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**Estimated Total  
ITS Funds:** \$220,000

**Estimated Total  
Project Cost:** \$275,000

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**Contacts:**

Ron Boenau	FTA Headquarters, TRI-11	(202) 366-0195
John Stone	North Carolina State University	(919) 515-7732



### **III. RURAL AND STATEWIDE INFRASTRUCTURE**



### **III. RURAL AND STATEWIDE ITS INFRASTRUCTURE**

The rural areas of the United States account for a small and dispersed portion of the nation's population, yet they encompass a significant portion of the transportation system. Rural areas account for 80% of the total U.S. road mileage and 40% of the vehicle miles traveled. Residents of these areas are confronted with significantly greater travel distances in accomplishing routine tasks. The rural setting is characterized by long distances, relatively low traffic volumes, infrequent congestion, travelers unfamiliar with the surroundings, and rugged terrain in remote areas. Features of the rural environment include a high representation of fatal crashes; approximately 60% of crash fatalities and 55% of work zone fatalities occur in diverse rural settings which can vary from portions of the high speed interstate highway system to remote, two lane rural roads. Throughout the rural environment, response times for Emergency Medical Services are increased.

For those citizens who do not possess independent means of transportation, the availability and reliability of public transportation are even more crucial than in urban areas. Of the 90 million estimated residents of rural areas, 30 million have special needs by virtue of being elderly, being classified as working poor or persons with disabilities. In excess of 1200 rural transit organizations currently provide travel services to citizens in these categories.

The rural ITS program seeks to satisfy the requirements of a diverse population of users and operators by advancing flexible options which facilitate safety, security, and improved access to transportation services in rural areas. The major challenges in delivering transportation services in a rural/statewide setting include the diversity of conditions in rural travel, the different categories of travelers and their needs, and costs associated with maintaining systems.

Early ITS efforts were driven by the compelling transportation problems in urban areas and interurban corridors. While many of the technologies and systems applied to solving urban problems are also effective outside of urban settings, the market structure, application logistics, and motivating factors underlying their deployment vary considerably from urban to rural areas.

U.S. DOT's vision for Rural and Statewide ITS Infrastructure is described in the National Intelligent Transportation Systems Program Plan – Five-Year Horizon dated August 2000. This plan articulates the program strategies to be employed in fostering implementation of intelligent rural infrastructure. The rural ITS program was initially shaped by a strategic plan developed in 1995 that defined seven critical program areas. Since that time, the rural program structure has evolved in terms of development tracks as a means of organizing research, development, and testing activities. U.S. DOT is in the process of continuing the process of defining these program structural elements as deployment of rural infrastructure expands with the aim of ultimately being able to track infrastructure deployments in a systematic way. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) fosters rural deployment through the TEA-21 ITS Deployment Program which encompasses the ITS Integration Program whose goal is to increase integration and interoperability of ITS systems in metropolitan and rural areas.

The technical development tracks cover the diversity of the rural transportation system and the breadth of the rural ITS program. These tracks are listed below accompanied by summary definitions. For the purposes of this document, the tracks provide an organizational structure for grouping the rural ITS projects. One additional category has been added-Integrated Systems.

Although not a development track, it is needed to accommodate those projects whose design incorporates the integrated deployment of systems providing multiple services such as weather and regional traveler information.

- **Surface Transportation Weather and Winter Mobility** - Consists of technologies which alert drivers to hazardous conditions and dangers, and include wide-area information dissemination of site-specific safety advisories and warnings. These applications improve the availability of weather information to assist decision makers improve transportation operations affected by weather.
- **Emergency Services** - Systems which improve emergency response to serious crashes in rural areas including technologies that automatically mobilize the closest police, ambulances, or fire fighters in cases of collisions or other emergencies, even in the most remote locations.
- **Statewide/Regional Traveler Information Infrastructure** - These components provide information to travelers who are unfamiliar with the local rural area and the operators of transportation services. This infrastructure supports services which can be provided at specific locations, en-route, or well in advance of the traveler's destination.
- **Rural Crash Prevention** - Focuses on the prevention of crashes before they occur, as well as on reducing crash severity. Rural areas are recognized for their unique environments and frequently for rugged terrain. They present additional hazards for drivers such as flawed road geometry/structure, hazards leading to road departure, adverse weather and unexpected encounters such as rock falls and animals. Through examination of rural travelers' needs, crash prevention measures and advanced technologies will be identified for implementation.
- **Rural Transit Mobility** - These services strive to improve the efficiency of rural transit services and their accessibility to rural residents. Advanced vehicle locating devices and communications systems can help achieve better scheduling, improved dispatching, smart card payment transactions, and advanced ridesharing and ride-matching systems. These systems also improve the efficiency of other rural fleets, such as snowplows and even law enforcement vehicles, through advanced vehicle tracking and on-board equipment monitoring systems.
- **Rural Traffic Management** - Strives to identify and implement multi-jurisdictional coordination, mobile facilities and simple solutions for small communities and operations in areas where utilities may not be available. Emphasis on research will be placed on systems to perform surveillance, control and communication to meet rural needs.
- **Highway Operations and Maintenance** - Leverage technologies that improve the ability of our highway workers to maintain and operate rural roads. These include severe weather information systems, early detection of pavement and bridge failures, and immediate detection of dangers to work zone crews.

- **Integrated Systems** – This is not a development track, but is a classification in the taxonomy which accommodates rural ITS projects which have integrated existing infrastructure, or are deploying integrated infrastructure.

These development tracks inherently place emphasis on specific user needs. Statewide/Regional Traveler Information Infrastructure for example refers to the infrastructure and systems support that a visitor (both driver and passenger) unfamiliar with a rural area may require as well as the Visitors and Tourism Bureaus, transit service providers, information providers, etc., that provide the services to meet their needs. In a tourist resort area, this may be the main focus of the ITS program. In other areas such infrastructure may exist, but plays a smaller role. Likewise, the Rural Transit Mobility Service focuses on reducing the isolation of the transportation disadvantaged and increasing the mobility of all. Its constituents also include both the potential travelers and service providers. Because of the costs of the provision of services in rural areas, the operations and maintenance activities may also form their own divisions. As ITS services are shown to reduce the cost of these services and improve their efficiency, these areas and the organizations responsible for providing them become natural constituents and advocates for the programs.

ITS applications such as incident notification (cellular and Mayday), advanced hazard warning systems, advanced traveler information services, and in-vehicle crash avoidance systems, are some of the ITS applications which can address the issues affecting rural transportation, and significantly impact the safety and mobility of rural travelers. Other ITS R&D programs within NHTSA and FHWA have substantial rural components--that is, they examine crash avoidance/warning, traveler information, vehicle control, automated roadway, or other safety technologies that have primary applications in improving rural safety.

An additional innovation is the documenting of successful rural ITS applications to serve as a resource for decision makers planning future rural deployments. This effort includes an “on-line” ARTS Compendium of some 200 ITS-related projects in rural settings accessible at <http://www.its.dot.gov/rural/rural.htm>. The ITS Joint Program Office manages the rural program under the umbrella of the ITS Travel Management Program discussed in the section on Metropolitan ITS Infrastructure. The Rural ITS page at the URL cited above has a link to the ITS Travel Management Program.

The operational tests and some of the TEA-21 deployment projects described in this section reflect recent initiatives in rural public transportation, integrated weather information and rural travel and tourism. These projects highlight the unique and varied challenges faced by the rural travel environment. A clear example of the need to adapt the deployment of technologies to this environment is exemplified in ITS emergency services. This is a critical application in rural areas where response times are normally greater than in metropolitan areas. This is one of several technology applications requiring further testing and evaluation. Others focused on cellular telephone coverage and road weather information systems are more mature, and better prepared for deployment.

U.S. DOT is pursuing eight program strategies to guide the advancement of ITS across the nation. These strategies are tailored to achieve metropolitan and rural ITS objectives. A very brief summary overview of the strategies supporting the rural ITS program is included here.

**Conducting Research** – Research efforts will continue along the development tracks. Near-term emphasis will be on field operational tests, and leveraging the deployment projects funded under the ITS Integration Program for lessons learned and benefits information. Activity is concentrated on surface transportation weather and winter mobility, emergency services, and statewide/regional traveler information services.

**Accelerating the Development of Standards** – U.S. DOT is in the early stages of identifying standards applicable to rural-specific ITS applications. Field operational tests and TEA-21 deployment projects will contribute significantly to the process.

**Building Professional Capacity** – This strategy is being pursued primarily by adapting existing ITS training courses to the needs of transportation professionals operating in rural environments. Emphasis is on training Federal field staff and their counterparts at state and local levels of government in the effective use of the National ITS Architecture.

**Creating Funding Incentives** – TEA-21 provides for funding incentives to be used in ITS integration projects. Deploying organizations are strongly encouraged and guided by an oversight process to structure projects meeting TEA-21 requirements. For rural areas, funding may be expended either for deployment of infrastructure components or the integration of existing systems. This flexibility is in contrast to the requirement that metropolitan ITS projects apply funds for integration only. This latitude recognizes the lower density of deployed rural ITS systems available for integration.

**Providing Guidance and Technical Assistance** – At this stage of the rural ITS program, guidance and technical assistance are oriented on disseminating the results of research projects and lessons learned from field operational tests.

**Ensuring Consistency with the National ITS Architecture and Standards** – Interim guidance for ensuring National ITS Architecture consistency has been disseminated to transportation system planners pending conclusion of the rule making process. The rule making process underway will result in policy to ensure consistency with the National ITS Architecture and Standards applicable to ITS deployments using Federal funding for both metropolitan and rural infrastructure. The rule making process is expected to produce a policy in 2001.

**Evaluating the Program** – Program evaluation findings on the rural ITS Program are emerging from field operational tests. TEA-21 projects conducted under the ITS Deployment Program are being evaluated through mandatory self-evaluations conducted by resources within their project management teams. A limited number of these projects will be evaluated each year of TEA-21 authorization by evaluation teams contracted by the ITS Joint Program Office. These national evaluations are conducted on projects judged to provide lessons learned and benefits information in areas where the ITS Program has compelling information needs, and has, to date, accumulated only limited data. Evaluation results from these projects will make major contributions to ITS cost and benefits databases.

**Showcasing Benefits** – Benefits of rural ITS technology applications are being showcased principally in field operational tests and the more mature TEA-21 ITS Integration Program deployments. Areas where emerging insights are being documented include automatic collision

notification, traveler information, including applications in a national park setting, and weather systems.



# **Surface Transportation Weather**



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# FORETELL - INTEGRATING ITS WITH ADVANCED WEATHER PREDICTION

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**Description:**

The project objectives are twofold: (1) to develop an integrated weather information system that improves and broadens the scope of atmospheric and road surface condition information available to highway users and operators; and (2) to assess the benefits of integrating the functions of Road Weather Information Systems, other weather information sources, and transportation management and traveler information operations for a rural section of the transportation system.

**Project Location :**

Iowa, Wisconsin, Missouri, Minnesota, Illinois

**Partner(s):**

Iowa DOT, Missouri DOT, Wisconsin DOT

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**Start Date:**

October 1997

**End Date:**

September 2002

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**Estimated Total  
ITS Funds:**

\$1,760,000

**Estimated Total  
Project Cost:**

\$4,700,000

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**Contacts:**

Paul Pisano	FHWA Headquarters, HOTO	(202) 366-1301
Max Grogg	FHWA Iowa Division, HDV-IA	(515) 233-7323

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## IDAHO STORM WARNING SYSTEM

**Description:** The purpose of the Idaho Storm Warning Operational Test is to investigate various sensor systems that could provide accurate and reliable visibility and weather data, and to use that data to provide general warnings, speed advisories, and possible road closure information to travelers on a section of I-84 in southeast Idaho that is highly prone to reduced visibility from blowing snow and dust. The primary goal of such a system is a major reduction in visibility-related multi-vehicle accidents in rural areas. Information will be transmitted to the motorist via changeable message signs.

**Project Location :** Interstate 84 in southeastern Idaho.

**Partner(s):** Idaho Transportation Department, CH2M Hill, Handar Incorporated, Santa Fe Technologies, and Surface Systems Incorporated

**Start Date:** June 1993

**End Date:** January 2001

**Estimated Total ITS Funds:** \$804,500

**Estimated Total Project Cost:** \$1,231,900

**Contacts:**

Ross Blanchard	FHWA Idaho Division, HDA-ID	(208) 334-9180	Ext. 112
Larry Vanover	Idaho Transportation Department	(208) 334-8558	



## GREATER YELLOWSTONE REGIONAL TRAVELER AND WEATHER INFORMATION SYSTEM

### *Description:*

The Greater Yellowstone Regional Traveler and Weather Information System project proposes to expand, coordinate and integrate two existing technologies to create a five-state in-vehicle advanced traveler information system. This project will integrate the #SAFE system which provides weather forecasts and road condition reports to in-vehicle devices using wireless communications with the SAFE-PASSAGE pavement temperature model. SAFE-PASSAGE is capable of predicting pavement temperatures thus predicting water freezing, melting and refreezing points.

The #SAFE project was initiated in 1995 to develop and demonstrate the utility of an en-route traveler weather information system in an effort to create safer transportation in the states of North Dakota, South Dakota, and Minnesota. The #SAFE project is currently the nation's only rural operational in-vehicle road/weather condition system. The system was designed to provide travelers with in-vehicle road conditions and weather forecasts for site-specific decision making during a multi-region trip.

This #SAFE system gives weather conditions for traveling roadway. However it does not predict pavement conditions. Beyond visibility, pavement conditions are of utmost importance to the driver. Consequently, the SAFE-PASSAGE computer pavement model is needed. In 1997, the Western Transportation Institute (WTI), in conjunction with the Montana Department of Transportation, began the SAFE-PASSAGE project. This project used ITS technologies to improve the safety of the Bozeman Pass. The Pass is located on Interstate-90 between Bozeman and Livingston, Montana. The geometry of the road and the harsh weather of the area led to a high number of accidents.

As part of this project, researchers at WTI developed a computer pavement temperature model. This model can predict the temperature of the pavement, independent of any in-pavement monitoring sites. Knowing the temperature, it can interpolate when water on the road will freeze, melt, and re-freeze, and at what rate. The resulting information is precise to the lane and mile-marker. This model relies on three programs which independently calculate pavement temperatures based on the three following variables.

1. Temperature: based on a calculated solar and terrain radiation as well as specified initial temperatures and variations in wind velocity, humidity, and cloud cover.
2. Wind: based on initial conditions taken from RWIS and regional wind models.
3. Snow-Ice metamorphism: based on surface temperatures resulting from specified changes in heat flux.

This model was originally designed for DOT maintenance personnel. A computer in the district office alerts maintenance dispatchers of ice ahead of time. It also dictates specifically where anti-icing measures should be employed. This predictive capability leads to increased safety of the road and efficient use of DOT resources.

This integration project proposes bringing these two road-weather information systems together. Each system provides one aspect of what the traveler wants to know. The



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#SAFE project describes the weather conditions over a section of road. The SAFE-PASSAGE model depicts and forecasts the conditions of the pavement itself. The two systems complement each other, and thus should be integrated to provide more accurate and more complete information for the traveler.

**Project Location :** Montana, Idaho, Wyoming, Yellowstone National Park, Grand Teton National Park

**Partner(s):** FHWA, Western Transportation Institute-MT State University; MTDOT; ID Transportation Dept.; WYDOT; University of ND; Swiss Avalanche Institute

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**Start Date:** September 2000

**End Date:** September 2003

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**Estimated Total  
ITS Funds:** \$786,421

**Estimated Total  
Project Cost:** \$2,764,421

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**Contacts:**

Bob Seliskar	FHWA Montana Division, HDA-MT	(701) 250-4348
Steve Albert	Western Transportation Institute-MT State Univ.	(406) 994-6114

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# RURAL ADVANCED TRAVELER INFORMATION SYSTEM (RATIS)

**Description:**

This project builds on previous efforts to develop and demonstrate a Rural Advanced Traveler Information System (RATIS). Initial efforts were implemented as an operational test of an en-route traveler weather information system. This project leverages and extends this project with the objective of expanding the area coverage, augmenting the operational concept and extending the duration of the demonstration.

RATIS is the only system to date that has developed, tested, and produced an operational rural system for travel across vast open spaces, where road conditions and weather information are essential to the economy and personal safety. RATIS capitalizes on the existing wireless telecommunication infrastructure while designing a system that can easily expand and adapt to the rapidly changing telecommunication industry. RATIS has merged technologies from meteorology, computer science, wireless telecommunication, road weather monitoring and forecasting, and transportation into a single decision support system that can respond, adapt, and disseminate information on short notice, with a recurring cycle. RATIS has the ability to quickly adjust to changes in information standards, formats, and protocols as this industry matures.

Much of the technology required to operate this project presently exists within the current operational development and demonstration environment. This includes a decision support system, which combines the technology of weather analysis/forecasting with the computer representations of spatial and attribute information. Ongoing development continues on refining an infrastructure for collecting, processing, and disseminating information in a framework that permits concept validation.

**Project Location :** North Dakota

**Partner(s):** FHWA, NDDOT, SDDOT, University of ND, Meridian Environmental Technology Inc., varied cellular telephone companies in ND and SD

**Start Date:** September 2000

**End Date:** March 2002

**Estimated Total ITS Funds:** \$549,000

**Estimated Total Project Cost:** \$729,000

**Contacts:**

Steven Busek	FHWA North Dakota Division, HDA-ND	(701) 250-4348
Leon Osborne	University of ND	(701) 777-2479



# SPOKANE, WASHINGTON STATE ROUTE 395 TRAVELER INFORMATION PROJECT

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**Description:**

The objective of this project is to install a roadway information system that will communicate to the public and road maintenance crews information concerning current weather conditions, road surface conditions, border crossings, flooding, slides and any other items necessary to assist roadway users in making informed travel decisions. The system will include ITS technology and be integrated into a regional ITS system. The project plan approach will include: installing video cameras at locations on SR 395, SR 20, SR 21 and SR 25; installing Roadway Weather Information System at key locations on SR 395 or its associated highways; installing highway advisory radios at key locations to provide information to travelers en-route to their destinations; and providing traveler information data and images to the public via an internet web page. Roadway Weather Information Systems will be integrated with traveler information and infrastructure operation and maintenance.

**Project Location :**

Spokane, Washington

**Partner(s):**

Washington State DOT, City of Spokane, Spokane Regional Transportation Center

**Start Date:**

September 1999

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$356,161

**Estimated Total  
Project Cost:**

\$712,322

**Contacts:**

Michael Brower	FHWA Washington Division, HMO-WA	(360) 753-9550
Bill Legg	Washington DOT	(206) 543-3332



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# STATEWIDE RWIS IMPLEMENTATION AND INTEGRATION PROJECT

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**Description:**

This project is a component of the FY 2000 State of Idaho Earmark. The project will install roadway weather information systems (RWIS) at key locations around Idaho. A related objective is to design a plan to integrate Idaho Transportation Department RWIS sites with other weather sites owned by the National Weather Service, the Idaho National Engineering and Environmental Laboratory and with adjoining states' RWIS.

**Project Location :** State of Idaho

**Partner(s):** FHWA, Montana DOT, Idaho State Police

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**Start Date:** September 2000

**End Date:** September 2001

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**Estimated Total  
ITS Funds:** \$396,421

**Estimated Total  
Project Cost:** \$1,271,421

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**Contacts:**

Ross Blanchard	FHWA Idaho Division, HDA-ID	(208) 334-9180
Larry Van Over	Idaho Transportation Department	(208) 334-8558

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## SULLIVAN COUNTY, NEW YORK EMERGENCY WEATHER SYSTEM

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**Description:**

This project will fund the installation of a weather station, Highway Advisory Radio and Variable Message Signing to warn drivers of changing conditions of the roadway in time for motorists to react safely. Detours will be established to aid drivers when incidents occur. The 14-mile segment of highway, constructed to 1950's standards, traverses mountainous terrain. High accident rates are experienced where roadway alignment is severe and climatic changes surprise drivers.

**Project Location :** Sullivan County, New York

**Partner(s):** New York State DOT

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**Start Date:** October 1998

**End Date:** October 2002

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**Estimated Total  
ITS Funds:** \$1,000,000

**Estimated Total  
Project Cost:** \$1,250,000

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**Contacts:**

Jerry Zell	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 228
Bill Seaman	New York State DOT	(607) 721-8087	

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# WASHINGTON STATE ROADWAY WEATHER INFORMATION SYSTEM

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**Description:**

This project will connect a local weather information system around the State into a roadway weather information system. The information would be used to provide statewide road condition reports to motorists, thereby reducing the effects of weather condition on travelers. The project will include the installation of closed circuit TV cameras on I-90 at Snoqualmie Pass. The Washington State DOT will be able to incorporate this weather information system into the Smart Trek Model Deployment Initiative

**Project Location :** Washington State

**Partner(s):** Washington State DOT, University of Washington, Enterprise Pooled Fund Members

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**Start Date:** October 1998

**End Date:** June 2001

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**Estimated Total  
ITS Funds:** \$1,250,000

**Estimated Total  
Project Cost:** \$1,600,000

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**Contacts:**

Michael Brower	FHWA Washington Division, HMO-WA	(360) 753-9550
Bill Brown	Washington State DOT	(206) 616-9183

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# **Emergency Services**



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## CENTRE COUNTY, PENNSYLVANIA ENHANCED 911 PROGRAM

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**Description:**

This project is the FY 1999 Centre Valley, Pennsylvania Earmark. Funding was obligated in FY 2000. The goal of this project is to implement technologies using geolocation localization methods in an enhanced 911 operation, and to evaluate the benefits of such technologies in improving overall emergency response. The project objectives supporting this goal are to determine the improvement in overall emergency response through time saved and other measures through the use of enhanced 911 emergency calls and determine their usefulness in improving overall emergency response. The motivation for this project is due to the urgency of the Federal Communications Commission mandate that enhanced 911 capability is established beginning in 2001. Cellular location-determining equipment shall be installed at key locations in Centre County, PA, using available commercial cellular towers and Centre County emergency communications towers, in such an arrangement that will provide overlapping coverage for where cellular communication is available. The incoming cellular 911 call will be identified as such and be routed to the public service answering point (PSAP) for Centre County in the municipal building, Bellefonte, PA. The location of the caller is obtained by matching the information from the mobile phone (mobile identification number) with a calculated position estimate that is transmitted to the database accessible over a network by the 911 Communications Center via the automatic location information (ALI) database. The cellular caller location information will be displayed on a combined Computer Aided Dispatch (CAD)/Geographic Information System (GIS) in relation to geographic landmarks and roadways as well as closest or most available emergency service resources. Some of these resources are fixed base sites as well as roving resources such as police cruisers, state patrol cars and ambulances. This system essentially provides a capability equivalent to that rapidly becoming available for 911 calls from fixed locations over landlines. This project will result in the integration of an E911 capability for Centre County, PA.

It is planned that this capability will be left in place indefinitely following the field test and evaluation. A report will document such improvements in emergency response as well as describe a developmental model for such future systems to be reviewed by other agencies as they develop their own plans for such systems.

**Project Location :** Centre Valley, Pennsylvania

**Partner(s):** FHWA, NHTSA, Penn DOT, Centre Region Planning Agency, Centre Area Transit Authority, Centre County, Penn State University, Pennsylvania State Police

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**Start Date:** September 2000

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$395,735

**Estimated Total  
Project Cost:** \$795,735

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**Contacts:**

Steve Bergman	FHWA Pennsylvania Division, HIT-PA	(717) 221-4422
Matthew Weaver	Penn DOT	(717) 705-1447

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# WASHINGTON STATE RADIO COMMUNICATION EMERGENCY CALL BOXES

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**Description:**

This project will provide emergency call boxes using radio communications technology throughout the State Route 821 Corridor. State Route 821 follows the Yakima River through a canyon with no cellular phone coverage. There are few businesses or residences along the road so there is no place to stop for assistance. When roadway accidents or river rafting accidents occur, there is no timely way to alert emergency service providers. This project will remedy that condition. The Washington DOT will be able to incorporate the emergency call boxes into the Smart Trek Model Deployment Initiative.

**Project Location :** Washington State

**Partner(s):** Washington State DOT, Kitt Com.

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**Start Date:** October 1998

**End Date:** October 2001

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**Estimated Total  
ITS Funds:** \$750,000

**Estimated Total  
Project Cost:** \$987,500

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**Contacts:**

Michael Brower	FHWA Washington Division, HMO-WA	(360) 753-9550
Bill Legg	Washington State DOT	(206) 543-3332

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# **Statewide/Regional Traveler Information Infrastructure**



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## DEVELOPMENT OF RURAL ITS

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**Description:**

The main objectives of this FHWA-sponsored effort specifically include:

- \* Assisting the U.S. DOT Rural Team in ARTS program management, procurement, development, coordination, and promotion;
- \* Conducting the comprehensive system engineering efforts necessary for integration of Rural ITS requirements into the National ITS program;
- \* Conducting specific studies, providing technical assistance, and participating in other activities to define and better understand the technical, institutional, and implementation issues surrounding the development and deployment of Rural ITS; and
- \* Developing products that document the system design and other Rural ITS findings in a variety of formats that aid in the implementation of this system design by federal, state, and local governments, private industry, and other constituents.

These objectives will be met through a set of task orders; each task order will be issued as needed.

**Project Location :** Washington, D.C.

**Contractor(s):** SAIC, Castle Rock Consultants, Multisystems, Inc., Western Transportation Institute

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**Start Date:** October 1998

**End Date:** September 2003

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**Estimated Total ITS Funds:** \$10,706,742

**Estimated Total Project Cost:** \$10,706,742

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**Contacts:**

Michael Freitas

FHWA ITS JPO, HOIT

(202) 366-9292

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# ACADIA NATIONAL PARK FIELD OPERATIONAL TEST

**Description:** The Department of Transportation in cooperation with the National Park Service will conduct a field operational test of a real-time traveler information system in and about Acadia National Park. The purpose of the system is to provide accurate information to tourists both pre-trip and enroute.

**Project Location :** Acadia National Park, Maine

**Partner(s):** National Park Service, Maine DOT, Friends of Acadia, several local communities

**Start Date:** November 1999

**End Date:** December 2001

**Estimated Total ITS Funds:** \$1,000,000

**Estimated Total Project Cost:** \$2,000,000

**Contacts:**

Mike Freitas	ITS JPO - HOIT	(207) 366-9292
Russ Charette	Maine Department of Transportation	(207) 287-2087
Len Bobinchock	Acadia National Park	(207) 288-0374



# CAPE COD RURAL ADVANCED INTERMODAL TRANSPORTATION SYSTEM

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**Description:** This project will evaluate the use of Automatic Vehicle Location systems on fixed route, shuttle, paratransit and Council of Aging transit vehicles. A customer information system will be developed with multi-modal information for dissemination through various media designed to greatly enhance the reliability of transit service on the Cape.

**Project Location :** Cape Code Region, Cape Cod, MA

**Partner(s):** Bridgewater State College, Bridgewater, MA

**Start Date:** October 1997

**End Date:** April 2001

**Estimated Total  
ITS Funds:** \$200,000

**Estimated Total  
Project Cost:** \$408,000

**Contacts:**

William Wiggins	FTA Headquarters, TRI-11	(202) 366-0255
Dennis Walsh	Cape Cod Regional Transit Authority	(508) 385-8311
Larry Harman	Bridgewater State College	(508) 279-6144



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# FRANKLIN COUNTY, MASSACHUSETTS TRAVEL INFORMATION SYSTEM

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**Description:**

A Traveler Information Service for the Route 2 Corridor of Central and Western Massachusetts. The purpose of the project is to provide the tourist, en route traveler, and commercial vehicle operator with relevant information on local attractions and services in the project area, combined with relevant information on traffic and weather conditions on Route 2 and I-91. The two principal goals of the project are to increase tourism and enhance motorist safety through the provision of traveler information.

**Project Location :** Franklin County, MA

**Partner(s):** Franklin County Chamber of Commerce, Franklin County Regional Council of Governments

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**Start Date:** September 1998

**End Date:** July 2001

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**Estimated Total  
ITS Funds:** \$875,000

**Estimated Total  
Project Cost:** \$1,093,750

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**Contacts:**

Wesley Blount

FHWA Massachusetts, Division, HDA-MA

(617) 494-2253

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# GREATER YELLOWSTONE RURAL ITS PROJECT

**Description:**

One of the key products to be developed as a part of this project is a Strategic Deployment Plan for the Greater Yellowstone Rural ITS Project. This effort will address the feasibility, demonstrate and evaluate how current ITS technologies may be applied as a viable solution to addressing travel and safety issues in a rural transportation environment. The specific setting of the project encompasses the three major transportation corridors in the surrounding states of Idaho, Wyoming and Montana which travelers use to access the National Park.

The Greater Yellowstone Rural ITS Project will also serve as a testbed for rural ITS applications to facilitate moving the state-of-the art in Advanced Rural Transportation Systems forward. This project will support a limited amount of deployment and testing of the short term projects identified as priorities in the Strategic Deployment Plan. The ability to provide information to travelers has been identified as one of the key needs to be addressed in the initial study. The initial goals identified for the study include increasing safety, improving emergency response, improving commercial vehicle operations, increasing travel information and trip enhancement, improving interagency communications, reducing congestion and increasing economic activity.

Early winner projects identified in the Strategic Deployment Plan are under development. Early winner projects include an AVI system test for two entrances into the Yellowstone National Park. Other projects include interactive kiosks at locations within the National Parks, Cellular Incident Hotline Reporting, signing, dynamic warning sights, and an incident management plan for roadway closures.

**Project Location :**

Idaho and Montana; US 191/20 from Bozeman, MT to Idaho Falls, ID; I-15 from Butte, MT to Idaho Falls, ID (including I-90 from Bozeman to Butte); US 89/26 from Livingston, MT to Idaho Falls, ID (including I-90 from Bozeman MT to Livingston MT).

**Partner(s):**

Idaho DOT, Western Transportation Institute, Montana DOT, Wyoming DOT, National Park Service, Idaho National Engineering Laboratory, Idaho State Police, Travel Montana, Gallatin (MT) County

**Start Date:**

June 1997

**End Date:**

July 2001

**Estimated Total ITS Funds:**

\$1,500,000

**Estimated Total Project Cost:**

\$1,850,000

**Contacts:**

Bob Seliskar	FHWA Montana Division, HDT-MT	(406) 441-1234	Ext. 244
Ross Tervo	Montana DOT	(406) 444-9237	
Pat McGowen	Western Transportation Institute	(406) 994-6114	



## BRANDON, VERMONT

### **Description:**

Brandon is located in western Vermont along the US Route 7 corridor. Route 7 is part of the National Highway System (NHS) and is the main north-south travel corridor in western Vermont, connecting western Massachusetts to the south with Quebec to the north. It passes through Bennington, Rutland, and Middlebury, three of the largest communities in the state, as well as the Burlington metropolitan area, which is the major population center.

This corridor has significant amounts of truck traffic, as it is the principal connection for freight transportation between the major communities and the Albany, New York, area. In many areas, limited passing opportunities create long queues of vehicles behind slow-moving trucks. Since the right-of-way for Route 7 dates back to the very earliest days of county road building in the state, it passes directly through most of the town and village centers along the corridor, including Brandon. This condition is aggravated by heavy truck traffic through town transporting ore from a quarry to a processing plant on northern and southern sides of town. This project will pursue the following initiatives designed to address Brandon's problems:

--Brandon Route 7 WIM site. Adding a WIM site to the state WIM system will allow Vermont to gather considerable data regarding traffic flows, types, and weights. This in turn will help in further defining the existing problem and developing appropriate ITS solutions.

-- Regional ATIS. The Rutland Regional Commission will implement a simple web page with traveller information for the region which includes Brandon. This web site will enhance intermodal connectivity by providing information regarding schedules and availability of air, rail, and transit services, as well as roadway construction. The Rutland area is served by scheduled air service, Amtrak, and several local transit operators, but there is no central source for information regarding the different modes.

**Project Location :** Brandon, Vermont

**Partner(s):** Vermont Agency of Transportation; Brandon, VT Selectboard; Rutland Regional Planning Commission; Vermont Division of Travel and Tourism

**Start Date:** September 1999

**End Date:** June 2001

**Estimated Total  
ITS Funds:** \$296,801

**Estimated Total  
Project Cost:** \$593,602

### **Contacts:**

Larry Dwyer	FHWA Vermont Division, HTD-VT	(802) 828-4423
Bruce Bender	Vermont Agency of Transportation	(802) 828-3984



# CUMBERLAND GAP TUNNEL AND REGIONAL DEPLOYMENT (MIDDLESBORO, KENTUCKY)

## **Description:**

The ITS project for the Cumberland Gap Tunnel and surrounding regional area will deploy and integrate additional ITS technologies and systems to enhance the safety, mobility, and operations of the regional transportation system. The Cumberland Gap Tunnel is a critical link along the US 25E corridor which intersects with I-75 near Corbin, Kentucky and I-81 near Morristown, Tennessee. It has already benefited from several ITS applications begun in 1998. The 1998 deployment project began installation of an Advanced Traveler Information System to reroute traffic, especially truck traffic, around the Cumberland Gap tunnel during events denying tunnel access. The tunnel is located in a remote, mountainous part of the state accessible only by a single highway with no parallel routes.

A long-term goal for the regional area will be to develop an infrastructure which has the capability to accommodate both temporary and permanent traffic management and traveler information systems.

Among the ITS applications proposed for the corridor are closed circuit television cameras, variable message signs, highway advisory radio, and road weather information systems. The project will provide an appropriate level of integration of system components to ensure operational efficiency and effectiveness.

Federal funding listed below includes 1998 funding and FY 99 earmarked funds. Total funding also includes matching funds allocated in both years.

**Project Location :** Middlesboro, Kentucky

**Partner(s):** Kentucky Transportation Cabinet, Tennessee DOT, National Park Service, Kentucky Tourism Cabinet, Tennessee Tourism Department, Tunnel Management Inc.

**Start Date:** September 1998

**End Date:** June 2001

**Estimated Total  
ITS Funds:** \$3,924,409

**Estimated Total  
Project Cost:** \$6,780,000

## **Contacts:**

Glenn Jilek	FHWA Kentucky Division, HDA-KY	(502) 223-6727
Charles Knowles	Kentucky Transportation Cabinet	(502) 564-4556



## I-90/I-94 RURAL WISCONSIN ITS CORRIDOR

### **Description:**

The Wisconsin Department of Transportation (WisDOT) developed a strategic deployment plan for the Interstate 90/94 corridor in order to implement Intelligent Transportation Systems (ITS) technologies to improve the mobility, efficiency, productivity, and safety of travelers within the corridor. The corridor plan focuses on using ITS technologies in a rural environment and addresses unique rural problems and needs. This funding will enable ITS technology deployment and planning for the "West Salem" Weigh-in-Motion Scale, Automated Oversize/Overweight Routing, Variable Message Sign/Changeable Message Sign Operational Testing, and Incident Management.

**Project Location :** Interstate 90/94 Corridor, Wisconsin

**Partner(s):** FHWA, Wisconsin DOT

**Start Date:** October 1998

**End Date:** October 2001

**Estimated Total  
ITS Funds:** \$2,125,000

**Estimated Total  
Project Cost:** \$2,125,000

### **Contacts:**

John Berg	FHWA Wisconsin Division, HDA-WI	(608) 829-7515
Philip DeCabooter	Wisconsin State DOT	(608) 267-0452



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## MONROE COUNTY, NEW YORK INTEGRATION PROJECT

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**Description:**

This project will develop and construct the Airport/Transportation Operations Center (A/TOC) in support of objectives identified in the regional strategic plan, known as the Improved Mobility Areawide Guidance Evaluation (IMAGE). The project, initiated with FY 1999 earmarked funding, has been expanded to accommodate FY 2000 earmarked appropriations. The A/TOC will enable the integration of transportation operations, to include freeway management, arterial management as well as enforcement activities, and will serve as the centerpiece of the Rochester Advanced Transportation Management System. NY State DOT, Monroe County DOT, the NY State Police and the Greater Rochester International Airport have agreed on a shared facility. Additional integrations will be accommodated as determined through the updating of the existing regional ITS architecture.

**Project Location :** Monroe County, New York

**Partner(s):** FHWA, Monroe County DOT; Monroe County Department of Public Safety; New York State Police; Rochester-Genesee Regional Transportation Authority; New York State DOT

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**Start Date:** September 1999

**End Date:** November 2001

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**Estimated Total  
ITS Funds:** \$1,103,008

**Estimated Total  
Project Cost:** \$10,750,000

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**Contacts:**

Jerry Zell	FHWA New York Division, HTS-NY	(518) 431-4125	Ext. 228
Jim Willer	NYSDOT, Region 4	(716) 272-3450	

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## PORT ANGELES, WASHINGTON

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**Description:**

This project will install a comprehensive traveler information system along the Washington State Route 101 corridor on the northern Olympic Peninsula. The system will be comprised of several technology components, each of which has been proved in other locations in the State. The overall value of the project will be realized through integration of these components into a sum providing more value than the sum of its parts. This project will become a natural extension of the Smart Trek traveler information effort underway in the greater Seattle and Tacoma areas. Key components include video imagery, vehicle detection subsystems, and a roadway weather information system.

**Project Location :** Port Angeles, Washington

**Partner(s):** Washington State DOT, City of Port Angeles, North Olympic Peninsula Visitors and Convention Bureau, Olympic National Park, Greater Victoria Visitors and Convention Bureau

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**Start Date:** September 1999

**End Date:** June 2001

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**Estimated Total  
ITS Funds:** \$395,735

**Estimated Total  
Project Cost:** \$500,000

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**Contacts:**

Michael Brower	FHWA Washington Division, HMO-WA	(360) 753-9550
Bill Legg	Washington DOT	(206) 543-3332

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## STATE OF IDAHO ITS INTEGRATION

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**Description:**

This project seeks to implement Stage 2 of a Regional (Treasure Valley) ITS Plan with the following objectives:

- Development of a design for a real-time data collection, integration, and communications system that includes sensors strategically placed on the Treasure Valley freeway and arterial systems.
- Development of a decision support system and database that integrates real-time traffic data.
- Development of a virtual traffic management center to be used to monitor traffic flow in Treasure Valley and that can be used to train new engineers and technicians who will operate 21st century transportation systems.

**Project Location :** Treasure Valley, Idaho

**Partner(s):** Idaho DOT, Ada County Highway District, Ada Planning Association, University of Idaho, Boise State University

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**Start Date:** September 1999

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$441,000

**Estimated Total  
Project Cost:** \$837,204

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**Contacts:**

Ross Blanchard	FHWA Idaho Division, HDA-ID	(208) 334-9180	Ext. 112
Jim Larsen	Idaho DOT	(208) 387-6196	

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## STATE OF WASHINGTON ITS DEPLOYMENT AND INTEGRATION

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### **Description:**

The Washington State FY 99 ITS Integration effort is comprised of three projects: Ferry Terminal Traveler Information Improvements; State Routes 2 & 97 Traveler Information Project; and I-5 Corridor Multi-modal Traveler Information System Design and Implementation, described separately below.

- Ferry Terminal Traveler Information Improvements (ITS Funding-\$448K). Washington State Ferries (WSF), as part of the Washington State Department of Transportation (WSDOT), operates the largest ferry system within the United States. The ferry system serves 10 routes within Puget Sound, which connect the Olympic Peninsula to the I-5 corridor as well as providing vital links to the San Juan and many other islands within the Puget Sound. Washington State Ferries is committed to providing transportation to the residents of Washington State. The objective of this project is to install technology applications that will help provide comprehensive traveler information systems that will better inform ferry system users about delays and congestion on ferry routes. This project is also a natural extension to the Smart Trek/traveler information efforts underway in the greater Seattle and Everett areas which provides traveler information about the highway system which serves the ferry routes. Infrastructure to be installed includes: CCTV; vehicle detectors; traveler information dissemination via web page; highway advisory radio and Variable Message Signs (VMS) controlled from WSDOT's Seattle Travel Management Center (TMC). Total Cost-\$896K

- The State Routes 2 & 97 Traveler Information Project (ITS Funding-\$275K). Seeks to enhance the traveler information system along State Routes 2 & 97 in Chelan County. To be accomplished by installation of a roadway information system to communicate weather, road surface condition and road closure information to the public and maintenance crews. Components to be deployed include: Cameras; Roadway Weather Information System (RWIS); web page linked to WSDOT home page; completion of a communication and power link from Stevens Pass to Blewett Pass. Total Cost-\$555K

- I-5 Corridor Multi-modal Traveler Information System Design and Pilot Implementation (ITS Funding-\$250K). Design of a multi-modal traveler information system for inter-city travel between Vancouver, WA, and Bellingham along the I-5 corridor. The project will design a multi-modal traveler information system for inter-city travel within the I-5 corridor between Vancouver, WA, and Bellingham, and implement components

**Project Location :** State of Washington

**Partner(s):** Washington State DOT; Amtrak; Chelan County; Washington State Ferries

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**Start Date:** September 1999

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$973,000

**Estimated Total  
Project Cost:** \$1,946,000

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**Contacts:**

Michael Brower	FHWA Washington Division, HMO-WA	(360) 753-9550
Bill Legg	Washington DOT	(206) 543-3332

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## STATE OF WISCONSIN ITS INTEGRATION

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**Description:**

This activity seeks to develop a Statewide programmatic project development and budgeting approach over six years for Wisconsin ITS projects.

The State shall work to accomplish the following goals and objectives (where goals represent high-level descriptions of what the project will accomplish and objectives define specific actions that can be used as metrics for determining progress towards the goals).

Wisconsin proposes to accomplish deployment planning and begin implementation of rural incident, traffic management and traveler information systems along expanded parts of the rural Interstate corridors and major arterial networks in the State. This effort will concentrate on funding projects in the 1999, 2000 and 2001 State fiscal years.

The agreement will outline the State's commitment relating to the following projects and their integration into an overall Statewide system.

- High speed weigh-in-motion
- Statewide traveler information deployment
- Statewide ITS architecture
- Portable changeable message signs
- Interconnected signal systems for medium sized cities adjacent to interstate corridors

**Project Location :** State of Wisconsin

**Partner(s):** Wisconsin DOT, Wisconsin State Highway Patrol, Department of Motor Vehicles

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**Start Date:** September 1999

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$837,204

**Estimated Total  
Project Cost:** \$1,674,408

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**Contacts:**

John Berg	FHWA Wisconsin Division, HDA-WI	(608) 829-7515
Philip DeCabooter	State of Wisconsin DOT	(608) 267-0452

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## VERMONT TECHNOLOGICAL ALLIANCE PROJECT: VERMONT RURAL ADVANCED TRAVELER INFORMATION SYSTEM (TRAV 2000)

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### **Description:**

This project is the FY 2000 State of Vermont Earmark. This project will develop and link database systems which will provide travelers and tourists in Vermont with accurate and real-time information about road conditions, way-finding, and destination information. This project fills the need for advanced traveler information to support the needs of an increasing number of travelers visiting the State.

Through the development and linkage of a comprehensive database and the application of technology, travelers will be better able to make informed decisions before and during their trips using the Internet (home based, mobile lap-top or palm held), on-board digital appliances, signs, and a network of kiosks.

The elements will consist of a technical infrastructure, a coordinated and sustainable relational traveler information database, a high quality visitor information center presentation at key sites, a web-based traveler information application linked to appropriate non-profit and regional travel information sites, a reservation booking system, and a teleservicing information and way-finding service.

Once successfully implemented, the system will provide a basis for further efforts of Vermont, New Hampshire, and Maine to develop a Tri-State Rural Advanced Traveler Information System (RATIS). Vermont's advance work in this area holds the promise of providing a pilot for the tri-state project and it is Vermont's intention that any RATIS work product shall be made available to its tri-state neighbors for the benefit of the entire tri-state region. The first year of the project will concentrate on data development, system design, and component procurement. The second year will concentrate on implementation of a working system.

**Project Location :** State of Vermont

**Partner(s):** FHWA, Vermont Agency of Transportation, Vermont Agency of Commerce-Department of Tourism and Marketing, Vermont Department of Buildings and General Services, Vermont Travel Information Council

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**Start Date:** September 2000

**End Date:** July 2002

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**Estimated Total  
ITS Funds:** \$786,421

**Estimated Total  
Project Cost:** \$2,534,559

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### **Contacts:**

Larry Dwyer	FHWA Vermont Division, HDA-VT	(802) 828-4423
Bruce Bender	Vermont Agency of Transportation	(802) 828-3984

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## WARREN COUNTY, VIRGINIA

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**Description:**

The three component projects in the Warren County, Virginia Northern Shenandoah Valley Rural Deployment Initiative result from the Lord Fairfax Planning District Commission's ITS Deployment Planning Study.

-- The "Travel Shenandoah Commercial Information Demonstration Project" (\$75K) will evaluate the market feasibility of providing real-time travel advisories and related information/assistance to motor freight dispatchers. Information will be provided via media requested by participating clients; e.g., e-mail, telephone, pager, fax.

-- The "University of Virginia's Department of Emergency Medicine Pegasus EMS Video Project" (\$40K) will provide portable video conferencing between local rescue squads and the Pegasus emergency medical helicopter. The project will enhance rural/interstate emergency medical service by upgrading the level/quality of patient information and medical consulting through real-time video conferencing from the incident scene/within the rescue squad transport vehicle and the Pegasus emergency medical transport helicopter.

-- The "Northern Shenandoah Valley Public Mobility Project" will develop a ridesharing, vehicle sharing demand responsive agency-based central dispatching system to enhance the efficient use of human service transportation resources in the Northern Shenandoah Valley.

**Project Location :** Warren County, Virginia

**Partner(s):** Virginia DOT; Frederick County, VA; University of Virginia; ShenTel

**Start Date:** September 1999

**End Date:** November 2001

**Estimated Total  
ITS Funds:** \$197,867

**Estimated Total  
Project Cost:** \$336,000

**Contacts:**

Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 281-5107
Gregory Cross	No. Shenandoah Valley Deploy. Initiative	(540) 459-9761



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## WAUSAU/STEVENS POINT, WISCONSIN

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**Description:**

To implement this project, Wisconsin will conduct a planning study, develop a regional architecture and deploy interoperable technologies in the I-39 Wausau/Stevens Point Corridor which will be integrated into an overall statewide system.

Specific projects selected for ITS deployment will fulfill I-39 Corridor needs in traveler information, incident management and commercial vehicle operations. The intent of this corridor-wide project programming effort is to develop an accepted, standardized approach to deployment in the corridor.

**Project Location :**

I-39 Wausau/Stevens Point Corridor

**Partner(s):**

Wisconsin DOT; Department of Motor Vehicles

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**Start Date:**

September 1999

**End Date:**

June 2002

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**Estimated Total  
ITS Funds:**

\$791,470

**Estimated Total  
Project Cost:**

\$1,582,940

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**Contacts:**

John Berg

FHWA Wisconsin Division, HDA-WI

(608) 829-7515

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# **Rural Crash Prevention**



## TRAVEL - AID

### **Description:**

This project will use variable speed limit signs, variable message signs, and in-vehicle communications and signing equipment to improve safety along a 40-mile stretch of I-90 across Snoqualmie Pass, a rural area prone to snow, ice and poor visibility. Electronic sensing and equipment will be installed to monitor traffic, speeds, road and weather conditions. This information will help determine a safe speed. Warnings about road conditions, accidents, or slow-moving equipment will be broadcast via the various devices. The in-vehicle message device would have an alert signal to inform the motorist that a message is available. Up to 200 vehicles will be equipped with devices to deliver information similar to that displayed from the roadway variable message sign system.

**Project Location :** Snoqualmie Pass, Washington State

### **Partner(s):**

Washington State DOT, Farradyne Systems Inc., Engineering Research Associates (ERA), General Logistics, Surface Systems Incorporated (SSI), University of Washington - Washington State Transportation Center (TRAC), and Traffic Master

**Start Date:** November 1992

**End Date:** May 2001

**Estimated Total ITS Funds:** \$1,828,525

**Estimated Total Project Cost:** \$4,700,291

### **Contacts:**

Michael Brower	FHWA Washington Division, HPM-WA	(360) 753-9550
Larry Senn	Washington State DOT	(206) 543-6741





# **Rural Transit Mobility**



# NORTH FLORIDA RURAL TRANSIT INTELLIGENT TRANSPORTATION SYSTEMS

**Description:**

This project will assist in providing regional, multi-agency application of Intelligent Transportation Systems (ITS) technologies to three different countywide rural transit systems in Flagler, Putnam, and St. Johns counties in north Florida. The resulting electronic coordinated transit service provides transportation for the public for the purpose of job training, employment, medical service, nutrition trips, rehabilitation, and other life-sustaining functions. This project will be a national model in initiating regional, electronically coordinated transit service in rural areas involving several transit organizations. ITS technologies being considered include automatic vehicle location (AVL) systems using geographic positioning systems (GPS), and automated scheduling, dispatching, and billing software.

**Project Location :**

Florida

**Partner(s):**

Flagler County Transport; ARC Transit of Putnam County, St. John's County Council on Aging; Florida Commission for the Transportation Disadvantaged

**Start Date:**

September 1997

**End Date:**

May 2002

**Estimated Total  
ITS Funds:**

\$200,000

**Estimated Total  
Project Cost:**

\$240,000

**Contacts:**

Ron Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Jennifer Bowers	Florida Comm. for the Transp. Disad.	(940) 488-6036





# **Rural Traffic Management**



## RURAL ITS SWISS ARMY KNIFE TRAILER

**Description:**

Many rural locations lack a core set of permanently installed transportation management equipment components. Variable message signs, highway advisory radio, traffic control devices, communications media and speed detection devices are examples of components needed under circumstances, but not permanently deployed, in rural areas. This project will develop a set of compatible Swiss Army Knife (SAK) trailers as multi-purpose devices capable of supporting a broad range of applications as required. The intent of the SAK trailer is to provide a full complement of core equipment components in a single package to support: work zone management; special event management; incident management; natural disaster management; and traffic data collection.

Components visualized on the self-contained trailer include: a variable message sign; highway advisory radio; a portable traffic signal; weather sensor; radar speed detection; video surveillance; wireless communications; flood lights; and a power source.

**Project Location :**

New York State-Variou Rural and Small Urban Areas

**Partner(s):**

New York State DOT, Local Government and Public Safety Agencies in various communities

**Start Date:**

September 1999

**End Date:**

June 2001

**Estimated Total  
ITS Funds:**

\$248,823

**Estimated Total  
Project Cost:**

\$500,000

**Contacts:**

Jerry Zell	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 228
Pete Snyder	NYSDOT, Traffic Engineering and Highway Safety Division	(518) 457-1757	



# STATE OF IDAHO - INCIDENT RESPONSE COMPUTER-AIDED DISPATCH SYSTEM

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**Description:**

This project is a component of the FY 2000 State of Idaho Earmark. Idaho State Police are in the process of implementing a Computer-Aided Dispatch (CAD) system. This project builds on ITS in the Treasure Valley (FY 1999 earmark) by developing and installing a CAD to be accessible from three Regional Dispatch Centers. FY 2000 earmarked funds will be applied to the purchase and installation of the CAD. System integration with Regional Idaho State Police Dispatch Centers will follow. Four principal tasks are involved: Communications Dispatch Center Construction; CAD Bidding Process; CAD Project Planning; and CAD Implementation.

**Project Location :**

Boise, Idaho

**Partner(s):**

FHWA, Idaho DOT, Idaho State Police, Idaho State EMS, Ada County Highway District Traffic Management Center

**Start Date:**

August 2000

**End Date:**

July 2001

**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$1,268,210

**Contacts:**

Ross Blanchard	FHWA Idaho Division, HDA-ID	(208) 334-9180
Stan Passey	Idaho State Police	(208) 884-7314
Jim Larsen	Ada County Highway District	(208) 387-6196



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# STATE OF IDAHO - TREASURE VALLEY ITS INTEGRATION PROGRAM

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**Description:**

This project is a component of the FY 2000 State of Idaho Earmark. The project activity continues the FY 1999 earmark whose objective is to deploy and integrate a communications, surveillance, and traffic control system for Treasure Valley. The FY 2000 funding will continue FY 1999 earmarked investments which include:

- Development of CCTV and detection plans for arterials parallel to I-84 in Ada County.
- Deployment of ITS devices on arterials parallel to I-84 and freeway ramps in Ada County.
- Enhancement of incident management software and integration of other software systems.
- Development of a Controller Interface Device to assist Treasure Valley agencies with traffic signal timing strategies during incidents.
- Project evaluation.

**Project Location :** Boise, Idaho

**Partner(s):** FHWA, Idaho DOT, Ada County Highway District, Community Planning Association of Southwest Idaho, University of Idaho, Boise State University

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**Start Date:** September 2000

**End Date:** November 2001

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**Estimated Total  
ITS Funds:** \$780,000

**Estimated Total  
Project Cost:** \$1,136,500

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**Contacts:**

Ross Blanchard	FHWA Idaho Division, HDA-ID	(208) 334-9180
Jeff Miles	Idaho DOT	(208) 334-8302
Jim Larsen	Ada County Highway District	(208) 387-6196





# **Highway Operations and Maintenance**



# AN AUTOMATED VEHICLE LOCATION PILOT SYSTEM IN A MAINTENANCE OPERATIONS SETTING

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**Description:**

This project will evaluate the use of an Automated Vehicle Location (AVL) system to aid in the administration of snow removal and ice control contract forces, and provide information concerning road conditions to the public and media and the management and performance of snow removal and ice control operations. The benefits anticipated from this system include: continuous location of snowplow fleet operations; ability to identify vehicles with abnormal behavior; increased safety for the vehicle operator; ability to detect and minimize waste and fraud; ability to capture statistical data; and improved communications efficiency. The evaluation will also focus on the benefits of incorporating snow and ice removal status received from the AVL system into traveler information programs in the Northern Virginia District.

**Project Location :**

Northern Virginia District

**Partner(s):**

Virginia DOT

**Start Date:**

August 1997

**End Date:**

September 2001

**Estimated Total ITS Funds:**

\$50,000

**Estimated Total Project Cost:**

\$850,000

**Contacts:**

Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 775-3357
Dan Roosevelt	Virginia DOT	(804) 293-1924



## ALASKA COLD WEATHER ITS SENSING

### **Description:**

This project would fund the initial development of a Roadway Weather Information System (RWIS) for the Alaska Department of Transportation and Public Facilities. This initial improvement would include two small operational RWIS systems, centered in the Anchorage and Valdez areas, and also would install several data collection sites in Juneau. The system would provide weather and pavement information to support maintenance and operations activities, particularly winter snow and ice control on highways.

**Project Location :** Anchorage and Valdez, Alaska

**Partner(s):** Alaska DOT and PF

**Start Date:** October 1998

**End Date:** September 2001

**Estimated Total  
ITS Funds:** \$1,000,000

**Estimated Total  
Project Cost:** \$1,250,000

### **Contacts:**

Peter Serrano	FHWA Alaska Division, HDA-AK	(907) 586-7422
Douglas Terhune	Alaska DOT and PF	(907) 269-0885



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## OAKLAND COUNTY, MICHIGAN - SOUTHEAST MICHIGAN SNOW AND ICE MANAGEMENT (SEMSIM)

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**Description:**

The Southeastern Michigan Snow and Ice Management (SEMSIM) project is a collaboration between the Road Commission for Oakland County, Wayne County, The Road Commission for Macomb County, and the City of Detroit. Additionally, the Suburban Mobility Authority for Regional Transportation (SMART) is a partner in the project, and the University of Michigan Intelligent Transportation Systems Research Center of Excellence is the project facilitator. SEMSIM will enhance the management of winter road maintenance in Southeast Michigan through cross-jurisdictional cooperation and the application of state-of-the-art technology. The SEMSIM project will be a unique integration of automated vehicle location (AVL) using the global positioning system (GPS), geographic information systems (GIS), and communications technologies designed specifically to enhance the efficiency and effectiveness of winter maintenance operations in urban, suburban, and rural areas. The ultimate result will be minimizing the amount of time which roads are hazardous thereby improving roadway safety. Improved mobility and reduced congestion will be a result of roadways which return to maximum capacity quicker by including software displaying road network status, vehicle status, and meteorological data in real time.

The project will integrate existing, or soon to be deployed, ITS infrastructure components. The back-bone of this project is the communications between the maintenance vehicles and the central computers. Maintenance trucks will be equipped with sensors that integrate data such as: plow position; salt on/off with spreading rate; pavement and air temperature; vehicle location and speed.

This project is phased. Phase I, begun in October 1998, completed in Spring 2000. Subsequent to evaluation of Phase I, Phase II and III funding will be combined and the schedule adjusted to complete by July 2001. Phase III of this project is the FY 2000 Oakland County, Michigan and Southeastern Michigan Earmark.

**Project Location:**

Oakland Co., Wayne Co., Macomb Co., City of Detroit, Michigan

**Partner(s):**

Michigan DOT; Road Commission for Oakland County (RCOC); Wayne County, MI; Road Commission for Macomb County, MI; City of Detroit, MI; Suburban Mobility Authority for Regional Transportation; Univ. of Michigan ITS Research Center of Excellence

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**Start Date:**

September 1998

**End Date:**

July 2001

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**Estimated Total  
ITS Funds:**

\$4,300,733

**Estimated Total  
Project Cost:**

\$8,187,829

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**Contacts:**

Chung Eng	FHWA Headquarters, HOTM	(202) 366-8043	
Morrie Hoevel	FHWA Michigan Division, HDA-MI	(517) 377-1880	Ext. 32
Marie Dionise	Michigan State DOT	(517) 335-0875	
Gary Piotrowicz	Road Commission for Oakland County	(248) 858-7250	



# **Integrated Systems**



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# ITS DEPLOYMENT AND INTEGRATION PROJECT, OXFORD, MISSISSIPPI

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**Description:**

This project constitutes the FY 2000 ITS Integration Program earmark for Oxford, Mississippi. The project is categorized as a rural area deployment project, and is being managed by the University of Mississippi's Center for Advanced Infrastructure Technology.

The project presents the City of Oxford's vision for deployment and integration of ITS technology in a small urban/rural area with varied transportation-related activities associated with the University of Mississippi, a federal court, and a regional hospital, all of which contribute to the City's status as a business, commercial and education center for a large geographical area. The project examines the existing state of the transportation network and requirements for rapid improvements to accommodate increased traffic congestion, and safety challenges. The project seeks to integrate advanced digital mapping, Geographical Information System (GIS), database management, the Internet, emergency response services, transit, and public safety components with real-time advanced traffic management to benefit all users of the transportation system.

The backbone of the project is the development of a digital terrain mapping database for Oxford and surrounding communities using airborne laser and photo technology which are then incorporated into a comprehensive GIS. The database will be integrated with advanced traffic surveillance equipment, and used for incident management by law enforcement agencies, emergency response services as well as online information access by travelers. Additionally, the project will implement a plan for a pilot public transit service, leveraging automatic vehicle location technology.

**Project Location :** Oxford, Mississippi

**Partner(s):** FHWA; FTA; Mississippi DOT; University of Mississippi Center for Advanced Infrastructure Technology; City of Oxford, Mississippi

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**Start Date:** March 2000

**End Date:** October 2001

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**Estimated Total  
ITS Funds:** \$1,179,632

**Estimated Total  
Project Cost:** \$2,359,264

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**Contacts:**

Scott Carson	FHWA Mississippi Division, HDA-MI	(601) 965-4232
W. Uddin	Ctr. for Advanced Infrastructure Tech., U. of MS	(662) 915-5363

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# ITS INTEGRATION AMONG VDOT AND THE SHENANDOAH VALLEY

**Description:**

This project is the FY 2000 Integration Program earmark for the Shenandoah Valley, Virginia. The project is a compendium of disparate initiatives designed to improve mobility, traveler information and safety. Earmarked funding complemented by matching increments are to be applied to a series of initiatives, some of which build on the FY 1999 earmark for Warren County, Virginia. Highlights include further development of the Travel Shenandoah Commercial Information Demonstration Project (FY 1999 Warren County Earmark), and support to Virginia Tech and George Mason Universities, which are involved in project evaluation and System Integration of all ITS initiatives. Specific infrastructure enhancements will focus on Signal System Enhancement (e.g., video and closed loop coordination) in Staunton District, and corridor enhancements targeting specific intersections in Frederick County in the corridor used for rapid access to the Winchester Medical Center. Continued development of the FY 1999 earmark "Public Mobility Project" will feature installation of a coordinated-network computer aided dispatching system and vehicle location to enhance and augment the provision of human service transportation activities. Finally, resources will be applied to staffing ITS Project Manager and ITS Technician positions to ensure appropriate administration, planning, budgeting, design and maintenance of ITS system applications.

**Project Location :**

Staunton District of the Virginia Department of Transportation

**Partner(s):**

Virginia Dept. of Transportation, Travel Shenandoah Telecommunications Company, Lord Fairfax Planning District Commission

**Start Date:**

September 2000

**End Date:**

November 2003

**Estimated Total  
ITS Funds:**

\$1,966,053

**Estimated Total  
Project Cost:**

\$6,153,000

**Contacts:**

Felipe Luyanda	FHWA Virginia Division, HDA-VA	(804) 775-3346
Robert Slocum	Virginia DOT	(540) 332-7720



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## REGIONAL GIS/ITS INITIATIVE

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**Description:**

This project is the FY 2000 Central Pennsylvania Earmark. The North Central Pennsylvania Regional Planning and Development Commission (NCPRPDC), partnering with the Area Transportation Authority (ATA), the emergency management agencies (EMAs) of Cameron, Clearfield, Elk and Jefferson counties and county planning and development offices, are coordinating a regional Geographical Information System (GIS)/Intelligent Transportation System (ITS) Initiative. The comprehensive regional technology plan has been underway since 1997 and is being conducted in four phases:

Phase I - Mapping, Rural Addressing and Intranet/Internet Availability

Phase II - Regional Wireless Data Network (FY 2000 ITS Funding)

Phase III - Mobile Voice/Data Radio Network

Phase IV - Automated Vehicle Location (AVL)

This project focuses on Phase II, developing a reliable, multi-agency, communication network to facilitate sharing of regional information. The need for a backbone infrastructure component that will support real-time information sharing exists for regional public safety, incident management, emergency response, transportation planning and management, transit management, para-transit, and demand-responsive transit and traveler information.

The efficient sharing/usage of this valuable information is the next step in a coordinated and comprehensive approach to regional technology. The regional wireless data network effectively addresses the limitations of current information-sharing mechanisms by utilizing state-of-the-art telecommunications technology in planning for community-wide advancement.

This phase of the project will initiate the construction of a wide area network (WAN) using proven and cost-effective wireless (spread-spectrum) technology. The WAN will provide the infrastructure necessary to exchange data among multiple agencies and to serve as the backbone for Phase III and IV of the Regional GIS/ITS Initiative.

**Project Location :** North Central Pennsylvania

**Partner(s):** FHWA, Pennsylvania DOT, NCPRPDC, ATA, Counties of Cameron, Clearfield, Elk, Jefferson

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**Start Date:** September 2000

**End Date:** November 2001

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**Estimated Total  
ITS Funds:** \$786,421

**Estimated Total  
Project Cost:** \$1,572,842



**Contacts:**

Steve Bergman	FHWA Pennsylvania Division, HIT-PA	(717) 221-4422
Amy Kessler	NCPRPDC	(814) 773-3162

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## **Completed Projects**



# ADVANCED RURAL TRANSPORTATION INFORMATION AND COORDINATION

**Description:**

The Advanced Rural Transportation Information and Coordination (ARTIC) project is part of the Minnesota Statewide ITS program, Guidestar. ARTIC coordinates the communications systems of several public agencies (highway, state patrol, and transit) by establishing a centralized communication site. Improvements have been documented in response times to accident and road condition emergencies, and real-time vehicle status and schedule information is being provided through ARTIC. The primary objective of ARTIC was to evaluate the improvement in the transportation system and traveler safety by establishing a centralized communication site.

**Project Location :**

Itasca and St. Louis Counties, Minnesota

**Partner(s):**

Minnesota DOT, Minnesota State Patrol, Arrowhead Transit, City of Virginia Transit, Arrowhead Regional Development Commission, and U.S. West

**Start Date:**

July 1994

**End Date:**

August 2000

**Estimated Total ITS Funds:**

\$903,000

**Estimated Total Project Cost:**

\$1,542,000

**Contacts:**

Jim McCarthy	FHWA Minnesota Division, HDA-MN	(651) 291-6112	
Richard Maddern	Minnesota DOT	(218) 749-7793	3804



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# ADVANCED TRANSPORTATION WEATHER INFORMATION SYSTEM

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**Description:**

This project provided an evaluation and demonstration of how current technologies in mesoscale meteorological analysis and forecasting can be effectively used to produce precise spatial and temporal weather information for integration into an Advanced Transportation Information System for safer and more efficient operations. Through this evaluation and demonstration, a prototype information and management center to support traffic weather analysis and forecasting in a responsive decision support environment was developed. This system is capable of providing immediate assessment of difficulties in travel arising from changing weather conditions. This project demonstrated a prototypical advanced weather information system which may be implemented on a larger national scale.

**Project Location :** North Dakota and South Dakota

**Partner(s):**

North Dakota DOT, South Dakota DOT, University of North Dakota, U.S. West Communications, North Dakota Highway Patrol, South Dakota Highway Patrol, NOAA/Forecast Systems Lab, and Surface Systems Inc., and Meridian Environmental Technologies.

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**Start Date:** May 1995

**End Date:** November 2000

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**Estimated Total  
ITS Funds:** \$3,525,000

**Estimated Total  
Project Cost:** \$4,536,971

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**Contacts:**

Steve Busek	FHWA North Dakota Division, HDA-ND	(701) 250-4348
Leon Osborne	University of North Dakota	(701) 777-2479

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## ARIZONA I-40 TRAVELER AND TOURIST INFORMATION SYSTEM

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**Description:**

The I-40 Interstate Corridor is the only access to a number of National Parks and tourist centers in the region. The purpose of this project was to evaluate various means of providing traveler information to visitors traveling to and from the Grand Canyon National Park, Petrified Forest National Park, Navajo Nation, various welcome/tourist information centers, Arizona Department of Tourism's Painted Cliffs Welcome Center, Little America truck stop in Flagstaff, Kingman port-of-entry, and 25 other recreation areas. This project incorporates multimodal components such as commercial vehicle operations, transit, parking management and information systems.

**Project Location :** Arizona I-40 Corridor

**Partner(s):**

Arizona DOT; Grand Canyon National Park; National Weather Bureau; Winslow Chamber of Commerce; Arizona Department of Public Safety; AZ Office of Tourism; Northern Arizona University; Arizona State University; City of Bullhead; Computran Systems Corp.; Kimley-Horn & Assoc.; Castle Rock Consultants, Inc.; Fastline; Smartroute Systems, Inc., Transmit Technologies, Inc.

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**Start Date:** October 1997

**End Date:** July 2000

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**Estimated Total  
ITS Funds:** \$250,000

**Estimated Total  
Project Cost:** \$3,350,000

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**Contacts:**

Alan Hansen	FHWA Arizona Division, HPR1-AZ	(602) 379-6856
Tim Wolfe	Arizona DOT	(602) 255-6622

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# AUTOMATED COLLISION NOTIFICATION (ACN) OPERATIONAL FIELD TEST

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**Description:** This project was an operational field test of an advanced in-vehicle system that determines that a serious collision has occurred and automatically summons Emergency Medical Services (EMS) response. The Team designed, built and deployed an automated collision notification system (ACN), using 1000 privately owned cars in a large area covering the western portion of New York State.

**Project Location :** Erie County, New York

**Partner(s):** CALSPAN Advanced Technology Center, the New York DOT, General Motors, Cellular One, Rockwell, Erie County Emergency Management Service

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**Start Date:** September 1995

**End Date:** September 2000

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**Estimated Total  
ITS Funds:** \$3,472,358

**Estimated Total  
Project Cost:** \$4,335,453

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## Contacts:

Arthur Carter

NHTSA Headquarters, NRD-12

(202) 366-5669

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## BLACKSBURG RURAL TRAVELER INFORMATION SYSTEM

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**Description:**

This project operationally tested a rural transit traveler information system that makes the transit system easier to use and more reliable for the user. Based upon a system-wide AVL, a real-time traveler information system was provided through kiosks, wayside stops, and an existing "electronic village". Blacksburg Transit (town of Blacksburg, VA) operates twenty-seven buses on eight fixed-routes. Daily ridership is 8,500 during the academic year. The transit system covers 642,000 miles annually, which includes a five-vehicle demand-responsive system.

**Project Location :** Blacksburg, Virginia

**Partner(s):** Town of Blacksburg, Virginia

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**Start Date:** July 1996

**End Date:** June 1999

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**Estimated Total  
ITS Funds:** \$240,000

**Estimated Total  
Project Cost:** \$477,024

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**Contacts:**

Ron Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Mike Connelly	Blacksburg Transit	(540) 961-1185

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## BRANSON, MISSOURI TRIP (TRAVEL AND RECREATIONAL INFORMATION PROJECT)

**Description:**

Branson, a rural community located in the heart of the Ozark Mountains, has become known as the live entertainment capital of the world. The pristine natural surroundings of Branson have always attracted large numbers of visitors. The Branson TRIP sought to provide Branson Tri-Lakes area tourists with comprehensive tourist attractions, weather, traffic and road construction information. This information was provided through technologies such as the World Wide Web, dial-in telephone services, changeable message signs, highway advisory radio, commercial radio, kiosks, and cable television. The project evaluated those means of conveying information.

**Project Location :**

Branson, Missouri

**Partner(s):**

Missouri DOT; City of Branson, MO; Missouri Division of Tourism; Stone County, Taney County, Southwest Missouri Advisory COG; Branson/Lakes Area Chamber of Commerce; Table Rock Lake Chamber of Commerce, Castle Rock/Black Veatch; Addco; Intuitive Solutions; The Branson Connection; The Vacation Channel

**Start Date:**

October 1997

**End Date:**

July 2000

**Estimated Total  
ITS Funds:**

\$600,000

**Estimated Total  
Project Cost:**

\$1,325,000

**Contacts:**

Bob Thomas	FHWA Missouri Division, HDA-MO	(573) 636-7104
Tom Ryan	Missouri DOT	(573) 526-0124



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## COLORADO MAYDAY SYSTEM

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**Description:**

This project evaluated the use of the Global Positioning System (GPS) for vehicle location and the impact of cellular infrastructure communications between the vehicle and Public Service Answering Points (PSAPs) providing emergency and non-emergency assistance in an area of over 12,000 square miles in north-central Colorado. The test involved vehicles equipped with a low-cost location device called TIDGET. The TIDGET sensor sends raw GPS satellite signals to the control center for processing to determine the location of the vehicle. The primary objective of this test was to evaluate the impact of an infrastructure-based GPS system and response network on emergency response activities, time and public safety. Additionally, this test identified the necessary structure, responsibilities and service levels of a traveler assistance center necessary to commercially operate such a system.

**Project Location :** Central - Northeast Colorado

**Partner(s):**

NAVSYS Corporation, ESRI, AT&T Wireless Inc., Castle Rock Consultants, and members of the ENTERPRISE group (Departments of Transportation from the State of Arizona, Maricopa County , Colorado, Iowa, Michigan, Minnesota, North Carolina, Washington State, Dutch Ministry of Transport, Ministry of Transportation of Ontario, and Transport Canada)

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**Start Date:** June 1995

**End Date:** December 1998

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**Estimated Total  
ITS Funds:** \$2,439,654

**Estimated Total  
Project Cost:** \$3,832,286

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**Contacts:**

Scott Sands	FHWA Colorado Division, HDA-CO	(303) 969-6730	Ext. 362
John Kiljan	Colorado DOT	(303) 512-5858	

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# EVALUATION OF RADIO AND MICROWAVE TECHNOLOGY FOR MOTOR VEHICLE SAFETY WARNING SYSTEMS

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**Description:**

This cooperative agreement had two (2) objectives:

(1) To assist the Federal Highway Administration (FHWA) in evaluating the utility of a prototype motor vehicle safety warning system that utilizes police radar frequency transmissions to alert drivers (in real-time) of hazardous road conditions;

(2) To characterize system technical requirements for an effective warning system, and to evaluate the performance of the prototype system.

**Project Location :**

Georgia

**Contractor(s):**

Georgia Technical Research Institute; Georgia Department of Transportation

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**Start Date:**

September 1996

**End Date:**

December 1997

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**Estimated Total  
ITS Funds:**

\$200,000

**Estimated Total  
Project Cost:**

\$200,000

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**Contacts:**

Paul Pisano

FHWA Headquarters, HOTO

(202) 366-1301

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## HERALD EN-ROUTE DRIVER ADVISORY SYSTEM VIA AM SUBCARRIER

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**Description:**

The main concept of this project was to disseminate traveler information in difficult-to-reach, remote rural areas using a subcarrier on an AM broadcast station. The three basic components of Herald -- message generation, message transmission and message reception -- were developed under an effort by the multi-state organization called ENTERPRISE. This project assessed the performance of the system and analyzed the impacts on broadcasters, travelers and equipment manufacturers. The primary objective of this test was to assess real world impacts of the system related to transmission of traveler information in challenging terrain (Colorado), potentially interfering environmental conditions (Iowa), improvements to safety, and the overall marketability of the system.

**Project Location :** Colorado and Iowa

**Partner(s):**

Modulation Sciences and members of the ENTERPRISE group (Departments of Transportation from the States of Arizona, Colorado, Iowa, Michigan, Minnesota, North Carolina and Washington State, and the Dutch Ministry of Transport, Ministry of Transportation of Ontario, and Transport Canada)

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**Start Date:** January 1995

**End Date:** September 2000

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**Estimated Total  
ITS Funds:** \$200,000

**Estimated Total  
Project Cost:** \$380,000

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**Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730	Ext. 362
John Whited	Iowa DOT	(515) 239-1411	

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## IDENTIFICATION OF SIMPLE SOLUTIONS FOR THE RURAL TRANSPORTATION SYSTEM

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**Description:**

There were four (4) tasks associated with this cooperative agreement:

- (1) An information search to identify the successful, small-scale technology applications appropriate for rural areas;
- (2) An assessment and evaluation of the most promising applications;
- (3) The documentation of these solutions and other findings;
- (4) The presentation of these findings at the appropriate venues.

Final report, Technology in Rural Transportation: Simple Solutions, has been published.

**Project Location :**

Colorado

**Contractor(s):**

Castle Rock Consultants; Colorado Department of Transportation; Enterprise

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**Start Date:**

September 1996

**End Date:**

July 1997

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**Estimated Total  
ITS Funds:**

\$80,000

**Estimated Total  
Project Cost:**

\$80,000

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**Contacts:**

Paul Pisano

FHWA Headquarters, HOTO

(202) 366-1301

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## ROGUE VALLEY MOBILITY MANAGEMENT

**Description:** This project demonstrated the Mobility Manager concept to integrate transportation users, providers, and funding sources. Advanced electronic technology was used to record financial transactions and included magnetic-stripe farecards. It included transportation service to the elderly and disabled unable to use fixed route transit.

**Project Location :** Medford, Oregon

**Partner(s):** Call-A-Ride, Upper Rogue Community Center, Ashland Senior Program, Group Ride Service, Metro Taxi, Ashland, Cascade, White City/Cascade Cab Company, Head Start, Rogue Valley Medical Center, and Oregon DOT

**Start Date:** September 1991

**End Date:** June 1995

**Estimated Total  
ITS Funds:** \$380,000

**Estimated Total  
Project Cost:** \$775,900

**Contacts:**

Ron Boenau	FTA Headquarters, TRI-11	(202) 366-0195
Mary Delamare-Schaefer	Rogue Valley Council of Governments	(503) 664-6674



# RURAL APPLICATIONS OF ADVANCED TRAVELER INFORMATION SYSTEMS

## **Description:**

This study examined Advanced Traveler Information Systems (ATIS) for rural applications. The research examined a broad range of rural environments, categories of travelers, ATIS applications, and advanced electronic and communication technologies. The study involved determining the needs for ATIS services in rural and small urban areas and developing the functional requirements for providing them. The feasibility and cost-effectiveness of alternative applications and Advanced Traveler Information Systems related technologies were assessed. Based upon these analyses, priorities and plans for subsequent prototyping and operational field testing were developed. The most promising rural ATIS applications were developed and tested in a limited rural environment; including an evaluation of satellite communications for Mayday and a Surveillance and Delay Advisory System. A similar process to assess rural transit user and operator needs and system concept development was conducted. Several reports have been published.

Focus group discussions and telephone survey of rural travel needs and concerns have been completed. Some 20 preliminary concepts developed to meet rural travel needs were evaluated in terms of potential cost, benefits, implementation issues and trade-offs. A rural Action Plan was developed. Mayday satellite communications study, and preliminary testing of a Surveillance and Delay Advisory System (SDAS) have been completed. Further SDAS testing was completed in the summer of 1998. Test results have been evaluated.

**Project Location :** Virginia

**Contractor(s):** TransCore (formerly JHK & Associates) (lead), Hughes, Virginia Tech, and Bell-Atlantic

**Start Date:** January 1993

**End Date:** March 2000

**Estimated Total ITS Funds:** \$2,140,853

**Estimated Total Project Cost:** \$2,153,353

## **Contacts:**

Paul Pisano

FHWA Headquarters, HOTO

(202) 366-1301



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# TRANSCAL

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**Description:**

This project was a comprehensive Inter-Regional Traveler Information System, integrating road, traffic, transit, weather, and value-added traveler services information sources from the entire geographic region. The location of the project is along the I-80/US 50 corridor between San Francisco, California and Lake Tahoe/Reno, Nevada. Land line and cellular telephone, and wireless FM subcarrier networks were used to transport information to and from travelers via telephones, personal digital assistants, in-vehicle devices and kiosks. Additionally, the test assessed the ability to integrate information from multiple sources (urban, rural, rough terrain, severe weather, etc.), and the ability to integrate traveler services and transit information with real-time regional congestion and incident content.

**Project Location :** California and Nevada

**Partner(s):**

TRW/ESL, Shadow Broadcast, Cue Network Corporation, Ellen Williams and Associates, Geotechnology Development Inc., ETAK, Navigation Technologies, Sony Corporation, NET, Metropolitan Transportation Commission, Sacramento Area Council of Governments, The Tahoe Transportation District, Regional Transportation Commission of Washoe County (Nevada), California DOT (Caltrans), Nevada DOT, University of California at Davis, California Highway Patrol, Nevada Highway Patrol, Sierra Counties Consortium, and California Alliance for Advanced Transportation Systems

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**Start Date:** July 1994

**End Date:** June 1999

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**Estimated Total  
ITS Funds:** \$3,303,000

**Estimated Total  
Project Cost:** \$7,355,000

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**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
Elaine Houmani	CalTrans	(916) 657-3957

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## **IV. COMMERCIAL VEHICLE ITS INFRASTRUCTURE**



## **IV. COMMERCIAL VEHICLE ITS INFRASTRUCTURE**

The Commercial Vehicle ITS Infrastructure component of the federal ITS Deployment Program is defined in Section 5209 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). A major element of this component is the Commercial Vehicle Information Systems and Networks (CVISN) deployment program. In TEA-21, Congress established a goal to complete CVISN deployment in a majority of states by September 30, 2003.

The CVISN deployment program integrates commercial vehicle operations (CVO)-related information systems and communication networks owned and operated by federal and state governments, carriers, and other CVO stakeholders, allowing them to operate in an integrated manner. CVISN is not a new, additional information system, but describes the way for existing systems to exchange information electronically through the use of standards and available communications infrastructure. In some cases, this requires only modifications to the existing information systems and communication networks; in other cases, new systems, networks, or applications must be added in order to support the capture, storage, and exchange of information. In either case, increased functionality and capability is the result. A specific set of organizational and technical capabilities associated with CVO-related information systems and communications networks has been identified as CVISN Level 1 capabilities. CVISN Level 1 capabilities focus on safety information exchange, interstate registration and fuel tax credentials administration, and roadside electronic screening. Level 1 organizational and technical capabilities include:

- Establishing an organizational framework for cooperative systems development among state agencies and motor carriers.
- Establishing a state CVISN system design that conforms to the national ITS architecture and can evolve to include new technologies and capabilities.
- Deploying the following elements of the three main components of CVISN Level 1 capabilities:
  - (1) Safety Information Exchange--ASPEN (or equivalent) at major inspection sites; connection to the Safety and Fitness Electronic Records system--which provides interstate carrier, vehicle, and driver safety snapshots and to the Commercial Vehicle Information Exchange Window (or equivalent) for exchanging interstate and intrastate carrier, vehicle, and driver safety snapshots within and among states.
  - (2) Credentials Administration--end-to-end processing (i.e., carrier application, jurisdiction application processing, credential issuance) of at least the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) credentials; ready to extend to other credentials (e.g., intrastate, titling, oversize/overweight, carrier registration, hazardous materials); connection to IRP and IFTA Clearinghouses; having at least 10 percent of the transaction volume handled electronically; ready to bring on more carriers; and ready to extend to branch offices where applicable.

- (3) Electronic Screening--implemented at a minimum of one fixed or mobile inspection site and ready to replicate at other sites.

The information systems and networks that support these three areas have been developed or are in various stages of deployment. The benefits of deploying technologies that support CVISN Level 1 capabilities are: (1) having more accurate and timely safety and related credentialing information which will improve the effectiveness of Federal and State safety programs, (2) providing more efficient and responsive administrative processes for carriers and government agencies, and (3) promoting more efficient movement of freight and passengers for safe and legal carriers as safety enforcement personnel have the safety and credentials information to focus their limited resources on high-risk operators.

The process of deploying CVISN Level 1 capabilities in a state is based on lessons learned from the CVISN prototype and pilot state model deployments. The three-step process for states to follow in CVISN Level 1 deployment is:

1. Step 1, Planning

We expect a state to complete this step within 15 months, and estimate this step to require \$50,000 of federal ITS funds. To complete this step, a state will:

- prepare a Memorandum Of Agreement (MOA) to deploy CVISN Level 1 capabilities in the state that is signed by the major affected state agencies and the motor truck/motor coach associations;
- complete and maintain a current state ITS/CVO business plan that encompasses all ITS/CVO activities; and
- participate in two ITS/CVO technical training courses sponsored by the FMCSA and the FHWA.

2. Step 2, Design

We expect a state to complete this step within 18 months, and estimate this step to require \$350,000 of federal ITS funds. To complete this step, a state will:

- establish a CVISN project team, including a CVISN project manager and a system architect;
- participate in a series of CVISN deployment workshops designed to assure conformance with the architecture and interoperability of deployed systems;
- consider joint uses of transponders and ensure integration among multiple applications, multiple uses of data collected under CVISN deployment, and outreach to motor carriers about other ITS initiatives within the state that could benefit them;
- complete a CVISN program plan that encompasses all CVISN projects or efforts in the state; and

- complete a top-level design that describes all planned changes or additions to the systems or products related to CVISN.

### 3. Step 3, Deployment

We expect a state to complete this step within 36 months, if the state receives full funding for this step. We estimate this step to require \$2,600,000 of federal ITS funds. If only partial federal or state funding is available, we encourage states to deploy the CVISN Level 1 safety information exchange capabilities first, followed by either credentialing or electronic screening. We encourage states to leverage other funding sources, as well as use public-private partnerships for CVISN deployment. To complete this step, a state will:

- incorporate the FMCSA's comments on the CVISN program plan and top-level design;
- develop a detailed work plan, with milestones, that tie directly to its approved CVISN program plan and submit it to the FMCSA Division and Headquarters office for review and approval;
- develop and/or modify its systems to implement the design;
- integrate its systems into a “system of systems” and test to ensure that they work;
- include the CVISN standard interoperability tests as part of the integration and test effort to verify architectural compatibility; and
- follow the ITS/CVO Architecture Conformance Assurance Process.

CVISN is being developed and deployed using a “building block” approach. This approach is designed to achieve Level 1 deployment first in two prototype and eight pilot states and then proceed to national CVISN deployment in any interested state. The first step began in May 1996, when Maryland and Virginia were selected to develop CVISN Level 1 capabilities in a prototype environment. This allowed the capabilities to be developed and implemented simultaneously and shorten the research, development and implementation cycle. Maryland and Virginia successfully completed their CVISN Level 1 deployment efforts in September 30, 2000. In October 1996, the pilot states of California, Colorado, Connecticut, Kentucky, Michigan, Minnesota, Oregon, and Washington were selected to begin work in putting the CVISN operational concepts, designs, standards, methods, and interoperability testing into practice. This allowed testing and evaluating in a program of manageable size before proceeding to deployment. Kentucky completed Level 1 deployment on September 30, 2000 and Washington expects to complete Level 1 deployment by December 31, 2000. California and Minnesota are planning to complete Level 1 deployment by the end of FY 2001 and Colorado and Connecticut are planning to complete deployment by the end of FY 2002. Michigan and Oregon have completed various elements of Level 1 deployment and are continuing their CVISN deployment efforts.

Twenty additional states have completed step 2, design and have developed their CVISN program plans and top-level system designs. They are ready to begin the process of deploying CVISN Level 1 capabilities. In October 2000, four states began step 2 and are going through the process to develop their CVISN program plans. Nine states have completed, or are in the process of completing their ITS/CVO business plans and the remaining eight states have completed or are interested in completing the Introduction to ITS/CVO and the ITS/CVO Technical Project Management for Nontechnical Managers training courses.

# **Safety Assurance**



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## ROUTE 236/I-495 NORTHERN VIRGINIA INTELLIGENT TRANSPORTATION SYSTEM

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**Description:**

This project responds to a number of truck accidents at the Route 236/I-495 interchange. Virginia Department of Transportation will install a truck rollover system patterned on other systems in the National Capital Region which have performed successfully. Other ITS features will also be installed at this interchange.

**Project Location:**

Annandale, Virginia

**Partner(s):**

Virginia DOT

**Start Date:**

October 1998

**End Date:**

October 2005

**Estimated Total  
ITS Funds:**

\$500,000

**Estimated Total  
Project Cost:**

\$625,000

**Contacts:**

Tom Jennings

FHWA Virginia Division, HDA-VA

(804) 775-3357

James Robinson

Virginia DOT

(804) 786-6677

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# **Electronic Screening**



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## ITS/CVO GREENLIGHT PROJECT

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**Description:**

The Oregon ITS/CVO Green Light Project will improve the safety and efficiency of commercial vehicle operations and increase the performance of the highway system. The project will electronically verify safety and weight information of drivers, vehicles, and carriers from fixed and mobile roadside sites at highway speeds. The Green Light project will be interoperable with the HELP, Inc. and ADVANTAGE CVO electronic clearance efforts to form the national deployment of an electronic information network for commercial vehicles and States.

The primary features of this effort are to:

- \* Deploy mainline electronic pre-clearance sites;
- \* Deploy integrated tactical enforcement sites;
- \* Create safety enhancements including electronic access to driver/vehicle/carrier safety status, downhill speed control notification systems, and road/weather conditions;
- \* Integrate vision technology for vehicles not equipped with transponders
- \* Provide hardware/software upgrades and database management and development to support the project; and
- \* Perform an independent objective evaluation of the project.

**Project Location:** Oregon

**Partner(s):** Oregon DOT and Oregon State University; Iowa State University; Walton & Associates

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**Start Date:** March 1995

**End Date:** January 2001

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**Estimated Total  
ITS Funds:** \$20,000,000

**Estimated Total  
Project Cost:** \$25,500,000

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**Contacts:**

Jeff Loftus	FMCSA, MC-RTT	(202) 366-4516
Mike Nolan	FMCSA, MC-EFW-OR	(503) 399-5775

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# **Carrier Operations**



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## NATIONAL INSTITUTE FOR ENVIRONMENTAL RENEWAL (NIER)

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**Description:**

This project is designed to demonstrate the feasibility of utilizing computerized emergency response information, including telecommunications technologies, to provide hazardous materials information to emergency response units.

Phase I objectives are to:

- \* Identify contents of shipments of hazardous materials transported by motor carriers, and
- \* Link systems that identify, store and allow retrieval of data for emergency response to incidents and accidents involving transportation of hazardous materials by motor carriers either directly or through links with other systems.

Phase I is complete.

During Phase II, the project has been expanded to include the OPERATION RESPOND System and intermodal movements at the Port of Los Angeles.

**Project Location:**

Phase I, Mayfield, Pennsylvania: Phase II, Port of Los Angeles, California

**Partner(s):**

NIER and various subcontractors

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**Start Date:**

September 1996

**End Date:**

March 2001

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**Estimated Total  
ITS Funds:**

\$4,000,000

**Estimated Total  
Project Cost:**

\$4,000,000

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**Contacts:**

Lee Jackson	FHWA HQ, Office of Freight Operations - HOFM	(202) 366-4415
Robert Ketenheim	FMCSA	(410) 962-0098

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# **Integrated Systems**



## CVISN - MODEL DEPLOYMENT (COMMERCIAL VEHICLE INFORMATION SYSTEMS & NETWORKS)

### **Description:**

The model deployment of CVISN is focused on safety information exchange, roadside electronic screening, and credentials administration. Safety Information Exchange provides carrier, vehicle and driver safety information to roadside enforcement personnel and other authorized users. Roadside Electronic Screening provides for screening vehicles that pass a roadside check station, determining whether further inspection or verification of credentials is required, and taking appropriate actions. Vehicle-to-Roadside communications via transponders and readers/writers facilitate the screening functions at mainline speed. Weigh-in-Motion provide for high speed, mainline weighing. Credentials Administration provides for electronic application, processing, fee collection, issuance and distribution of CVO credentials, support of base State agreements and provides for CVO tax filing/auditing.

Status - The model deployment states have completed their CVISN project plans design and three states (MD, VA, KY) completed CVISN level one deployment by September 30, 2000. Washington will be complete by December 30, 2000, and California and Minnesota expect to complete deployment in FY 2001.

### **Project Location:**

Kentucky, Connecticut, Michigan, Colorado, Minnesota, California, Washington, Oregon

### **Partner(s):**

Departments of Transportation and other agencies involved in CVO in participating states

### **Start Date:**

October 1996

### **End Date:**

September 2003

### **Estimated Total ITS Funds:**

\$21,100,000

### **Estimated Total Project Cost:**

\$23,600,000

### **Contacts:**

Doug McKelvey	FMCSA, MC-RTT	(202) 366-0950
Jeff Secrist	FMCSA, MC-RTT	(202) 366-2963





# **Commercial Vehicle Operations**



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## CVISN LEVEL 1 DEPLOYMENT, STEP 1, PLANNING

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**Description:**

The Commercial Vehicle Information Systems and Networks (CVISN) deployment program organizes commercial vehicle operations (CVO)-related information systems and communication networks owned and operated by federal and state governments, the motor carrier industry, and other stakeholders and enables them to operate in an integrated manner. A specific set of organizational and technical capabilities has been identified for CVISN Level 1 deployment. These capabilities focus on electronically exchanging safety and credentialing information, electronically processing interstate registration and fuel tax credentials, and implementing roadside electronic screening at one fixed or mobile site.

Deploying CVISN Level 1 capabilities is a major undertaking that may require three years. The FMCSA and the FHWA have determined that the estimated cost of CVISN Level 1 deployment is between \$6 million and \$10 million. This figure was determined through the analysis of the CVISN Project Plans submitted by the pilot states. Since the maximum ITS federal share is 50 percent, the total amount of ITS federal funds was determined to be \$3 million per state. Participating states have demonstrated a willingness to contribute additional amounts needed to deploy CVISN Level 1 capabilities.

States are encouraged to use an incremental approach to deployment phased with specific results or products defined for each phase. As a result, three steps have been defined to assist states as they proceed with Level 1 deployment. In step 1, Planning, a state: (1) establishes an ITS/CVO working group; (2) prepares a Memorandum of Agreement to deploy CVISN Level 1 capabilities as funding is available; (3) participates in ITS/CVO technical training courses; and (4) completes and maintains an ITS/CVO Business Plan. It is expected that a state will complete this step in 15 months with a budget of \$50,000 of federal ITS deployment funds.

The following states have used federal ITS deployment funds to complete this step. The cost described at the bottom of this display represents the total amount of federal funds used to support the activities for step 1 as described above.

FY 1999: North Dakota, \$50,000; Texas, \$50,000

FY 2000: Alabama, \$40,000

**Project Location:**

ND, TX, AL

**Partner(s):**

Federal Motor Carrier Safety Administration (FMCSAQ), North Dakota, Texas, Alabama, private sector trucking firms

**Start Date:**

June 1998

**End Date:**

September 2003

**Estimated Total  
ITS Funds:**

\$140,000

**Estimated Total  
Project Cost:**

\$140,000



**Contacts:**

Jeff Secrist

FMCSA, MC-RTT

(202) 366-2963

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## CVISN LEVEL 1 DEPLOYMENT, STEP 2, DESIGN

### **Description:**

The Commercial Vehicle Information Systems and Networks (CVISN) deployment program organizes commercial vehicle operations (CVO)-related information systems and communication networks owned and operated by federal and state governments, the motor carrier industry, and other stakeholders and enables them to operate in an integrated manner. A specific set of organizational and technical capabilities has been identified for CVISN Level 1 deployment. These capabilities focus on electronically exchanging safety and credentialing information, electronically processing interstate registration and fuel tax credentials, and implementing roadside electronic screening at one fixed or mobile site.

Deploying CVISN Level 1 capabilities is a major undertaking that may require three years. The FMCSA and the FHWA have determined that the estimated cost of CVISN Level 1 deployment is between \$6 million and \$10 million. This figure was determined through the analysis of the CVISN Project Plans submitted by the pilot states. Since the maximum ITS federal share is 50 percent, the total amount of ITS federal funds was determined to be \$3 million per state. Participating states have demonstrated a willingness to contribute additional amounts needed to deploy CVISN Level 1 capabilities.

States are encouraged to use an incremental approach to deployment phased with specific results or products defined for each phase. As a result, three steps have been defined to assist states as they proceed with Level 1 deployment. In step 2, Design, a state: (1) establishes its CVISN project team and selects a CVISN project manager and a system architect; (2) participates in three CVISN deployment workshops; and (3) completes a CVISN Program Plan and Top-Level System Design. It is expected that a state will complete this step in 18 months with a budget of \$350,000 of federal ITS deployment funds.

The following states have used federal ITS deployment funds to complete this step. The cost described at the bottom of this display represents the total amount of federal funds used to support the activities for step 2 as described above.

#### FY 1999

Alaska, \$350,000  
Idaho, \$350,000  
Mississippi, \$350,000  
Missouri, \$350,000  
Nevada, \$350,000  
New Jersey, \$350,000  
New Mexico, \$740,000  
New York, \$1,730,000  
Pennsylvania, \$350,000  
Utah, \$200,000  
Wisconsin, \$350,000

#### FY 2000

Texas, \$200,000

**Project Location:** AK, ID, MS, MO, NV, NJ, NM, NY, PA, UT, WI, TX

**Partner(s):** Federal Motor Carrier Safety Administration (FMCSA), Alaska, Idaho, Mississippi, Missouri, Nevada, New Jersey, New Mexico, New York, Pennsylvania, Utah, Wisconsin, Texas, private sector trucking firms



**Start Date:** June 1998

**End Date:** September 2003

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**Estimated Total  
ITS Funds:** \$5,670,000

**Estimated Total  
Project Cost:** \$5,670,000

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**Contacts:**

Jeff Secrist

FMCSA, MC-RTT

(202) 366-2963

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## CVISN LEVEL 1 DEPLOYMENT, STEP 3, DEPLOYMENT

### **Description:**

The Commercial Vehicle Information Systems and Networks (CVISN) deployment program organizes commercial vehicle operations (CVO)-related information systems and communication networks owned and operated by federal and state governments, the motor carrier industry, and other stakeholders and enables them to operate in an integrated manner. A specific set of organizational and technical capabilities has been identified for CVISN Level 1 deployment. These capabilities focus on electronically exchanging safety and credentialing information, electronically processing interstate registration and fuel tax credentials, and implementing roadside electronic screening at one fixed or mobile site.

Deploying CVISN Level 1 capabilities is a major undertaking that may require more than three years. The FMCSA and the FHWA have determined that the estimated cost of CVISN Level 1 deployment is between \$6 million and \$10 million. This figure was determined through the analysis of the CVISN Project Plans submitted by the pilot states. Since the maximum ITS federal share is 50 percent, the total amount of ITS federal funds was determined to be \$3 million per state. Participating states have demonstrated a willingness to contribute additional amounts needed to deploy CVISN Level 1 capabilities.

States are encouraged to use an incremental approach to deployment phased with specific results or products defined for each phase. As a result, three steps have been defined to assist states as they proceed with Level 1 deployment. In step 3, Deployment, a state begins to implement CVISN Level 1 capabilities by: (1) incorporating the FMCSA's comments on its CVISN Program Plan; (2) developing a detailed workplan, with milestones, that tie directly to the Program Plan; (3) developing and/or modifying its information systems and communications networks to implement the design; (4) performing the CVISN standards interoperability tests to verify architectural compatibility; and (5) following the ITS/CVO architecture conformance process. If only partial funding is available for CVISN deployment, states are encouraged to deploy the Level 1 safety information exchange capabilities first, followed by either electronic credentialing or electronic screening. It is expected that a state will complete this step in 36 months with a budget of \$2,600,000 of federal ITS deployment funds.

The following states have used federal ITS deployment funds to complete this step. The cost described at the bottom of this display represents the total amount of federal funds used to support the activities for step 3 as described above.

#### FY 1999

Maryland, \$1,980,000  
Minnesota, \$1,920,000  
Washington, \$610,000

#### FY 2000

Alaska, \$1,850,000  
Arizona, \$786,000  
Colorado, \$1,179,000  
Idaho, \$393,000  
Maryland, \$900,000  
New Mexico, \$786,000  
Virginia, \$2,425,000

### **Project Location:**

MD, MN, WA, AK, AZ, CO, ID, MD, NM, VA



**Partner(s):** Federal Motor Carrier Safety Administration (FMCSA), Maryland, Minnesota, Washington, Alaska, Arizona, Colorado, Idaho, Maryland, New Mexico, Virginia, private sector trucking firms

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**Start Date:** June 1998

**End Date:** September 2003

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**Estimated Total  
ITS Funds:** \$12,829,000

**Estimated Total  
Project Cost:** \$12,829,000

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**Contacts:**

Jeff Secrist

FMCSA, MC-RTT

(202) 366-2963

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## **Completed Projects**



## ADVANTAGE CVO

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**Description:**

Advantage CVO, formerly Advantage I-75, represents a multi-state partnership of public and private sector interests along the I-75 corridor. The project facilitated motor-carrier operations by allowing transponder-equipped and properly documented trucks to travel any segment along the entire length of I-75 at mainline speeds with minimal stopping at weigh/inspection stations. Electronic clearance decisions at downstream stations were based on truck size and weight measurements taken upstream and on computerized checking of operating credentials in each state. Advantage I-75 features the application of transponder technology and decentralized control, with each state retaining its constitutional and statutory authority relative to motor carriers and their operations. Four thousand trucks participated in the project. Federal ITS funds ended in September 1997. The participating States are continuing and are proposing to expand to 20,000 trucks.

**Project Location:**

I-75 in Florida, Georgia, Tennessee, Kentucky, Ohio, Michigan and Ontario

**Partner(s):**

Florida, Georgia, Tennessee, Kentucky, Ohio, Michigan, Ontario (Canada), Motor Carrier Industry, American Trucking Associations, National Private Truck Council, United Parcel Service, SAIC, Hughes, and University of Kentucky

**Start Date:**

January 1991

**End Date:**

August 1998

**Estimated Total  
ITS Funds:**

\$8,400,000

**Estimated Total  
Project Cost:**

\$17,532,308

**Contacts:**

Doug McKelvey	FMCSA, MC-RTT	(202) 366-0950
Joe Crabtree	Kentucky Transportation Center	(606) 257-4513



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# ASSESSMENT OF STATE BENEFITS AND COSTS FROM ITS/CVO SERVICES

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**Description:**

The purpose of this study was to assess the benefits and costs of Intelligent Transportation Systems/Commercial Vehicle Operations (ITS/CVO) technology applications for States nationwide. This project had two distinct phases. Phase 1 consisted of the development of an education tool for Governors that will provide a policy analysis of ITS activities at the Federal level and the implications on transportation systems in their States. Phase 2 consisted of an in-depth economic assessment of the costs and benefits of ITS/CVO technology applications from a State perspective. In addition to this economic assessment, State business plans for the deployment and operation and maintenance of the ITS/CVO applications were also developed. The Governors of the United States, Territories, and Commonwealths of America have worked through the National Governors' Association (NGA) to deal collectively with issues of public policy and governance. The NGA's ongoing mission is to support the work of the Governors by providing a bipartisan forum to help shape and implement national policy and to solve State problems. The Center for Policy Research is the research and development arm of the NGA. The center is a vehicle for sharing knowledge about innovative State activities, exploring the impact of Federal initiatives on State government, and providing technical assistance to States. The center works in a number of policy fields, including economic development, information management, and transportation. The priorities for the NGA's research are set by the Governors.

**Project Location:**

Various

**Contractor(s):**

Iowa DOT and Nevada DOT; Iowa DOT; Nevada DOT

**Start Date:**

September 1995

**End Date:**

July 1997

**Estimated Total  
ITS Funds:**

\$519,859

**Estimated Total  
Project Cost:**

\$519,859

**Contacts:**

Jeff Loftus	FMCSA, MC-RTT	(202) 366-4516
Thom Rubel	National Governor's Association	(202) 624-7740

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## AUTOMATED SAFETY ASSESSMENT PROGRAM

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**Description:** The primary objective of the Automated Safety Assessment Program (ASAP) was to obtain data from the motor carrier that will enable the Office of Motor Carriers (OMC) to detect the motor carrier's safety performance without going to the carrier's place of business at a significant cost in time and money. The ASAP program allows motor carriers to present information, through an electronic means, to the OMC regarding their compliance with the Federal Motor Carrier Safety Regulations. The ASAP program consists of menu-driven software that will be provided to eligible motor carriers. The motor carriers would load the software into microcomputer systems and complete a data input process. The data would be downloaded to the Office of Motor Carriers for validation and analysis.

**Project Location:** Massachusetts

**Contractor(s):** Volpe National Transportation Systems Center

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**Start Date:** May 1995

**End Date:** October 1998

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**Estimated Total  
ITS Funds:** \$1,500,000

**Estimated Total  
Project Cost:** \$1,500,000

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### Contacts:

Ken Rodgers	FMCSA, MC-RTT	(202) 366-4016
Cynthia Mitchell	Volpe Center	(617) 494-2271

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# AUTOMATED SAFETY ASSESSMENT PROGRAM (ASAP) PILOT ON HAZARDOUS MATERIAL CARRIERS

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**Description:**

Currently, Office of Motor Carriers (OMC) is researching new technology, known as the Automated Safety Assessment Program (ASAP), to allow electronic transmission of data from motor carriers. This technology helped to fill voids present in the Motor Carrier Management Information System (MCMIS), including additional carrier accident information not previously maintained. ASAP enables a motor carrier to submit information electronically to OMC on its compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).

The ASAP program also speeds the needed receipt of information about new motor carriers. OMC resources focus on carriers that pose the greatest risk on the highway. Studies show that new motor carriers are more likely to be involved in an accident. However, shortages in data relating to new carrier operations critically affect our ability to access these carriers' safety performance. Because OMC relies on MCMIS data to determine risk, the absence of new carrier safety data in MCMIS poses a significant problem.

The Associate Administrator for Motor Carriers requested this pilot study. It assessed the feasibility of ASAP software, as an option to the current Hazardous Materials (HM) permitting program, as an effective means to ascertain whether a HM permit carrier can be authorized to operate in interstate transportation. Congress has supported the development of this program.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

Volpe National Transportation Systems Center

**Start Date:**

May 1998

**End Date:**

January 1999

**Estimated Total  
ITS Funds:**

\$1,800,000

**Estimated Total  
Project Cost:**

\$1,800,000

**Contacts:**

Ken Rodgers

FMCSA, MC-RTT

(202) 366-4016

Dan Hartman

FMCSA, MC-RTT

(202) 366-9579



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## BLACK BOX DEVELOPMENT

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**Description:** This project was designed to address the feasibility of placing a vehicle incident recorder on commercial vehicles for accident reconstruction. The contractor evaluated which vehicle functions need to be monitored and showed how these functions could be used in accident reconstruction.

**Project Location:** New Mexico

**Contractor(s):** Sandia National Laboratory

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**Start Date:** August 1995

**End Date:** March 1997

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**Estimated Total  
ITS Funds:** \$750,000

**Estimated Total  
Project Cost:** \$750,000

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**Contacts:**

Kate Hartman

FHWA - Freight Office, HOFM

(202) 366-2742

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# COMMERCIAL VEHICLE CREDENTIAL SYSTEM ARCHITECTURE

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**Description:**

This study designed a national CVO information system architecture that provides all authorized users on-line access to Registration, Fuel Tax and Safety Information. Further it coordinated numerous national information system development efforts underway in response to congressional legislation and user requirements. This project was an umbrella for the following projects:

1. Commercial Vehicle Fleet Management and Information Systems
2. Systems Planning for Automatic Commercial Vehicle Licensing and Permitting Systems

**Project Location:**

Laurel, Maryland

**Contractor(s):**

Johns Hopkins University's Applied Physics Laboratory

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**Start Date:**

February 1994

**End Date:**

September 1995

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**Estimated Total  
ITS Funds:**

\$2,660,000

**Estimated Total  
Project Cost:**

\$2,660,000

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**Contacts:**

Mike Onder	USDOT ITS JPO, HOIT	(202) 366-2639
Michael Curtis	FMCSA, MC-RTT	(202) 366-4023

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# COMMERCIAL VEHICLE FLEET MANAGEMENT AND INFORMATION SYSTEMS

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**Description:** Commercial and public fleet management problems and needs that might be addressed through advanced technologies were identified through case studies and in-depth interviews with fleet managers, dispatchers, and drivers. Phase II studied the application of ITS to intermodal freight movement.

**Project Location:** Cambridge, Massachusetts

**Contractor(s):** Cambridge Systematics, Inc.

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**Start Date:** September 1993

**End Date:** April 1999

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**Estimated Total  
ITS Funds:** \$405,461

**Estimated Total  
Project Cost:** \$405,461

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**Contacts:**

Gene McHale

FHWA - TFHRC, HRDO-04

(202) 493-3275

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# COUTTS/SWEET GRASS AUTOMATED BORDER CROSSING PROPOSAL

**Description:**

This project pursued the development and deployment of ITS applications to expedite the movement of commercial motor carrier traffic back and forth across the U.S./Canadian border at the Coutts/Sweet Grass crossing. The Montana and Alberta jurisdictions involved in the project are pursuing the development and deployment of a "seamless" international border crossing. The resulting technology-based environment is intended to improve on the cooperation, operations and regulatory process which currently exists.

This project is just one of a number of other larger improvement projects which are also proceeding to address the entire border crossing facility. The overall objectives of this initial ITS project were (1) to develop weigh station criteria that are acceptable to both agencies in addressing safety, credential and fuel issues; (2) to establish a database of commercial carriers who agree voluntarily to abide by the developed criteria; (3) to install weigh-in-motion (WIM) systems that assure size and weight compliance among carriers; and (4) to evaluate the success of the system.

**Project Location:**

Coutts, Alberta and Sweetgrass, Montana

**Partner(s):**

Western Transportation Institute, Montana Department of Transportation, Alberta, Canada

**Start Date:**

May 1997

**End Date:**

December 2000

**Estimated Total  
ITS Funds:**

\$500,000

**Estimated Total  
Project Cost:**

\$625,000

**Contacts:**

Bob Seliskar	FHWA Montana Division, HDA-MT	(406) 449-5310	Ext. 244
Dennis Hult	Montana DOT	(406) 444-9237	
Steve Albert	Western Transportation Institute	(406) 994-6114	



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# CVISN - DESIGN OF A COMMERCIAL VEHICLE INFORMATION SYSTEM NETWORK

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**Description:**

FHWA has designed, tested, and evaluated ITS technology to provide automated clearance, electronic credential purchasing, and automated roadside safety information processing for interstate and intrastate Commercial Vehicle Operations (CVO). Currently commercial vehicles are stopped at state borders and checked for size and weight violations. While these are necessary checks, they cause millions of dollars in lost productivity.

An information system is required to allow commercial vehicles to be cleared as they pass at highway speeds. Also, commercial vehicle operators must spend time and effort gathering appropriate credentials (permits) from each state and agency they do business with. Electronic purchasing of credentials and permits would reduce the administrative burden on carriers significantly and help to streamline the states' process of issuing credentials. Additionally, to facilitate the decision process regarding high-risk carriers, the intent is to provide real-time safety data. A national information systems architecture is being designed to support various scenarios. Models of the system have been developed to evaluate those alternatives that best support user services. Subsequently, the system will provide the design for a national CVO information system network. Testing occurred in two (2) prototype states and eight (8) pilot states.

**Project Location:**

Laurel, Maryland

**Contractor(s):**

Johns Hopkins University's Applied Physics Laboratory/RSIS

**Start Date:**

August 1995

**End Date:**

August 1998

**Estimated Total  
ITS Funds:**

\$10,500,000

**Estimated Total  
Project Cost:**

\$10,500,000

**Contacts:**

Doug McKelvey	FMCSA, MC-RTT	(202) 366-9246
Michael Curtis	FMCSA, MC-RTT	(202) 366-4023

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## CVISN - PROTOTYPE OF A COMMERCIAL VEHICLE INFORMATION SYSTEM NETWORK

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**Description:**

The FHWA designed, tested, and evaluated Intelligent Transportation Systems technology to provide automated clearance for interstate and intrastate Commercial Vehicle Operations (CVO). Currently, commercial vehicles are stopped at state borders and checked for credentials, weight and safety parameters. While these are necessary checks, they cause millions of dollars in lost productivity. An information system is required to allow commercial vehicles to be inspected as they pass at highway speeds. A national information system architecture is being designed to support this and other key National CVO information system needs. The national information system architecture was prototyped by this effort.

**Project Location:** Virginia**Contractor(s):** RS Information Systems

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**Start Date:** June 1995**End Date:** June 1998

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**Estimated Total  
ITS Funds:** \$3,000,000**Estimated Total  
Project Cost:** \$3,000,000

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**Contacts:**

Mike Onder	FHWA - ITS JPO, HOIT	(202) 366-6519
Michael Curtis	FMCSA, MC-RTT	(202) 366-4023

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## DEVELOPMENT, EVALUATION, AND APPLICATION OF BRAKE TESTING DEVICES-BATTELLE MEMORIAL INSTITUTE

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**Description:**

The Office of Motor Carriers has contracted with Battelle Memorial Institute to evaluate and test devices that show substantial promise of increasing the efficiency of roadside inspections. Several State inspection/enforcement agencies have tested a variety of brake devices in conjunction with Commercial Vehicle Safety Alliance Level 1 brake inspections on commercial vehicles (heavy trucks and buses). These joint inspections, combined with daily use, training, and maintenance records, provide data from which an objective evaluation of the technologies can be made. The project assessed a variety of technologies including roller dynamometers, flat-plate testers, infra-red detectors, torsional devices, and decelerometers.

**Project Location:**

Ohio, West Virginia, Colorado, Connecticut, Indiana, Oregon, Wisconsin, Nevada, Maryland, and Ontario, Canada

**Contractor(s):**

Battelle Memorial Institute

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**Start Date:**

September 1993

**End Date:**

September 1998

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**Estimated Total  
ITS Funds:**

\$1,076,264

**Estimated Total  
Project Cost:**

\$3,075,000

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**Contacts:**

Steve Keppler	FMCSA	(202) 366-2978
Dr. Steve Shaffer	Battelle Memorial Institute	(614) 424-4960

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## DYNAMIC TRUCK SPEED WARNING FOR LONG DOWNGRADES

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**Description:**

This project provided for the installation of a weigh-in-motion station to determine the weight of each truck passing the site (ignoring vehicles under 30,000 pounds GVW) and for the installation of loops to determine vehicle speed. Using the weight and configuration of the vehicle, the safe descent speed is computed from the algorithm published in FHWA-RD-79-116 "Feasibility of a Grade Severity Rating System" as modified by "The Development and Evaluation of a Prototype Grade Severity Rating System." The vehicles are advised of the safe speed using variable message signs.

**Project Location:**

Colorado

**Partner(s):**

Colorado DOT, Colorado Motor Carriers Association, and International Road Dynamics

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**Start Date:**

June 1993

**End Date:**

January 2000

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**Estimated Total  
ITS Funds:**

\$195,000

**Estimated Total  
Project Cost:**

\$243,000

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**Contacts:**

Scott Sands

FHWA Colorado Division, HDA-CO

(303) 969-6730

Ext. 362

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# ELECTRONIC CLEARANCE FOR INTERNATIONAL BORDERS

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**Description:**

The Office of Motor Carrier Safety is overseeing a coordinated set of operational tests whose purpose is to demonstrate commercial vehicle electronic clearance at international borders including proper identification of Mexican and Canadian motor carriers by using innovative Intelligent Transportation Systems technology. These projects comprise a comprehensive effort designed to support the development of a comprehensive North American system design and standard for international border crossings. The project sites are located at:

\* Detroit, Michigan, and Buffalo, New York Crossings (Ambassador Bridge and Peace Bridge)

\* Otay Mesa, California Crossing (IBEX)

\* Nogales, Arizona Crossing (EPIC)

\* Laredo and El Paso, Texas Crossings (TRIBEX)

A key element of these tests is integrating the North American Trade Automation Prototype (NATAP), an initiative of the U.S. Treasury Department.

In addition, while not part of the NATAP, two additional crossings at Blaine, Washington, and Sweetgrass, Montana, were Congressionally directed to be developed for electronic clearance.

All project activity at the border crossings has terminated except at the El Paso-Laredo site (TRIBEX). Activity at this site has transitioned to a demonstration/deployment and is not being evaluated. Final reports for the Buffalo, NY crossing site (Peace Bridge) and the Arizona site (EPIC) have been completed and are available on the JPO EDL. The final evaluation report for the Ambassador Bridge (Detroit, MI-Windsor, Ontario) was released in June 2000.

**Project Location:**

The city and states enumerated above.

**Partner(s):**

Lockheed Martin IMS, HELP Inc., Hughes TMS, PERCEPTICS, Western Highway Institute, Michigan DOT, New York DOT, Arizona DOT, California DOT CalStart, Ontario Ministry of Transportation, Sandia National Laboratory, and JHK

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**Start Date:**

September 1994

**End Date:**

April 2000

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**Estimated Total  
ITS Funds:**

\$11,640,000

**Estimated Total  
Project Cost:**

\$19,000,000

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**Contacts:**

Lee Jackson

FHWA HQ, Office of Freight Operations - HOFM

(202) 366-4415

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## ELECTRONIC ONE-STOP SHOPPING OPERATIONAL TESTS

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**Description:**

The HELP, Inc., Midwest States, and SW States Electronic One-Stop Shopping Operational Tests are comprised of 14 states. The projects tested different approaches to one-stop, multi-state electronic purchase of credentials from locations such as motor carrier facilities, permitting services, truck stops and state agencies. The carriers were able to purchase registration, fuel tax, authority, and over-dimensional permits from participating states through the systems. Credentials could be delivered electronically to the requesting location or to a location specified by the carrier. The carriers would electronically request and pay for credentials through their base state or individual states. The primary objective of these tests was to evaluate improvements in state and motor carrier productivity from a one-stop electronic system which will make it possible for a motor carrier to apply for, pay for, and receive all necessary credentials or permits electronically either from the base or individual states.

**Project Location:**

HELP Inc.: CA, AZ, NM; Midwest: IA, MN, NE, WI, KS, MO, IL, SD; Southwest: CO, NM, AR, TX

**Partner(s):**

Various, HELP Inc, State Agencies in participating states, Lockheed-Martin, In-Motion, RSIS; 50 private motor carriers

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**Start Date:**

January 1995

**End Date:**

September 1997

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**Estimated Total  
ITS Funds:**

\$4,525,937

**Estimated Total  
Project Cost:**

\$7,874,856

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**Contacts:**

Jeff Loftus

FMCSA, MC-RTT

(202) 366-4516

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## INTER-REGIONAL INSTITUTIONAL STUDY PROJECT

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**Description:** This study contributed to the establishment of uniformity in truck weights enforcement and the creation of a uniform, single registration form for all port reporting states.

**Project Location:** Georgia

**Contractor(s):** Georgia DOT

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**Start Date:** September 1994

**End Date:** December 1998

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**Estimated Total  
ITS Funds:** \$575,000

**Estimated Total  
Project Cost:** \$1,150,000

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**Contacts:**

Jeff Loftus	FMCSA, MC-RTT	(202) 366-4516
Glennon Musial	FMCSA - GA	(404) 347-4049

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## ITS/CVO COMMUNICATIONS-OUTREACH PLAN

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**Description:**

The ITS/CVO Communications-Outreach Plan, designed and oversaw development and production of the necessary communications tools to assure that the ITS/CVO program is fully communicated to selected audiences. Major areas of emphasis included:

I. Communications

- Product dissemination plan
- ITS/CVO promotional, educational and presentation materials
- Bi-lingual education, presentation materials
- Portable ITS/CVO exhibit displays
- National Listening Session
- Media Relations strategy and campaign
- National database for ITS/CVO technology information

II. Outreach

- National Focus Groups Meetings
- ITS/CVO Training Course

Additionally, the Coordinator planned, and oversaw development of a variety of outreach activities designed to educate and inform selected audiences while gaining support and participation in the ITS/CVO program.

**Project Location:**

Various

**Partner(s):**

DRI - Walcoff & Associates, Transportation Safety Institute, and CVSA

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**Start Date:**

September 1995

**End Date:**

September 1996

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**Estimated Total  
ITS Funds:**

\$380,000

**Estimated Total  
Project Cost:**

\$380,000

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**Contacts:**

Zeborah English

FMCSA, MC-RTT

(202) 366-0398

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## ITS/CVO LEGAL & PRIVACY STUDY

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**Description:** This cooperative agreement initiated a literature review and contacted various members of the ITS/CVO community, industry representatives, transportation experts and legal/privacy act experts to identify key issues relating to ITS/CVO.

**Project Location:** Durham, North Carolina

**Contractor(s):** North Carolina Central University

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**Start Date:** October 1996

**End Date:** January 1998

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**Estimated Total  
ITS Funds:** \$77,000

**Estimated Total  
Project Cost:** \$77,000

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**Contacts:**

Kate Hartman	FHWA - Freight Office, HOFM-1	(202) 366-2742
Dean Percy Luney, Jr.	North Carolina Central Univ. School of Law	(919) 560-6427

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## MODIFICATIONS TO SAFETYNET

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**Description:** This project involved the reprogramming of existing SAFETYNET System enabling the application of the Volpe National Transportation Systems Center Safety Fitness rating process making intrastate carrier data available at 100 MCSAP sites.

**Project Location:** Rockville, Maryland

**Contractor(s):** Farradyne Systems, Inc.

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**Start Date:** October 1994

**End Date:** December 1999

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**Estimated Total  
ITS Funds:** \$1,249,513

**Estimated Total  
Project Cost:** \$2,449,975

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**Contacts:**

Angeli Sebastian

FMCSA

(202) 366-0071

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## ON-BOARD BRAKE RESEARCH AND TESTING

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**Description:** FHWA and NHTSA have entered into a reimbursable agreement to develop and evaluate prototype electronic braking systems. These systems potentially offer many advantages compared to pneumatically-controlled systems in terms of reliability, safety, efficiency, and productivity. This multi-year effort developed functional and performance specifications for electronic braking systems that will enable them to act as status monitors and recorders.

**Project Location:** Winston-Salem, North Carolina

**Contractor(s):** Various vehicle/electronic manufacturers

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**Start Date:** October 1995

**End Date:** September 1998

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**Estimated Total  
ITS Funds:** \$500,000

**Estimated Total  
Project Cost:** \$500,000

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**Contacts:**

Steve Keppler

FMCSA

(202) 366-2978

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## ON-BOARD DRIVER MONITORING/FITNESS-FOR-DUTY TESTING

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**Description:**

This pilot test evaluated the ability of a lane tracking device to monitor a driver's fitness-for-duty. Drivers using this device establish a "base" for their ability to keep a vehicle in its lane. If deviation is detected, the driver is notified. If it continues, both the driver and the carrier are notified. The driver then stops the vehicle at the closest safe location and takes a five minute test. Depending on the test results, the driver may continue driving or may be required to sleep before resuming driving responsibilities.

**Project Location:**

San Diego, California

**Contractor(s):**

Trucking Research Institution; Trucking Research Institute and Evaluation Systems, Inc.

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**Start Date:**

June 1995

**End Date:**

October 1998

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**Estimated Total  
ITS Funds:**

\$628,000

**Estimated Total  
Project Cost:**

\$628,000

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**Contacts:**

Kate Hartman

FHWA Freight Office - HOFM

(202) 366-2742

Bill Rogers

Trucking Research Institute

(703) 838-7912

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## OPERATION RESPOND

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**Description:**

This project was designed to provide an electronic link with 911 operators and participating carriers during the initial response to hazardous materials accidents. The project is currently being expanded to establish computerized information systems for emergency responders and participating railroads and motor carriers serving Mexican and Canadian border crossings. The crucial information provided by this innovative system enables emergency responders to have real-time access to hazardous materials information on the scene across North America to facilitate assessment of situations and to determine appropriate immediate action. This further ensures the safety of the public and emergency personnel.

**Project Location:**

Houston, Texas; Atlanta, Georgia; New Orleans, Louisiana Nuevo Laredo, Mexico; Laredo, Texas; Contra Costa County, California; Buffalo, New York; Niagara Falls, Detroit, Michigan; Canada and other locations to be determined.

**Partner(s):**

Operation Respond Institute, Inc.

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**Start Date:**

January 1997

**End Date:**

March 2000

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**Estimated Total  
ITS Funds:**

\$1,540,000

**Estimated Total  
Project Cost:**

\$3,015,000

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**Contacts:**

Lee Jackson

FHWA HQ, Office of Freight Operations - HOFM

(202) 366-4415

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## OUT-OF-SERVICE VERIFICATION OPERATIONAL TESTS

**Description:**

Two operational tests were conducted that utilized technologies that provide automatic, real-time out-of-service verification at the roadside. The Wisconsin/Minnesota project utilized video identification equipment and a database which would be created containing key out-of-service data on specific vehicles. Subsequent downstream identification of vehicles determined whether or not a vehicle is in violation of an out-of-service order. The Idaho project utilized AVI tags, video imaging analysis and an inspection site alarm system that would be activated when an out-of-service vehicle attempts to leave. The Minnesota/Wisconsin test was completed in March 1999. The Idaho test report was completed in May 2000.

**Project Location:**

Minnesota/Wisconsin and Idaho

**Partner(s):**

Minnesota Department of Public Safety, Minnesota DOT, Wisconsin DOT, Wisconsin Division of State Patrol, Idaho Department of Law Enforcement, Idaho National Energy Laboratory, Hughes Missile Systems Company

**Start Date:**

April 1994

**End Date:**

May 2000

**Estimated Total  
ITS Funds:**

\$1,016,000

**Estimated Total  
Project Cost:**

\$1,400,000

**Contacts:**

Steve Keppler	FMCSA, MC-RTT	(202) 366-2978
Lt. Tim Carnahan	Wisconsin State Patrol	(608) 266-0264
Sandra DeClotz	Idaho State Police	(208) 884-7220



## PASS

**Description:** PASS (Port-of-Entry Advanced Sorting System) was a test of mainline sorting at Oregon's Ashland Port-of-Entry on northbound I-5. The project examined integrating Automatic Vehicle Identification (AVI), Weigh In Motion (WIM) and Automated Vehicle Classifications (AVC) to identify, weigh, classify and direct selected heavy vehicles in advance of weigh stations and ports-of-entry. Legally operating trucks participating in the project were directed, by the use of an in-vehicle device, to bypass the port and the static scale weighing process, resulting in time savings for both the carrier and the port personnel.

**Project Location:** Ashland Port of Entry, Northbound I-5

**Partner(s):** Oregon DOT and Motor Carrier Industry

**Start Date:** July 1992

**End Date:** December 1996

**Estimated Total  
ITS Funds:** \$350,000

**Estimated Total  
Project Cost:** \$552,000

**Contacts:**

Mike Nolan	FMCSA, MC-EFW-OR	(503) 399-5775	Ext. 325
Milan Krukar	Oregon DOT	(503) 378-4082	
Ken Everet	Oregon DOT	(503) 378-6054	



## ROADSIDE MCSAP COMPUTER SYSTEM (200 SITES)

### **Description:**

This Congressionally mandated project had the goal of providing by December 31, 1995, carrier safety data and driver license status to the roadside for at least 100 MCSAP inspection sites; and by mid-1997, the additional capability to access this data electronically via communications from at least 200 MCSAP sites. This project uses information systems technology to better target inspections, improve driver license checks, and provide for electronic recording and uploading of inspection data via portable computers.

The project encompasses the following projects:

- \* Development of a functional vehicle driver inspection system (ASPEN),
- \* Evolution of roadside data communications options (SAFER),
- \* Development of Inspection Selection System (ISS).

Status - A first generation ASPEN inspection system (for DOS) was deployed in 1995 in 25 States. It was replaced in 1996 by a second generation ASPEN written for Windows. This version currently is deployed in 45 States and is in use by approximately 2,000 law enforcement officers. The pen-computer strategy has given way to a laptop computer strategy because of limitations in pen-computer hardware technology. Widespread use of ASPEN greatly has improved inspection accuracy, inspection report readability, and timeliness of data transfer into the National information system. A third generation rebuild of ASPEN into a 32-bit system for WindowsNT is slated for 1998.

The Inspection Selection System (ISS) was developed and deployed in 45 States with great success. Societal benefits have been calculated to exceed \$60 million per year (see final ISS report). A version of ISS for voice input has been developed and is being tested. To tie ISS closely with OMC's SAFESTAT carrier prioritization algorithm, a second generation ISS, based closely on SAFESTAT, currently is under development.

The SAFER communications system is a many-faceted project and is still under development. Currently, functional parts include:

- \* Inspection transfer via a data mailbox system,
- \* Unknown carrier name & address and "snapshot" lookup,
- \* Weekly refresh of local ISS carrier snapshot databases.
- \* Carrier information availability via the Internet

The next major addition to SAFER was implementation of a 30-day past inspection database, and query retrieval system. This was expected to be operational by Summer 1998 with release of ASPEN version 1.4.

Widespread deployment of SAFER to State users has proved to be more complex than originally anticipated. Currently, SAF



**Project Location:** 45 States

**Partner(s):** 45 States, MCSAP Funds

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**Start Date:** September 1995

**End Date:** January 1998

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**Estimated Total  
ITS Funds:** \$2,000,000

**Estimated Total  
Project Cost:** \$3,600,000

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**Contacts:**

Pat Savage

FMCSA, MC-RIS

(202) 366-4023

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## SAFETY AND FITNESS ELECTRONIC RECORDS SYSTEM (SAFER)

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**Description:** SAFER system provides electronic records of carrier safety fitness to ITS/CVO and enables carrier safety fitness data to be accessed by roadside inspectors at 100 MCSAP sites.

**Project Location:** Baltimore, Maryland

**Contractor(s):** Johns Hopkins University's Applied Physics Laboratory

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**Start Date:** January 1994

**End Date:** June 1998

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**Estimated Total  
ITS Funds:** \$5,850,000

**Estimated Total  
Project Cost:** \$5,850,000

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**Contacts:**

Pat Savage

FMCSA, MC-RIS

(202) 366-4023

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## SMART CARD DEVELOPMENT

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**Description:** The smart card project developed three smart card prototypes: 1.) Smart CDL, 2.) Smart Cargo Manifest, and 3.) Smart Vehicle Card. These cards were developed and tested to determine what type or combination of types (i.e., bar code, magnetic stripe, computer chip) of technology these cards should employ in order to provide real-time safety data and reduce the paperwork burden for the carrier(s) and driver(s).

**Project Location:** Woodbridge, Virginia

**Contractor(s):** 3-G International

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**Start Date:** September 1995

**End Date:** December 1996

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**Estimated Total  
ITS Funds:** \$1,000,000

**Estimated Total  
Project Cost:** \$1,000,000

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**Contacts:**

Kate Hartman

FHWA - Freight Office, HOFM-1

(202) 366-2742

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# SYSTEMS PLANNING FOR AUTOMATED COMMERCIAL VEHICLE LICENSING AND PERMITTING SYSTEMS

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**Description:**

The objective of this study was to develop a systems plan for the development of various automated licensing and permit compliance and verification systems. This study included all the necessary activities leading up to the actual hardware and software design for such systems. The study did not include any actual system design or testing efforts.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

Cambridge Systematics, Inc.

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**Start Date:**

June 1992

**End Date:**

February 1997

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**Estimated Total  
ITS Funds:**

\$618,000

**Estimated Total  
Project Cost:**

\$625,000

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**Contacts:**

Michael Freitas

FHWA ITS JPO, HOIT

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## **V. INTERMODAL FREIGHT**



## V. INTERMODAL FREIGHT

To maximize the capacity of the nation's transportation infrastructure, it is important to plan and manage transportation assets as a single intermodal system. This is especially vital given the rapid growth of the intermodal freight business. Between 1985 and 1995, the number of intermodal containers moving through ports worldwide doubled. In the next two decades, the volume of marine trade is expected to triple. Intermodal freight moved by truck has grown comparably with the increase in volumes via maritime, air, and rail modes, and is expected to keep pace. These increased volumes of intermodal freight movement will have a severe impact on the nation's highways, rail lines, waterways, and ports of entry.

Advanced information and communications technologies applied across the intermodal system offer important opportunities to strengthen the links between the separate modal systems, which are currently run as competing options with minimal cooperation between one another. U.S. DOT's Intermodal Freight Program is laying the groundwork to utilize ITS technology to help both the public and private sectors bridge the modal interfaces in the Nation, and at the borders with Canada and Mexico. The end goal of the Intermodal Freight Program is to provide safer, more reliable, and more efficient intermodal freight mobility over the Nation's surface and maritime infrastructure. Better mobility will benefit both metropolitan communities and the freight community, while also contributing to U.S. DOT's strategic goals of mitigating congestion, enhancing economic performance, and ensuring national security.

In support of the Intermodal Freight Program's goal to facilitate goods movements across our borders, FHWA's International Border Clearance program is providing an important link to trading partners in the North and South. In 1997 and 1998, FHWA conducted field operational tests at seven sites – five on the Northern border and two on the Southern border. The purpose of these tests was to examine the feasibility of using ITS technology to expedite the processing of safety information at international border crossings. These tests were carried out in cooperation with the U.S. Department of the Treasury, U.S. Customs Service, the Immigration and Naturalization Service, and our Canadian and Mexican partners.

Under TEA-21, intermodal freight research will be advanced by applying the technology and lessons learned from ITS operational tests and the metropolitan and Commercial Vehicle Information Systems and Networks (CVISN) model deployments. The hallmark of the ITS program is linking "stove piped" legacy information systems together to benefit the community at large. Linking information systems between the modes to provide an end-to-end information flow is expected to enhance and make more efficient the movement of freight through highly congested areas.

U. S. DOT believes that sharing information through systems linked by Electronic Data Interchange (EDI) standards can facilitate movements of intermodal freight by identifying and bypassing transportation bottlenecks at ports and on highways and eliminating stops for vehicle and cargo documentation that increase operating costs and contribute to congestion. This belief has been substantiated by input from the intermodal freight community. Over the past several

years, U.S. DOT has sponsored numerous studies, conferences, and outreach initiatives on intermodal issues. A consistent message has been that a transportation system's physical infrastructure must effectively be complemented by a data communications infrastructure if the system is to operate at its highest potential. Whether for transportation movements in general, or intermodal movements in particular, real-time data communications gives transportation managers and vehicle drivers a chance to quickly respond to system delays or new demands.

During fiscal years 1999 and 2000, FHWA conducted two field operational tests in cooperation with the U.S. Customs Service to expedite the processing of U.S. DOT safety clearance concurrent with Customs' clearance through the National Customs Automation Program. The tests took place at the Ambassador Bridge in Detroit, Michigan, and the Columbia-Solidarity Bridge in Laredo, Texas (these projects appear in the CVO section). Further, the Corridor and Borders Program, established by TEA-21, is providing the opportunity to further deploy ITS applications to borders and corridors to expedite freight flows.

On border and corridor activities FHWA also is participating with the North American Free Trade Agreement (NAFTA) Land Transportation Standards Subcommittee and the Transportation Consultative Group on Science and Technology to conduct joint technology tests at border crossings. The objective is to develop technological standards that facilitate transportation and trade and are interoperable throughout North America.

In addition during fiscal years 1999 through 2001, FHWA is conducting two intermodal freight operational tests. The first test, based in Chicago, includes the development of a secured multimodal electronic cargo manifest, allowing for the automated transfer of comprehensive cargo data across transportation modes and political jurisdictions. The primary objective of the test is to enhance operational efficiency for freight shippers and operators, while ensuring cargo safety and security for the public good. It involves biometric smart card technologies to ensure system integrity and security. The system also utilizes an internet-based electronic manifest. Lastly, the project is being installed and beta-tested in Chicago's O'Hare Airport using approximately 10 manufacturers, 10-15 trucking companies, and 5-10 air cargo carriers and receivers recruited by SecurCom and the American Trucking Associations (ATA) Foundation. After the beta-test is successfully completed, a second airport and supply chain will be added at Newark, New Jersey.

The second test, based in Seattle Washington, provides the opportunity to integrate ITS/EDI initiatives of transportation agencies and the intermodal freight industry in vehicle tracking, electronic clearance, traveler information, pick-up and delivery scheduling, incident management, and HAZMAT monitoring. The main objective of the test is to allow freight information to flow in advance of the physical movement of freight, and for this information to arrive at every checkpoint along the way in advance of the truck conveyance.

In FY 2001, the focus will be on developing intermodal freight user requirements as a building block leading to the eventual modification of the National ITS Architecture to include intermodal freight interfaces. In these ways, the Intermodal Freight Program will work to mitigate current congestion problems caused by intermodal freight demands upon the transportation system, while

meeting the challenge of expected increased future traffic volumes. In 2002 and 2003, additional operational tests will be conducted.



# **Intermodal Freight**



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## DEPLOYMENT OF ITS TECHNOLOGY TO FACILITATE MOVEMENTS OF INTERMODAL FREIGHT

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**Description:**

The Washington State test will tag 10,000 intermodal containers and trailers with disposable electronic seals which will contain manifest information, gate release/arrival times, route plans, and other information that will allow the container/trailer to be used as a traffic probe for freight planning purposes. This test element will also be augmented with real-time, Internet and radio-based traffic updates from existing ITS traveler information systems, and video cameras at port gates will report on queueing situations.

**Project Location:**

Washington State

**Partner(s):**

Sea-Land, Port of Tacoma, Washington Trucking Association, Puget Sound Regional Council

**Start Date:**

September 1999

**End Date:**

November 2001

**Estimated Total  
ITS Funds:**

\$1,032,500

**Estimated Total  
Project Cost:**

\$1,381,500

**Contacts:**

Lee Jackson

FHWA - Freight Office, HOFM

(202) 366-4415

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## AN INTEGRATED CARGO INFORMATION & SECURITY SYSTEM FOR INTERMODAL DISTRIBUTION CHANNELS

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**Description:**

The American Trucking Association (ATA) Foundation's test builds upon a recently completed pilot study that evaluated the use of biometric identifiers in expediting security clearances for truck-air cargo transfers at Chicago O'Hare. This test will augment the biometric identifiers with electronic manifests to facilitate gate processing and security checks in a longer segment of the logistics chain that extends from the manufacturer/distributor, through surface/air carriers, to consignees.

**Project Location:**

Chicago, Illinois

**Partner(s):**

ATA Foundation, O'Hare International Airport

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**Start Date:**

September 1999

**End Date:**

November 2001

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**Estimated Total  
ITS Funds:**

\$698,805

**Estimated Total  
Project Cost:**

\$1,328,805

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**Contacts:**

Lee Jackson

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(202) 366-4415

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# CARGO\*MATE LOGISTICS INFORMATION MANAGEMENT SYSTEM (LIMS) ITS DEPLOYMENT PROGRAM

## **Description:**

This project is a component of the States of New Jersey and New York FY 2000 Earmark. The objective of this project is to migrate and deploy an enhanced Cargo\*Mate Logistics Information Management System which tracks intermodal assets at tenant facilities and port terminals in the Port of New York and New Jersey. The system will interface directly with infrastructure elements managing freight, providing traveler information and emergency information.

## **Project Location:**

Port of New York and New Jersey

## **Partner(s):**

TRANSCOM, Port Authority of New York and New Jersey, PAR Logistics Management Systems, Operation Respond Institute

## **Start Date:**

September 2000

## **End Date:**

February 2001

## **Estimated Total ITS Funds:**

\$1,573,000

## **Estimated Total Project Cost:**

\$3,145,684

## **Contacts:**

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Keith Sinclair	FHWA New Jersey Division, HTC-NJ	(609) 637-4204	
Brian Bluff	PAR Logistics Mgmt. Sys.	(315) 738-6000	Ext. 213





## **VI. INTELLIGENT VEHICLE INITIATIVE (IVI)**



## **VI. INTELLIGENT VEHICLE INITIATIVE (IVI)**

The personal, social, and economic costs of vehicle crashes are substantial. They include the pain and suffering from personal injury and death, as well as the direct costs sustained by injured people and their insurers and, for many crash victims, a lower standard of living or quality of life. The taxpayer and society may be further burdened by health care costs not paid by individuals or insurers, by lost productivity and associated loss of tax revenues, and by providing public assistance for injured people.

Each year more than 41,000 Americans lose their lives in highway crashes. Driver error is cited as the primary cause in about 90 percent of all police-reported crashes involving passenger vehicles, trucks, and buses. Over the last several decades, safety equipment in vehicles such as seatbelts and airbags, improved highway design, and anti-drinking-and-driving campaigns have led to major improvements in protecting people and improving overall safety. However, more than 6 million motor vehicle crashes continue to occur on our highways every year, causing approximately 5.2 million injuries, and costing more than \$150 billion per year.

Since the 1960s, government and industry have researched accidents to improve the crash worthiness of motor vehicles in order to reduce injuries and deaths caused by crashes. The intelligent vehicle program complements this work with research that focuses on preventing crashes in the first place. During the Intermodal Surface Transportation Efficiency Act (ISTEA) era, the U.S. Department of Transportation (U.S. DOT) conducted research in crash avoidance, in-vehicle information systems, and automated highway systems that pointed to new safety approaches and promising solutions with the ability to significantly reduce motor vehicle crashes. Preliminary estimates by the National Highway Traffic Safety Administration (NHTSA) show that rear-end, lane change, and roadway departure crash avoidance systems have the potential, collectively, to reduce motor vehicle crashes by one sixth, or about 1.2 million crashes annually. Such systems may take the form of warning drivers, recommending control actions, and introducing temporary or partial automated control of the vehicle in hazardous situations. These integrated technologies can be linked to in-vehicle driver displays that adhere to well-founded human factors requirements. The U.S. DOT has harnessed these efforts into one program, the Intelligent Vehicle Initiative (IVI).

During the period covered by ISTEA, the Intelligent Transportation System program conducted research and development efforts to improve driving safety and efficiency. These include the Advanced Collision Avoidance (ACA), Automated Highway System (AHS), and Driver Vehicle Interface (DVI) programs. The IVI program is building on the products of these programs and builds on the synergism inherent in their close coordination. Over the past five years, substantial accomplishments have laid the foundation for continuing research and development of collision avoidance systems. Extensive analysis, of crash data was performed to define collision problem areas and causal factors. Based on these and other considerations, such as related human factors research activities, projects were initiated to develop performance specifications for countermeasure systems. Progress has been made in the development of new research tools, such as efforts to design and build the Variable Dynamics Test Vehicle (VDTV) and the National Advanced Driving Simulator (NADS). The research program has established an extensive collision avoidance knowledge base, which is a key element in the U.S. DOT's efforts to facilitate deployment. In addition, NHTSA has conducted operational tests to examine the capabilities and benefits of Intelligent Cruise Control (ICC) and Automated Collision Notification (ACN) systems. The AHS program integrated various control technology combinations in test vehicles, including passenger

cars, trucks, buses, and highway maintenance vehicles. Integrated vehicle control and the potential acceptance of the systems were successfully demonstrated at the AHS Demonstration in 1997 on I-15 near San Diego, CA. The DVI program has completed design guidelines for advanced traveler information systems and has completed an upgrade of the Federal Highway Administration Highway Simulator (HYSIM) which will allow the conduct of more realistic simulation for studying the driver/vehicle interface.

Since the beginning of the period covered by the Transportation Equity Act for the 21st Century (TEA-21), U.S. DOT has harnessed these efforts into one program, the Intelligent Vehicle Initiative (IVI). Research has been focused on eight areas which address safety problems: rear-end collisions, roadway departure collisions, lane change and merge collisions, intersection collisions, driver impairment monitoring, vision enhancement, vehicle stability and safety impacting systems. We have completed development of the research tools initiated during the ISTEA era. These tools are now being used to complete the development of performance specifications, objective test procedures and evaluation methodologies for the problem areas. Our understanding of crash problems has increased sufficiently to allow us to initiate operational tests of near term systems in several of the problem areas. These operational tests will allow us to understand the required technical performance, user acceptance and benefits of the collision countermeasures.

## VISION

The U.S. DOT's vision for IVI is a system of roads, vehicles and drivers where Americans:

- operate in a significantly safer environment, and
- enjoy greater mobility and efficiency as a result of the widespread use of vehicle-based autonomous and infrastructure-cooperative driving assistance features.

This vision was inspired by an analysis which showed that the widespread deployment of advanced driver assistance systems can significantly reduce the annual number of motor vehicle crashes.

In order to achieve this vision, U.S. DOT has a two-part role. The first is to ensure that safety is not compromised by the introduction of in-vehicle systems. A particular interest for the IVI is the safety impact of combining multiple systems, such as route guidance and navigation, adaptive cruise control, cellular telephones, and in-vehicle computers. The impact that these systems may have on driver behavior will be investigated by measuring any changes in the level of driver workload and distraction.

The second part of the Federal role in IVI addresses responsibility for *reducing* deaths, injuries and economic losses resulting from motor vehicle crashes. This role, which is a cornerstone of U.S. DOT's mission, will be carried out by facilitating the development, deployment and evaluation of driver-assistance safety products and systems. An analysis conducted by NHTSA showed that the widespread deployment of advanced driver assistance systems which address just three of the seven IVI problem areas can reduce motor vehicle crashes by 17% annually. Based on this analysis, the IVI program was formed to more definitively evaluate the effectiveness of these technologies and, depending on the results, encourage their availability in the marketplace.

# **Driver Assistance – Safety Systems**



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## BENEFIT ASSESSMENT OF INTELLIGENT VEHICLE SYSTEMS

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**Description:** This project will develop needed tools and methodologies to assess the safety and other benefits of intelligent vehicle services.

**Project Location:** Boston, Massachusetts

**Contractor(s):** Volpe National Transportation Systems Center

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**Start Date:** October 1998

**End Date:** September 2001

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**Estimated Total ITS Funds:** \$1,000,000

**Estimated Total Project Cost:** \$1,000,000

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**Contacts:**

Robert Ferlis

FHWA - TFHRC, HRDO-04

(202) 493-3268

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## AUTOMOTIVE COLLISION AVOIDANCE SYSTEM/FIELD OPERATIONAL TEST

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**Description:** This project will document and report the results of analyses and conclusions determined from testing rear-end collision warning systems in operational environments. Estimates will be developed of the potential safety benefits derived from rear-end collision warning systems.

**Project Location:** Detroit, MI; Ann Arbor, MI; Malibu, CA; Kokomo, IN

**Partner(s):** Delphi-Delco Electronics, Raytheon, University of Michigan Transportation Research Institute

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**Start Date:** June 1999

**End Date:** December 2004

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**Estimated Total  
ITS Funds:** \$21,500,556

**Estimated Total  
Project Cost:** \$35,126,975

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### **Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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# **Driver Assistance – Information Systems**



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## IN-VEHICLE DISPLAY ICONS AND OTHER INFORMATION ELEMENTS

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**Description:**

The objective of this study is to develop analytically and empirically based design guidelines for in-vehicle icons. An extensive literature review of previous research related to icons was conducted as well as a preliminary assessment of visual symbols for in-vehicle systems. Together these made up the analytical phase of this project. The preliminary design guidelines are currently under development. This effort includes the input of a working group consisting of automotive and electronic designers, human factors professionals, and researchers. The resulting design guidelines from this work will feed directly into In-Vehicle Information Systems display guidelines such as FHWA's ATIS/CVO Design Guidelines.

**Project Location:**

Seattle, Washington

**Contractor(s):**

Battelle, Transportation Research Center

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**Start Date:**

October 1997

**End Date:**

August 2001

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**Estimated Total  
ITS Funds:**

\$675,000

**Estimated Total  
Project Cost:**

\$999,154

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**Contacts:**

Tom Granda

FHWA - TFHRC, HRDS-07

(202) 493-3365

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**Platform Specific - Emergency Use and Specialty Use  
Vehicles**



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## OPERATIONAL REVIEW OF SPECIALTY VEHICLE

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**Description:**

The objectives of this study are to:

1. Perform a preliminary needs assessment for Specialty Vehicles;
2. Develop a set of potential enhancements to the ALERT system with the goal of making the performance of the driver/vehicle unit safer and/or more efficient;
3. A baseline study of the ALERT vehicle has been added to this effort.
4. Develop interface recommendations and a set of lessons learned for police vehicle IVIS designers/integrators.

**Project Location:**

Virginia

**Contractor(s):**

Virginia Tech Transportation Institute

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**Start Date:**

October 1998

**End Date:**

August 2001

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**Estimated Total  
ITS Funds:**

\$431,871

**Estimated Total  
Project Cost:**

\$431,871

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**Contacts:**

Joseph Moyer

FHWA - TFHRC, HRDS-07

(202) 493-3370

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# GENERATION 0 FIELD OPERATIONAL TEST - MINNESOTA DEPARTMENT OF TRANSPORTATION

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**Description:**

This is one of four field operational tests conducted under the Intelligent Vehicle Initiative program involving the use of crash avoidance technologies.

This project addresses testing of rear-end and roadway departure collisions involving snowplows, especially snowplow crashes with other vehicles and roadside "furniture." The project will also test techniques and devices, such as lateral guidance systems, designed to enable snowplow operators to keep their vehicles in lane during heavy snowfall.

**Project Location:**

McLeod County, Minnesota; City of Hutchinson; and Human Factors Laboratories

**Partner(s):**

Altra Technologies, Navistar International, University of Minnesota, 3M, Minnesota State Patrol

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**Start Date:**

November 1999

**End Date:**

December 2002

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**Estimated Total  
ITS Funds:**

\$3,886,000

**Estimated Total  
Project Cost:**

\$6,550,000

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**Contacts:**

Shahed Rowshan

FHWA - TFHRC, HRDO-04

(202) 493-3484

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## **Platform Specific - Commercial Vehicles**



# GENERATION 0 FIELD OPERATIONAL TEST - FREIGHTLINER CORPORATION

## **Description:**

This is one of four field operational tests conducted under the Intelligent Vehicle Initiative program involving the use of crash avoidance technologies.

This project involves Roll Stability Advisor (RSA), an in-cab device that will indicate to a truck driver what the rollover threshold of the combination is, and how close to that threshold the driver is driving at any particular time. It is meant to provide feedback to the driver that will allow him or her to adjust his or her driving to a safer level. Six new Freightliner tractors coupled to tanker semi-trailers manufactured and owned by Praxair will be equipped with the RSA and used in test. The six combinations will operate as married units throughout the tests.

Praxier, a supplier of industrial gases, will serve as the fleet operator. The University of Michigan Transportation Research Institute will perform data collection and analysis, and with Freightliner, will instrument the trucks. Meritor Wabco will integrate the system into existing production electronics. Road User Research will conduct coordination activities. Aurora Exhibits will perform outreach activities.

## **Project Location:**

La Porte, Indiana

## **Partner(s):**

Praxair, Inc.; Road User Research International; Ply (consultant), University of Michigan Transportation Research Institute; Meritor Wabco; Aurora Exhibits

## **Start Date:**

November 1999

## **End Date:**

December 2002

## **Estimated Total ITS Funds:**

\$3,933,000

## **Estimated Total Project Cost:**

\$6,506,000

## **Contacts:**

Bill Quade

FMCSA

(202) 366-2172



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# GENERATION 0 FIELD OPERATIONAL TEST - MACK TRUCKS, INC.

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**Description:**

This is one of four field operational tests conducted under the Intelligent Vehicle Initiative program involving the use of crash avoidance technologies.

The primary focus of this project is hazardous materials incidents and crashes. This system will provide the driver with an in-vehicle warning when the vehicle approaches a location which historically experiences a significant number of heavy vehicle crashes.

**Project Location:**

South Carolina, Florida, Maryland, Virginia, Pennsylvania, and Minnesota

**Partner(s):**

McKenzie Tank Lines

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**Start Date:**

November 1999

**End Date:**

December 2002

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**Estimated Total  
ITS Funds:**

\$1,156,000

**Estimated Total  
Project Cost:**

\$1,652,000

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**Contacts:**

Robert Ferlis

FHWA - TFHRC, HRDO-04

(202) 493-3268

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## GENERATION 0 FIELD OPERATIONAL TEST - VOLVO TRUCKS NORTH AMERICA, INC.

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**Description:**

This is one of four field operational tests conducted under the Intelligent Vehicle Initiative program involving the use of crash avoidance technologies.

The project involves one hundred new Volvo tractors. Fifty of them will be equipped with the bundled advanced safety systems, and the remaining 50 (control vehicles) will be equipped with standard drum brakes, equipped with WABCO anti-lock brake controls, and the current generation Eaton-Vorad Collision Warning System. The equipped tractors will be used with various trailers from the US Xpress fleet.

**Project Location:**

US Xpress will integrate the 100 test tractors into their fleet for normal revenue generating service. They will operate on public roads throughout the U.S.

**Partner(s):**

U.S. Xpress Leasing, Inc. (fleet operator)

**Start Date:**

November 1999

**End Date:**

June 2003

**Estimated Total  
ITS Funds:**

\$3,490,000

**Estimated Total  
Project Cost:**

\$5,336,000

**Contacts:**

Jim Britell

NHTSA Headquarters, NRD-13

(202) 366-5678

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## **Completed Projects**



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## ADVANCED VEHICLE CONTROL SYSTEMS INFRASTRUCTURE AND TRAFFIC IMPACTS

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**Description:**

Several types of Advanced Vehicle Control Systems (AVCS) were studied by NHTSA, including run-off-the-road warning/avoidance and intersection collision warning/avoidance systems. This major research effort was expected to raise numerous issues concerning infrastructure interactions with these types of systems. In many cases, system concept feasibility is dependent on the affected infrastructure elements. This project addressed infrastructure-related issues in close coordination with NHTSA. Concurrently, these control systems were conceptualized and existing concepts evaluated to optimize traffic flow. The contracts were structured to conduct work on a task order basis; individual tasks were generated based on the status of ongoing AVCS efforts. A key focus was applications development for off-highway vehicle operations areas, such as intermodal terminals and busways. Another focus was highway maintenance vehicles. This project also prototyped and tested infrastructure-based safety systems with a focus on hazardous intersections.

**Project Location:** Falls Church, Virginia

**Contractor(s):** E-Systems

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**Start Date:** May 1994

**End Date:** February 2000

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**Estimated Total ITS Funds:** \$742,634

**Estimated Total Project Cost:** \$1,207,685

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**Contacts:**

Robert Ferlis

FHWA - TFHRC, HRDO-04

(202) 493-3268

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# ANALYTICAL SUPPORT/ANALYSIS OF ACCIDENT AND DRIVER PERFORMANCE DATABASES

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**Description:**

This project addressed target crash problem size assessment and statistical descriptions. The goals of this project were to: (1) analyze existing NHTSA and state accident databases to determine vehicle, driver, and environmental contributing factors (and their interactions) and characteristics of target crashes of conventional and ITS crash avoidance countermeasures, and (2) assess the effects of existing vehicle design features on the incidence and severity of crashes in the "real world."

**Project Location:**

Washington, DC

**Contractor(s):**

Information Management Consultants, Inc. (IMC)

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**Start Date:**

May 1990

**End Date:**

September 1999

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**Estimated Total  
ITS Funds:**

\$75,000

**Estimated Total  
Project Cost:**

\$75,000

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**Contacts:**

Duane Perrin

NHTSA Headquarters, NRD-13

(202) 366-5664

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# ASSESSMENT OF POTENTIAL BIOLOGICAL EFFECTS FROM ELECTROMAGNETIC RADIATION IN MICROWAVE AND INFRARED REGIONS

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**Description:** This project conducted an evaluation of potential health hazards that might result from widespread usage of collision avoidance systems using active sensors.

**Project Location:** Pittsburgh, Pennsylvania

**Contractor(s):** Carnegie Mellon Research Institute

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**Start Date:** July 1994

**End Date:** May 1995

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**Estimated Total ITS Funds:** \$53,474

**Estimated Total Project Cost:** \$53,474

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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## AUTOMOTIVE COLLISION AVOIDANCE SYSTEM DEVELOPMENT

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**Description:**

The purpose of this project was to provide a highly focused effort to accelerate the deployment of near-term collision warning systems. Secondary goals were to advance the development of promising, but immature technologies and to reduce manufacturing costs of key system components. This project was funded by The Defense Advanced Research Projects Agency and administered by NHTSA as a cooperative agreement with several leading automotive industry and academic research organizations.

**Project Location:**

Kokomo, Indiana

**Contractor(s):**

Delco Electronics

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**Start Date:**

January 1995

**End Date:**

May 1998

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**Estimated Total  
ITS Funds:**

\$6,116,000

**Estimated Total  
Project Cost:**

\$13,034,000

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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## AUTONAV/DOT

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**Description:** The U. S. Department of Transportation's National Highway Traffic Safety Administration and the Department of Defense seek to collectively develop dual use emerging collision avoidance technologies to improve surface transportation safety. The U.S. Army Research Laboratory conducted tests and evaluations of each product technology elements of the Autonomous Vehicle Navigation Control System (AUTONAV) project to determine the potential for contribution to the collision avoidance capability of motor vehicles and their drivers.

**Project Location:** Aberdeen and Gaithersburg, Maryland

**Contractor(s):** The U. S. Army Research Laboratory (ARL)

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**Start Date:** October 1996

**End Date:** June 1998

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**Estimated Total  
ITS Funds:** \$300,000

**Estimated Total  
Project Cost:** \$300,000

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**Contacts:**

August Burgett

NHTSA Headquarters, NRD-12

(202) 366-5672

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## BRAKING ANALYSIS FOR COLLISION AVOIDANCE: HEAVY COMMERCIAL VEHICLES

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**Description:**

This project studied the feasibility of adding automatic braking to heavy commercial vehicles. The project included braking performance modeling, development of design requirements and fabrication and testing of prototype hardware. This 18-month program concluded with extensive test track work and a demonstration of the prototype system.

**Project Location:**

Southfield, Michigan

**Contractor(s):**

Eaton Corporation

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**Start Date:**

March 1994

**End Date:**

December 1996

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**Estimated Total  
ITS Funds:**

\$451,138

**Estimated Total  
Project Cost:**

\$559,290

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**Contacts:**

Jim Britell

NHTSA Headquarters, NRD-13

(202) 366-5678

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# CHARACTERIZATION OF A FORWARD-LOOKING AUTOMOTIVE RADAR SENSOR

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**Description:** A cooperative agreement to develop knowledge base of radar cross-section data from measurements taken in the laboratory and a variety of freeway settings using a 94GHZ forward looking automotive radar sensor.

**Project Location:** Ann Arbor, Michigan

**Contractor(s):** Environmental Research Institute of Michigan (ERIM) and TRW, Inc.

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**Start Date:** March 1994

**End Date:** December 1997

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**Estimated Total ITS Funds:** \$880,376

**Estimated Total Project Cost:** \$1,139,487

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## Contacts:

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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## COMMERCIAL VEHICLE COMMUNICATION AND POWERING ENHANCEMENT SYSTEMS - I

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**Description:**

This is one of two cooperative agreements that assessed alternative means of providing power and communications on multi-unit combination heavy commercial tractor/trailers. The functional capabilities, limitations, reliability, and practicality were evaluated. The contractor assessed a standard seven-pin connector with multiplexing.

**Project Location:** Southfield, Michigan

**Contractor(s):** EATON Corporation

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**Start Date:** April 1995

**End Date:** March 1998

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**Estimated Total ITS Funds:** \$476,169

**Estimated Total Project Cost:** \$828,506

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**Contacts:**

Jim Britell

NHTSA Headquarters, NRD-13

(202) 366-5678

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## COMMERCIAL VEHICLE COMMUNICATION AND POWERING ENHANCEMENT SYSTEMS - II

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**Description:**

This is one of two cooperative agreements that assessed alternative means of providing power and communications on multi-unit combination heavy commercial tractor/trailers. The functional capabilities, limitations, reliability, and practicality were evaluated. The contractor assessed a standard 13-pin connector with multiplexing in conjunction with a fiber optic link and a bi-directional data bus imposed on a power supply circuit.

**Project Location:**

Kokomo, Indiana

**Contractor(s):**

DELCO Electronics Corporation

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**Start Date:**

November 1995

**End Date:**

September 1998

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**Estimated Total  
ITS Funds:**

\$575,000

**Estimated Total  
Project Cost:**

\$1,211,884

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**Contacts:**

Jim Britell

NHTSA Headquarters, NRD-13

(202) 366-5678

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## CRASH AVOIDANCE AND THE OLDER DRIVER

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**Description:** Assessment of older driver crash avoidance research needs. The purpose of this initiative was to analyze the traffic crash experience of older drivers, assess their capabilities and limitations as drivers, and identify and evaluate vehicle design features that will ensure the safety of their driving while accommodating their mobility needs.

**Project Location:** Seattle, Washington

**Contractor(s):** Battelle Memorial Institute

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**Start Date:** March 1994

**End Date:** March 1995

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**Estimated Total  
ITS Funds:** \$90,000

**Estimated Total  
Project Cost:** \$90,000

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**Contacts:**

Mike Perel

NHTSA Headquarters, NRD-13

(202) 366-5675

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## CRASH AVOIDANCE METRICS PARTNERSHIP (CAMP) - REAR-END COLLISION WARNING RESEARCH, TEST METRICS AND TEST METHODOLOGY DEVELOPMENT PROGRAM

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**Description:** The focus of this effort was to conduct research activities jointly with industry to investigate vehicle-borne systems which address rear-end collisions. The goal of this project was to define and develop pre-competitive enabling elements of rear-end collision warning systems by establishing common analytical methods, performance metrics, test procedures, databases, function definitions, and minimum performance specifications for these systems.

**Project Location:** Michigan

**Contractor(s):** General Motors and Ford Motor Company

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**Start Date:** February 1996

**End Date:** August 1999

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**Estimated Total ITS Funds:** \$1,797,757

**Estimated Total Project Cost:** \$3,595,569

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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# CRASH AVOIDANCE RESEARCH TECHNOLOGY SUPPORT FOR COMMUNICATIONS, ELECTRONIC CONTROLS AND COMPUTERS - TASK ORDER 1

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**Description:** This was the first task of a 5-year Indefinite Quantity Contract (IQC) designed to support the research needs of NHTSA in the crash avoidance areas pertaining to communications, electronic controls, and computers. The result of this task was identification and assessment of the main features of automotive computer and electronic interface architectures that may affect the deployment of advanced technology crash systems.

**Project Location:** Virginia

**Contractor(s):** Stanford Telecommunications, Inc.

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**Start Date:** September 1994

**End Date:** April 1995

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**Estimated Total ITS Funds:** \$104,842

**Estimated Total Project Cost:** \$104,842

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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# CRASH AVOIDANCE RESEARCH TECHNOLOGY SUPPORT FOR COMMUNICATIONS, ELECTRONIC CONTROLS AND COMPUTERS - TASK ORDER 2

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**Description:** This was the second task in a 5-year Indefinite Quantity Contract (IQC) designed to support the research needs of NHTSA in the crash avoidance areas pertaining to communications, electronic controls, and computers. The objective of this task was to determine the architectures, interfaces, and data flows needed to support the safety related ITS user services, as defined in the ITS National Program Plan, within the framework of the National ITS Architecture.

**Project Location:** Virginia

**Contractor(s):** Stanford Telecommunications, Inc.

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**Start Date:** June 1995

**End Date:** May 1996

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**Estimated Total ITS Funds:** \$175,651

**Estimated Total Project Cost:** \$175,651

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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# CRASH AVOIDANCE RESEARCH TECHNOLOGY SUPPORT FOR COMMUNICATIONS, ELECTRONIC CONTROLS, AND COMPUTERS - TASK ORDER 3

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**Description:** This is the third task in a five-year Indefinite Quantity Contract (IQC) designed to support the research needs of NHTSA in the crash avoidance areas pertaining to communications, electronic controls, and computers. The objective of this task was to predict the performance of electronic busses for in-vehicle communication requirements for ITS safety-related user services.

**Project Location:** Virginia

**Contractor(s):** Stanford Telecommunications, Inc.

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**Start Date:** July 1996

**End Date:** May 1997

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**Estimated Total ITS Funds:** \$260,377

**Estimated Total Project Cost:** \$260,377

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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# CRASH AVOIDANCE RESEARCH TECHNOLOGY SUPPORT FOR COMMUNICATIONS, ELECTRONIC CONTROLS, AND COMPUTERS - TASK ORDER 4

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**Description:**

This is the fourth task in a five-year Indefinite Quantity Contract (IQC) designed to support the research needs of NHTSA in the crash avoidance areas pertaining to communications, electronic controls, and computers. The objective of this task was to conduct an extensive analysis of the performance of current and developing in-vehicle data buses to support a variety of automotive safety systems using discrete event simulation software tools and to study and report on the current development of infrastructure and inter-vehicular communications protocols and implementations that affect performance of future safety systems.

**Project Location:**

Virginia

**Contractor(s):**

Stanford Telecommunications, Inc.

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**Start Date:**

November 1997

**End Date:**

November 1998

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**Estimated Total ITS Funds:**

\$424,868

**Estimated Total Project Cost:**

\$424,868

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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## DEVELOP AN ANALYTICAL MODELING FRAMEWORK/COLLISION AVOIDANCE SYSTEM

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**Description:**

This project is the first task of an Indefinite Quantity Contract (IQC) titled "Crash Avoidance Research Technology Support - Simulation Models." The objective of this task was the development of an analytical framework that can be used to combine a number of ITS program features. The framework provided a means for assessing the safety impact of collision avoidance concepts and systems.

**Project Location:**

Michigan

**Contractor(s):**

University of Michigan Transportation Research Institute (UMTRI)

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**Start Date:**

July 1994

**End Date:**

November 1995

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**Estimated Total  
ITS Funds:**

\$199,940

**Estimated Total  
Project Cost:**

\$199,940

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**Contacts:**

Lloyd Emery

NHTSA Headquarters, NRD-12

(202) 366-5673

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## DEVELOPMENT, EVALUATION, AND DEPLOYMENT OF FORWARD CRASH AVOIDANCE SYSTEMS (FOCAS)

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**Description:**

This project investigated how the functions provided by an Automatic Intelligent Cruise Control (AICC) system can be extended to produce a rear-end collision avoidance system. A prototype AICC system developed by Leica to demonstrate its infrared sensor technology has been installed in a Saab 9000, which will serve as the development testbed.

**Project Location:**

Michigan

**Contractor(s):**

University of Michigan Transportation Research Institute (UMTRI)

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**Start Date:**

May 1994

**End Date:**

August 2000

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**Estimated Total ITS Funds:**

\$1,499,741

**Estimated Total Project Cost:**

\$2,550,288

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**Contacts:**

Art Carter

NHTSA Headquarters, NRD-12

(202) 366-5669

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## DEVELOPMENT AND EVALUATION OF THE DRIVER INTERFACE FOR A REAR OBJECT WARNING SYSTEM

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**Description:** This project developed and evaluated a prototype back-up warning system driver interface based on the preliminary recommendations of recent COMSIS, Inc. research. The prototype was used to evaluate the usability of recommended warning criteria and interface displays.

**Project Location:** Silver Spring, Maryland

**Contractor(s):** WESTAT

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**Start Date:** September 1996

**End Date:** February 2000

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**Estimated Total ITS Funds:** \$261,800

**Estimated Total Project Cost:** \$261,800

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### Contacts:

Michael Perel

NHTSA Headquarters, NRD-13

(202) 366-5675

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## DIRECT PSYCHOPHYSIOLOGICAL MONITORING OF DRIVER ALERTNESS

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**Description:**

This Small Business Innovative Research (SBIR) project developed a low cost device for direct monitoring of eye activity as an indicator of driver alertness. The device, Personal Alertness Monitor (PAM), is able to function as a stand alone alertness monitor. PAM also has the capability to work cooperatively with driver performance monitoring systems, as a component of a more complex system that includes continuous measure of driver performance, and with an integrated protocol for the presentation of warning signals. Phase I of the project is complete and resulted in a working prototype.

**Project Location:**

Chelmsford, Massachusetts

**Contractor(s):**

MTI Research, Inc.

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**Start Date:**

October 1993

**End Date:**

June 1997

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**Estimated Total  
ITS Funds:**

\$243,964

**Estimated Total  
Project Cost:**

\$243,964

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**Contacts:**

Paul Rau

NHTSA Headquarters, NRD-13

(202) 366-0418

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## DRIVER PERFORMANCE, OLDER DRIVER - THE EFFECT OF FALSE ALARMS ON OLDER DRIVER RESPONSE TO FORWARD COLLISION WARNINGS

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**Description:**

This project performed a field experiment designed to investigate how drivers respond to rear-end collision warnings (RECW). The primary impetus for the proposed field experiment was the need to understand how false warnings, defined as warnings presented in the absence of operationally defined threats, will influence driver responses to correct warnings of potential rear-end collisions. The study addressed key issues with respect to exposure of drivers to false warnings. The factors that are having the highest association with driver performance and behavior with RECW include driver age, warning type (correct warnings, false warnings, correct rejections, false rejections), the time intervals between warnings (short vs. long), and distraction (road vs. in-vehicle glance location).

**Project Location:**

Pennsylvania

**Contractor(s):**

Scientex

**Start Date:**

August 1998

**End Date:**

December 2000

**Estimated Total  
ITS Funds:**

\$199,000

**Estimated Total  
Project Cost:**

\$199,000

**Contacts:**

Michael Perel

NHTSA Headquarters, NRD-13

(202) 366-5675



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## DRIVER STATUS/PERFORMANCE MONITORING

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**Description:** Cooperative Agreement leading to the development of detection algorithms and alerting mechanisms for a vehicle-based drowsy driver detection/warning system, countermeasures that will monitor driver status/performance and detect degraded performance to provide a warning signal or other countermeasure to prevent its continuance. The program developed vehicle-based detection algorithms for reduced driver performance (e.g., symptomatic of drowsiness/fatigue) and tested candidate driver interfaces (i.e., advisories and alerting stimuli). These results provide the basis for the development of an on-road prototype.

**Project Location:** Blacksburg, Virginia

**Contractor(s):** Virginia Polytechnic Institute and State University

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**Start Date:** September 1991

**End Date:** December 1996

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**Estimated Total  
ITS Funds:** \$660,000

**Estimated Total  
Project Cost:** \$835,000

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### Contacts:

Paul Rau

NHTSA Headquarters, NRD-13

(202) 366-0418

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# EVALUATION OF ASSESSING POTENTIAL HEALTH HAZARDS FROM WIDE-SPREAD USAGE OF ANTI-COLLISION DEVICES USING ITS TECHNOLOGIES

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**Description:** Evaluation of potential health hazards that might result from widespread use of collision avoidance systems using active sensors. This project conducted an evaluation of potential health hazards that might result from widespread usage of anti-collision devices using ITS technologies.

**Project Location:** S. Deerfield, Massachusetts

**Contractor(s):** Millitech Corporation

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**Start Date:** October 1993

**End Date:** December 1995

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**Estimated Total ITS Funds:** \$100,000

**Estimated Total Project Cost:** \$124,000

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**Contacts:**

August Burgett

NHTSA Headquarters, NRD-12

(202) 366-5672

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# FEASIBILITY OF SENSOR-FRIENDLY VEHICLES AND ROADWAYS TO SUPPORT INTELLIGENT VEHICLE SERVICES

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**Description:**

This project identified candidate passive devices and methods to mark vehicles and roadway features to facilitate their reliable identification by sensing systems used by intelligent vehicle systems. The candidate methods were field tested and evaluated. Incremental costs and benefits of deployment will serve as the basis for a strategic national deployment plan.

**Project Location:**

San Francisco, California

**Contractor(s):**

Bechtel National, Inc.

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**Start Date:**

October 1998

**End Date:**

November 2000

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**Estimated Total  
ITS Funds:**

\$500,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Robert Ferlis

FHWA - TFHRC, HRDO-04

(202) 493-3268

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# HAPTIC DISPLAYS FOR FORWARD COLLISION WARNING SYSTEMS

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**Description:**

This project is a human factors study to evaluate haptic display characteristics that would make them effective in warning drivers of imminent crashes. Haptic displays are ones that are felt by the driver rather than heard or seen. Examples include steering wheel vibration and brief brake pulses. An experiment was conducted to assess drivers' acceptance of alternative haptic displays and the manner in which drivers take control of the vehicle to avoid a collision with a vehicle or obstacle ahead. Drivers' behavior and reactions to forward collision avoidance systems (FCAS) in general, and the haptic feedback specifically, were recorded using an instrumented vehicle. Questions such as whether haptic feedback is beneficial and elicits appropriate driver responses in terms of crash avoidance and whether drivers are comfortable with the manner in which the FCAS takes control of the vehicle were assessed.

**Project Location:**

Ohio

**Contractor(s):**

VTRC

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**Start Date:**

July 1999

**End Date:**

April 2000

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**Estimated Total  
ITS Funds:**

\$150,000

**Estimated Total  
Project Cost:**

\$150,000

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**Contacts:**

Michael Perel

NHTSA Headquarters, NRD-13

(202) 366-5675

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## HEAD UP DISPLAY (HUD): DRIVER AGE AND VISUAL INTERFERENCE CONCERNS

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**Description:** This project investigated experimental data on the ability of younger and older drivers to respond to safety relevant roadway objects when using HUDs.

**Project Location:** Lansdale, Pennsylvania

**Contractor(s):** Scientex Corp.

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**Start Date:** August 1994

**End Date:** September 1998

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**Estimated Total ITS Funds:** \$290,000

**Estimated Total Project Cost:** \$290,000

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**Contacts:**

Michael Perel

NHTSA Headquarters, NRD-13

(202) 366-5675

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# HEAVY VEHICLE INTELLIGENT DYNAMIC STABILITY ENHANCEMENT SYSTEMS

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**Description:**

The purpose of this project was to develop stability-enhancing systems for heavy trucks to reduce the incidence of vehicle rollover. The first product was a rollover warning system to be developed for a typical tractor-trailer, and will display to the driver how close to the rollover threshold the vehicle is being operated. The second product was a rearward amplification suppression system for multiple-trailer trucks. This system applied individual brakes on the vehicle to improve the stability and prevent trailer rollovers during vehicle maneuvers that typically excite the trailers in lateral acceleration.

**Project Location:**

Ann Arbor, Michigan

**Contractor(s):**

University of Michigan Transportation Research Institute (UMTRI)

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**Start Date:**

June 1995

**End Date:**

September 1998

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**Estimated Total  
ITS Funds:**

\$895,000

**Estimated Total  
Project Cost:**

\$1,321,876

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**Contacts:**

Jim Britell

NHTSA Headquarters, NRD-13

(202) 366-5678

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# HUMAN FACTORS DESIGN OF AUTOMATED HIGHWAY SYSTEMS

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**Description:**

Guidance on human factors issues is of critical importance to Automated Highway Systems (AHS) planners and designers. This research effort provided timely human factors input during the conceptual stages of AHS development to aid in the design and implementation of the 1997 demonstration as well as provided the foundation for the future advancement of AHS objectives.

This project included both analytic and empirical tasks. In the early portion of the project, first generation AHS scenarios, including descriptions of AHS operations, objectives, and performance requirements, were developed. These scenarios were used as the basis for analytic and empirical research investigations addressing broad AHS human factors issues. In an iterative process, data from these efforts was used to refine and revise the scenarios. The refined scenarios formed the basis for a second set of empirical research investigations, addressing more detailed, system-specific AHS human factors issues. The culmination of these efforts was an AHS Human Factors Handbook for AHS Designers and Driver-based AHS Human Factors System and Development Guidelines.

**Project Location:**

Minnesota and Iowa

**Contractor(s):**

Honeywell, Inc.

**Start Date:**

October 1992

**End Date:**

May 1998

**Estimated Total  
ITS Funds:**

\$5,266,140

**Estimated Total  
Project Cost:**

\$5,266,140

**Contacts:**

Elizabeth Alicandri

FHWA - TFHRC, HRDS-07

(202) 493-3367



## HUMAN FACTORS IN ATIS AND CVO DESIGN EVOLUTION

### **Description:**

The objective of this contract was to develop precise and detailed human factors guidelines for in-vehicle Advanced Traffic Information Systems (ATIS) for both private and commercial ITS applications. The effort consisted of three phases: analytic, empirical, and integrative. The analytic phase was accomplished by examining in-vehicle driver and CVO operator requirements and human factors issues within the context of in-vehicle routing and navigation systems, motorist information services, safety advisory and warning systems, and in-vehicle signing systems. Results were documented in publications that addressed current literature, ATIS/CVO performance requirement, ATIS and CVO functional descriptions and task analysis, and comparable systems analysis and alternative systems. The empirical phase used a systematic approach to select 11 issues to study from a list of 91 candidates issues developed from the analytic phase. Research issues considered to be most important and studied include: driver acceptance; the effects of inaccurate traffic information; transitioning between ATIS functions; fatigue; driver workload; the benefits of multimodal displays; driver response to unexpected situations; the effects of reduced visibility conditions and the effects of safety and warning systems on driver behavior. These experiments are being described in FHWA publications. The product of the integrative phase consists of the final version of the guideline document containing 75 guidelines. This guideline document represents the culmination of the work accomplished in all three phases.

### **Project Location:**

Washington State

### **Contractor(s):**

Battelle Human Affairs Research Center

### **Start Date:**

October 1992

### **End Date:**

May 1999

### **Estimated Total ITS Funds:**

\$5,738,525

### **Estimated Total Project Cost:**

\$5,738,525

### **Contacts:**

Joseph Moyer

FHWA - TFHRC, HRDS-07

(202) 493-3370



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## HUMAN FACTORS REQUIREMENTS FOR SIDE OBJECT DETECTION WARNING SYSTEMS

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**Description:** This program collected human factors data to support the development of recommendations for the information display characteristics of side object detection/warning systems.

**Project Location:** Seattle, Washington

**Contractor(s):** Battelle Memorial Institute

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**Start Date:** January 1995

**End Date:** December 1996

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**Estimated Total ITS Funds:** \$450,000

**Estimated Total Project Cost:** \$450,000

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**Contacts:**

Michael Perel

NHTSA Headquarters, NRD-13

(202) 366-5675

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# HUMAN FACTORS STUDIES FOR THE EVALUATION, ANALYSIS, AND OPERATIONAL ASSESSMENT OF AN INTELLIGENT CRUISE CONTROL SYSTEM

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**Description:** This program addressed a range of human factors issues associated with implementation of Intelligent Cruise Control (ICC) systems. These issues included: (1) driver usability in terms of ease of learning ICC operation; (2) driver reaction to the ICC limits, for maximum deceleration and acceleration and minimum headway; (3) driver attention and response to braking situations.

**Project Location:** Dearborn, Michigan

**Contractor(s):** Ford Motor Company

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**Start Date:** September 1994

**End Date:** June 1999

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**Estimated Total ITS Funds:** \$900,000

**Estimated Total Project Cost:** \$1,744,057

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**Contacts:**

Michael Perel

NHTSA Headquarters, NRD-13

(202) 366-5675

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## INTELLIGENT CRUISE CONTROL FIELD OPERATIONAL TEST

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**Description:** The field operational test serves as a bridge between research and development and deployment. The performance and user acceptance of a system that permits a vehicle to maintain automatically a safe level of speed and distance between it and preceding vehicles were tested and evaluated on a fleet of vehicles.

**Project Location:** Michigan

**Partner(s):** The Regents of the University of Michigan Transportation Research Institute (UMTRI), Michigan DOT, Leica AG (now A.D.C. GmbH), and Haugen Associates

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**Start Date:** September 1995

**End Date:** September 1999

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**Estimated Total  
ITS Funds:** \$3,010,498

**Estimated Total  
Project Cost:** \$3,874,121

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**Contacts:**

August Burgett

NHTSA Headquarters, NRD-12

(202) 366-5672

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## INTERSECTION COLLISION AVOIDANCE USING ITS COUNTERMEASURES

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**Description:**

Performance requirements (both hardware and human factors) for advanced technology systems to assist drivers in avoiding intersection crashes. This project led to the development of performance specifications (both hardware and human factors) for advanced technologies to improve crash avoidance of vehicles negotiating intersections. This project addressed autonomous vehicle-based systems, vehicle-vehicle communication systems, and/or cooperative highway-vehicle systems requiring instrumentation of intersections.

**Project Location:**

New York and Ohio

**Contractor(s):**

CALSPAN Corporation

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**Start Date:**

October 1993

**End Date:**

September 1999

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**Estimated Total  
ITS Funds:**

\$4,676,000

**Estimated Total  
Project Cost:**

\$4,825,585

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**Contacts:**

Arthur Carter

NHTSA Headquarters, NRD-12

(202) 366-5669

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# IN-VEHICLE CRASH AVOIDANCE WARNING SYSTEM - HUMAN FACTORS CONSIDERATIONS

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**Description:** This project addressed the development of human factors guidelines for in-vehicle warning systems. The focus of this project was on the development of human factors guidelines to ensure that the design of in-vehicle crash avoidance warning systems is compatible with driver capabilities, limitations and needs. Human factors data were collected to determine desirable human interface requirements for rear object crash warning systems.

**Project Location:** Silver Spring, Maryland

**Contractor(s):** COMSIS, Inc.

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**Start Date:** September 1991

**End Date:** September 1996

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**Estimated Total ITS Funds:** \$953,000

**Estimated Total Project Cost:** \$953,000

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**Contacts:**

Michael Perel

NHTSA Headquarters, NRD-13

(202) 366-5675

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# IN-VEHICLE INFORMATION SYSTEMS BEHAVIORAL MODEL AND DESIGN SUPPORT

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**Description:**

The In-Vehicle Information System (IVIS) Behavioral Model and Design Support System included a set of design tools to assist in the design of an IVIS and a driver behavioral model to assess candidate IVIS. The behavioral model is capable of taking IVIS design specifications and producing a prediction of driving behavior while using them. The design support system is comprised of a set of human factors tools to be used in the design of in-vehicle information systems. The development of the IVIS Behavioral Model and Design Support System required empirical research, analysis, and documentation of the design process for in-vehicle information systems. The behavioral model and the design support system were implemented as a prototype software program and are viewed as a demonstration of the feasibility of the concept. The systems specification and Human Computer Interface Specification were recently submitted to FHWA for review.

**Project Location:**

Blacksburg, Virginia

**Contractor(s):**

Virginia Tech Transportation Institute

**Start Date:**

September 1996

**End Date:**

March 2000

**Estimated Total  
ITS Funds:**

\$963,537

**Estimated Total  
Project Cost:**

\$963,537

**Contacts:**

Joseph Moyer

FHWA - TFHRC, HRDS-07

(202) 493-3370



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## IN-VEHICLE SAFETY ADVISORY AND WARNING SYSTEMS (IVSAWS)

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**Description:**

The In-Vehicle Safety Advisory and Warning System is a Federal Highway Administration program to develop a nationwide vehicle information system that provides drivers with advance, supplemental notification of dangerous road conditions using electronic warning zones with precise areas of coverage. Extensive market investigation with the public and safety professionals revealed that while they both liked the IVSAWS concept, safety professionals wanted maximum compatibility with existing procedures, and motorists were concerned with avoiding false alarms. The operational concept selected used centralized broadcasts from a regional IVSAWS operations center. Systems design analysis showed that an electronic warning zone with a specific area of coverage is the proper means to guarantee relevant alerts. Furthermore, a geolocation capability is the cost-effective means for implementing these electronic warning zones. Two candidates were selected which are compatible with centralized broadcasts and available geolocation systems.

**Project Location:**

Fullerton, California

**Contractor(s):**

Hughes Ground Systems Group

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**Start Date:**

September 1990

**End Date:**

March 1995

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**Estimated Total  
ITS Funds:**

\$750,000

**Estimated Total  
Project Cost:**

\$987,500

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**Contacts:**

Pete Mills

FHWA - TFHRC, HRDS-06

(202) 285-2974



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## NATIONAL AUTOMATED HIGHWAY SYSTEM CONSORTIUM

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**Description:** The National AHS Consortium successfully demonstrated the feasibility of both partially and fully automated vehicle-highway systems at Demo '97, on I-15 in San Diego. Building on this, the consortium worked within the framework of the new USDOT Intelligent Vehicle Initiative (IVI), to provide guidance on the potential contribution of cooperative (vehicle-vehicle and vehicle-infrastructure) concepts for providing IVI services vs. autonomous vehicle concepts. The research results, and recommendations for future research were presented in a workshop in April 1998.

**Project Location:** Troy, Michigan (NAHSC Program Office)

**Contractor(s):** The NAHSC Consortium

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**Start Date:** November 1994

**End Date:** September 1998

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**Estimated Total ITS Funds:** \$58,200,000

**Estimated Total Project Cost:** \$58,200,000

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**Contacts:**

Robert Ferlis

FHWA - TFHRC, HRDO-04

(202) 493-3268

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## NIGHT DRIVER THERMAL IMAGING CAMERA AND HEAD UP DISPLAY DEVELOPMENT PROGRAM FOR CRASH AVOIDANCE

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**Description:** The focus of this cooperative agreement was to investigate new methods and technologies related to the development of automotive head-up-displays (HUD), and to develop an improved, production-realistic prototype HUD capable of supporting night driving applications, and operating reliably in the automotive environment.

**Project Location:** Dallas, Texas

**Contractor(s):** Raytheon, Texas Instruments Systems (RTIS)

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**Start Date:** September 1997

**End Date:** June 2000

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**Estimated Total ITS Funds:** \$346,340

**Estimated Total Project Cost:** \$698,680

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### Contacts:

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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## PATH COOPERATIVE AVCSS RESEARCH PROGRAM

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**Description:** This program was a cooperative agreement between FHWA, CalTrans, and PATH for the research of vehicle-follower longitudinal control technologies. The program was divided into three major work areas: (1) sensor technologies, (2) vehicle-to-vehicle communications, and (3) vehicle-follower longitudinal control. The vehicle-follower work area was further researched in the following areas: system performance and test specifications, braking actuators technology, hardware computing platforms, operating system, control software development, and testing of vehicle-follower longitudinal control systems.

**Project Location:** Richmond, California

**Partner(s):** Partners for Advanced Transit and Highway (PATH)

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**Start Date:** October 1994

**End Date:** March 1997

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**Estimated Total ITS Funds:** \$1,275,000

**Estimated Total Project Cost:** \$2,500,000

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**Contacts:**

Robert Ferlis

FHWA - TFHRC, HRDO-04

(202) 493-3268

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## PERFORMANCE SPECIFICATIONS: COUNTERMEASURES AGAINST LANE CHANGE, MERGING, AND BACKING COLLISIONS, PHASES I AND II

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**Description:**

This project led to the development of performance requirements (both hardware and human factors) for advanced technologies to improve crash avoidance during lane change, merging and backing maneuvers. This project is designed for countermeasure systems that will be self-contained within the vehicle. However, it did not exclude from consideration those countermeasure systems that may require, or that might be improved by, auxiliary equipment installed in the road or in other vehicles.

**Project Location:**

California and Texas

**Contractor(s):**

Interagency agreement with U.S. Air Force; work conducted by TRW.

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**Start Date:**

July 1993

**End Date:**

December 1999

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**Estimated Total ITS Funds:**

\$2,378,000

**Estimated Total Project Cost:**

\$2,378,000

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**Contacts:**

Dave Smith

NHTSA Headquarters, NRD-12

(202) 366-5674

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## PERFORMANCE SPECIFICATIONS: COUNTERMEASURES AGAINST LANE CHANGE, MERGING, AND BACKING COLLISIONS, PHASE III

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**Description:** This project resulted in the development of performance requirements (both hardware and human factors) for advanced technologies to improve crash avoidance during lane change, merging and backing maneuvers. This project was designed for countermeasure systems that will be self-contained within the vehicle. However, the project design does not exclude from consideration those countermeasure systems that may require, or that might be improved by, auxiliary equipment installed in the road or in other vehicles.

**Project Location:** California and Texas

**Contractor(s):** Interagency agreement with Defense Microelectronics Activity; work conducted by TRW

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**Start Date:** April 1997

**End Date:** June 2000

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**Estimated Total ITS Funds:** \$2,312,000

**Estimated Total Project Cost:** \$2,312,000

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### Contacts:

Dave Smith

NHTSA Headquarters, NRD-51

(202) 366-5674

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## PERFORMANCE SPECIFICATIONS: COUNTERMEASURES AGAINST REAR-END COLLISIONS

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**Description:**

This project led to the development of performance requirements (both hardware and human factors) for advanced technologies to prevent or decrease the severity of rear-end crashes. This project was designed for countermeasure systems that will be self-contained within the vehicle. However, it does not exclude from consideration those countermeasure systems that may require, or that might be improved by, auxiliary equipment installed in the road or in other vehicles.

**Project Location:**

Arizona and Iowa

**Contractor(s):**

Sensor Technologies & Systems, Inc. (formerly Frontier Engineering, Inc.)

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**Start Date:**

May 1993

**End Date:**

October 1998

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**Estimated Total ITS Funds:**

\$4,430,773

**Estimated Total Project Cost:**

\$4,430,773

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**Contacts:**

Art Carter

NHTSA Headquarters, NRD-12

(202) 366-5669

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## PERFORMANCE SPECIFICATIONS: COUNTERMEASURES AGAINST ROADWAY DEPARTURE COLLISIONS

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**Description:**

This project led to the development of performance requirements (both hardware and human factors) for advanced technologies to improve crash avoidance during roadway departures ("ran-off-road"). This project was designed for countermeasure systems that will be self-contained within the vehicle. However, it did not exclude from consideration those countermeasure systems that may require, or that might be improved by, auxiliary equipment installed in the road or in other vehicles.

**Project Location:**

Pittsburgh, Pennsylvania; Columbus, Ohio; and Buffalo, New York

**Contractor(s):**

Carnegie Mellon University

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**Start Date:**

September 1993

**End Date:**

November 1999

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**Estimated Total ITS Funds:**

\$4,678,325

**Estimated Total Project Cost:**

\$4,678,325

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**Contacts:**

Lloyd Emery

NHTSA Headquarters, NRD-12

(202) 366-5673

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# PORTABLE HUMAN FACTORS DATA ACQUISITION SYSTEM FOR CRASH AVOIDANCE RESEARCH (DASCAR)

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**Description:** The objectives of this project were to apply state-of-the-art technology and methods to develop an easily-installed, portable instrumentation package and a set of analytical methods/tools to allow driver-vehicle performance data to be collected using a variety of vehicle types. This project covered Phase I, which recommended system design and software specifications.

**Project Location:** Oak Ridge, Tennessee

**Contractor(s):** Oak Ridge National Laboratory

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**Start Date:** September 1992

**End Date:** December 1995

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**Estimated Total ITS Funds:** \$1,198,000

**Estimated Total Project Cost:** \$1,198,000

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**Contacts:**

Michael Goodman

NHTSA Headquarters, NRD-52

(202) 366-5677

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## PRELIMINARY HUMAN FACTORS REVIEW OF INTELLIGENT VEHICLE INITIATIVE (IVI)

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**Description:**

The objective of this activity was to establish the human factors research needs for the near-term intelligent vehicles in the Intelligent Vehicle Initiative (IVI). This project included the solicitation of input from stakeholders and researchers, and consensus building for the design of human-centered IVI vehicles. In this study, preliminary infrastructure and in-vehicle architecture requirements for IVI Generation 1, 2, and 3 vehicles (with emphasis on Generation 1) were identified and analyzed. This analysis primarily included the needs for passenger cars, and to a lesser extent the needs for trucks, buses, and emergency/special vehicles. Twenty-six User Services were grouped into seven technology modules which were combined to create five candidate configurations for IVI vehicles. The requirements for infrastructure, vehicle, and human factors research for each candidate configuration were documented. A final report and six flyers were generated and are currently available through HRDS.

**Project Location:**

Columbus, Ohio

**Contractor(s):**

Battelle, Human Affairs

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**Start Date:**

September 1997

**End Date:**

August 1998

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**Estimated Total ITS Funds:**

\$350,000

**Estimated Total Project Cost:**

\$350,000

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**Contacts:**

Joseph Moyer

FHWA - TFHRC, HRDS-07

(202) 493-3370



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## PROBLEM DEFINITION AND ANALYSIS OF TARGET CRASHES AND ITS COUNTERMEASURE ACTIONS

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**Description:**

An analytical methodology for defining, analyzing, and modeling target crashes and ITS/crash avoidance countermeasure action for use in establishing research priorities and/or assessing potential safety benefits. This project has developed an analytical methodology for defining, analyzing, and modeling target crashes and ITS/crash avoidance countermeasure action for the purpose of assessing potential effectiveness and identifying R&D priorities and/or assessing potential safety benefits. The methodology has been applied to several types of collision. These findings will help the U.S. DOT to prioritize and guide research and development on these countermeasures.

**Project Location:**

Columbus, OH

**Contractor(s):**

Battelle, CALSPAN, Castle Rock

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**Start Date:**

August 1991

**End Date:**

April 1995

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**Estimated Total  
ITS Funds:**

\$1,877,000

**Estimated Total  
Project Cost:**

\$1,877,000

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**Contacts:**

Duane Perrin

NHTSA Headquarters, NRD-13

(202) 366-5664

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# PROTOTYPE HEAVY VEHICLE DROWSY DRIVER DETECTION AND WARNING SYSTEM

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**Description:**

This project developed, tested, and evaluated a prototype in-vehicle continuous driver alertness monitoring/drowsiness detection system for heavy trucks. System drowsiness detection algorithms and warning signals were derived primarily from the findings of the Driver Status/Performance Monitoring program. Based on the prototype design and lessons learned from the test and evaluation, a system functional performance specification were developed.

**Project Location:**

Pittsburgh, Pennsylvania

**Contractor(s):**

Carnegie Mellon Research Institute

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**Start Date:**

July 1995

**End Date:**

September 1998

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**Estimated Total  
ITS Funds:**

\$2,085,000

**Estimated Total  
Project Cost:**

\$2,085,000

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**Contacts:**

Paul Rau

NHTSA Headquarters, NRD-13

(202) 366-0418

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## PUGET SOUND HELP ME (PUSHME) MAYDAY SYSTEM

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**Description:** The primary objective of this project was to assess operational, institutional and technology requirements for implementing a regional MAYDAY system that would allow a driver to send an immediate notification of an incident, its location and need for assistance to a response center.

**Project Location:** Puget Sound (Northwest Washington State) region

**Partner(s):** Washington State DOT, Washington State Patrol, David Evans and Associates, Motorola, IBI Group, Sentinel Communications, Response Systems Partners, and University of Washington

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**Start Date:** August 1994

**End Date:** September 1997

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**Estimated Total  
ITS Funds:** \$1,400,000

**Estimated Total  
Project Cost:** \$2,500,000

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### **Contacts:**

Michael Brower	FHWA, Washington Division, HMO-WA	(360) 753-9550
Pete Briglia	Washington State DOT	(206) 543-3331



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# RESEARCH AND TECHNOLOGY REVIEW FOR DRIVER VISION ENHANCEMENT SYSTEMS

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**Description:** This project conducted a state-of-the-art review of research and technologies which are relevant to proposed and future driver vision enhancement systems.

**Project Location:** Pittsburgh, Pennsylvania

**Contractor(s):** Carnegie Mellon Research Institute (CMRI)

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**Start Date:** January 1994

**End Date:** August 1994

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**Estimated Total ITS Funds:** \$100,000

**Estimated Total Project Cost:** \$100,000

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**Contacts:**

Jack Ference

NHTSA Headquarters, NRD-12

(202) 366-0168

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# REVIEW OF SOCIETAL AND INSTITUTIONAL FACTORS FOR THE INTELLIGENT VEHICLE INITIATIVE

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**Description:** This project identified impacts of the deployment of intelligent vehicle services on society. Specific institutional barriers, including product liability concerns and necessary changes to vehicle insurance coverage, were defined and solutions recommended. Critical issues related to the role of transportation infrastructure providers were analyzed.

**Project Location:** New York, New York

**Contractor(s):** Parsons Brinkerhoff

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**Start Date:** November 1998

**End Date:** December 1999

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**Estimated Total ITS Funds:** \$200,000

**Estimated Total Project Cost:** \$200,000

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**Contacts:**

Robert Ferlis

FHWA - TFHRC, HRDO-04

(202) 493-3268

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## SAFETY EVALUATION OF TRAVTEK OPERATIONAL TEST

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**Description:** This project conducted a safety assessment of operational test of traffic route guidance and navigation system.

**Project Location:** McLean, Virginia

**Contractor(s):** SAIC

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**Start Date:** September 1991

**End Date:** June 1995

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**Estimated Total ITS Funds:** \$450,000

**Estimated Total Project Cost:** \$450,000

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**Contacts:**

August Burgett

NHTSA Headquarters, NRD-12

(202) 366-5672

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# STANDARDIZED DRIVING SIMULATION TASKS AND SCENARIOS

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**Description:** The objective of this NHTSA project was to specify and develop a set of driving tasks and scenarios that can be used as standard reference test conditions for assessments/evaluations of driver performance under a number of experimental conditions involving both normal driving and imminent crash threats. These tasks/scenarios/protocols were derived from predominant driving patterns and crash types, and will be used in advanced driving simulators, including the National Advanced Driving Simulator (NADS).

**Project Location:** Iowa City, Iowa

**Contractor(s):** University of Iowa

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**Start Date:** September 1993

**End Date:** September 1995

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**Estimated Total ITS Funds:** \$400,000

**Estimated Total Project Cost:** \$400,000

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## Contacts:

Duane Perrin

NHTSA Headquarters, NRD-13

(202) 366-5664

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## SYSTEM FOR ASSESSMENT OF VEHICLE MOTION ENVIRONMENT (SAVME)

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**Description:**

The project developed VME prototype hardware and software. Primary project objectives included developing and validating a measurement system that can quantify the specific motions that vehicles exhibit as they move in traffic under the full array of traffic operations. In subsequent projects, the measurement system will be used to gather information such as reaction to other drivers cutting in front, normal following distance and typical lane change trajectories. This information provided the foundation for development of ITS countermeasures that identify the need for intervention and/or collision avoidance instructions to the driver.

**Project Location:**

Michigan

**Contractor(s):**

University of Michigan Transportation Research Institute (UMTRI) and ERIM

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**Start Date:**

September 1992

**End Date:**

August 2000

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**Estimated Total  
ITS Funds:**

\$1,697,073

**Estimated Total  
Project Cost:**

\$2,235,000

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**Contacts:**

Arthur Carter

NHTSA Headquarters, NRD-12

(202) 366-5669

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# TECHNICAL SUPPORT FOR IVIS DEVELOPMENT AND OPERATIONAL TEST

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**Description:**

This project was initially titled "Development of An In-Vehicle Information System," and involved the technologies and issues associated with in-vehicle signing systems. It was expanded to include evaluations of an in-vehicle information system for handling all sources of information that may be presented within the vehicle. Completed tasks include reports on "Functional Requirements Specification for an In-Vehicle Information System," "In-Vehicle Information System Concepts," "Cost of In-Vehicle Information Systems and Associated Infrastructure," and "In-Vehicle Information Communication Protocol." A platform is being developed to operationally test new in-vehicle devices which can include routing and navigation, real-time traffic, motorist services, and collision avoidance subsystem. Four workshops have been held.

**Project Location:**

Oak Ridge, Tennessee

**Contractor(s):**

Oak Ridge National Laboratory

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**Start Date:**

June 1994

**End Date:**

November 1999

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**Estimated Total  
ITS Funds:**

\$2,062,500

**Estimated Total  
Project Cost:**

\$2,062,500

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**Contacts:**

Dr. Sam Tignor

FHWA - TFHRC, HRDS-03

(202) 493-3363

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## VARIABLE DYNAMIC TEST VEHICLE DEVELOPMENT

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**Description:** A computer-controlled variable subsystems, drive-by-wire (steering, braking, throttle) and four-wheel steering testbed vehicle was developed. The VDTV is used by NHTSA to support the ITS crash avoidance and the Intelligent Vehicle Initiative as appropriate.

**Project Location:** Pasadena, California

**Contractor(s):** Jet Propulsion Laboratory

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**Start Date:** August 1995

**End Date:** September 1999

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**Estimated Total ITS Funds:** \$3,952,200

**Estimated Total Project Cost:** \$3,952,200

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**Contacts:**

Lloyd Emery

NHTSA Headquarters, NRD-12

(202) 366-5673

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## VEHICLE-BASED LANE DETECTION

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**Description:**

This program is a cooperative agreement with Rockwell International to conduct a two-year field evaluation of a prototype machine vision lane detection sensor. Sensor performance was evaluated under various operating conditions and general lane detection sensor performance requirements were identified. Estimation of future vehicle position is key capability that will be an integral part of collision avoidance and automatic vehicle control systems. No viable technology to perform this function reliably and inexpensively is currently commercially available. The TASK 1 system validation effort which that comprised this project has been completed.

**Project Location:**

Anaheim, California

**Contractor(s):**

Rockwell International

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**Start Date:**

April 1994

**End Date:**

October 1996

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**Estimated Total  
ITS Funds:**

\$824,733

**Estimated Total  
Project Cost:**

\$824,733

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**Contacts:**

Lloyd Emery

NHTSA Headquarters, NRD-12

(202) 366-5673

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## VEHICLE FEEDBACK CUES AND DRIVER PERFORMANCE

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**Description:** This project identified and analyzed vehicle feedback cues that most influence a driver's safety-relevant behavior and performance. Additionally, the project developed evaluation protocols and performance specifications for technology that affects feedback cues that drivers use to control the vehicle.

**Project Location:** Michigan

**Contractor(s):** University of Michigan Transportation Research Institute (UMTRI)

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**Start Date:** September 1992

**End Date:** October 1995

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**Estimated Total ITS Funds:** \$150,000

**Estimated Total Project Cost:** \$150,000

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**Contacts:**

Duane Perrin

NHTSA Headquarters, NRD-13

(202) 366-5664

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## **VII. EVALUATION/PROGRAM ASSESSMENT**



## VII. EVALUATION/PROGRAM ASSESSMENT

Program evaluation is critical to ensuring progress toward the vision of integrated intelligent transportation systems and achieving deployment goals. Evaluation is indispensable to an understanding of the value, effectiveness and impacts of ITS Program activities. Equally important, evaluation allows for continual refinement of the Program. The ITS Program has undertaken assessment activities to satisfy these needs, and to use the Government Performance and Results Act to help ensure that the Program is effective in meeting the Government's higher-level transportation goals. To further these objectives, the following are included in activities that have been undertaken:

- Tracking ITS infrastructure by establishing a baseline of existing ITS deployments throughout the nation's metropolitan areas and updating this information *annually*.
- Evaluating the effectiveness and benefits versus costs of ITS infrastructure at the metropolitan and CVISN model deployment sites, as well as at field operational test sites to include Intermodal Freight field operational tests initiated in FY 99.
- Conducting independent evaluations (also referred to as national evaluations) of selected ITS deployment and/or integration projects undertaken with earmarked funding.

**Evaluation.** The most effective ITS evaluation activities are those that are intertwined with ITS projects throughout their life cycle. A principal benefit of evaluation is early participation of independent evaluators with project teams to ensure clear identification of the project goals and objectives, standards for successful performance, and measures of effectiveness agreed to by the project partners or project teams. Because evaluation is inherent to successful performance of any program, evaluation efforts (e.g., as part of research and development, field operational tests, mainstreaming, and architecture and standards work) are included as part of other sections of this projects report. Projects listed in this section are those that concentrate upon evaluations, or improving evaluation methods. With the selection of the four Metropolitan ITS Model Deployment sites and the initiation of the eight-state CVISN Pilot Projects, special emphasis is being placed on the evaluation of these projects by the ITS Joint Program Office (JPO). Moreover, future field operational tests will be evaluated by the ITS JPO. These evaluations are being provided through two parallel ITS Program Assessment Support (IPAS) contracts.

**Program Assessment.** Program assessment takes a global look at the U.S. ITS Program. Projects listed in this section of the ITS projects report focus on methods of integrating evaluation results to assess higher level program goals and objectives. Program assessment ultimately leads to investment strategies that must take an integrated look at program cost and effectiveness so that resources can be allocated to address the best solution approaches. Other projects listed in this section address methods for measuring ITS costs and benefits. The ITS Deployment Tracking Projects are the key activities dedicated to defining and tracking infrastructure deployment and integration to enable measurement of progress toward the Secretary of Transportation's deployment goals.

Finally, the Evaluation/Assessment Program results in a significant volume of reports which document the impacts and benefits of ITS at deployment and operational test sites. The ITS JPO Program Assessment activity is engaged in refining and transforming technical documentation into a stream of summary and more extensive reports, known as ITS Benefits Special Studies, for easy assimilation by decision-makers, planners, and implementers at the state and local levels of government and their private sector partners.

# Research



# ADVANCED PUBLIC TRANSPORTATION SYSTEMS (APTS) OPERATIONAL TEST EVALUATIONS

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**Description:**

Project evaluation is the link between operational tests and technology transfer from the APTS Program. It serves as the bridge between the conduct of a particular operational test and understanding the actual performance at the site, as well as potential effectiveness at other locales. Specific objectives for each test are identified along with measures of effectiveness to communicate results to all interested professionals. Key issues are being evaluated ranging from the reliability of particular new technologies in transit applications to the effectiveness of new service and management methods made possible by the technologies. Crosscutting studies will develop a national set of insights across different site conditions.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

Volpe National Transportation Systems Center

**Start Date:**

October 1994

**End Date:**

April 2001

**Estimated Total  
ITS Funds:**

\$1,840,000

**Estimated Total  
Project Cost:**

\$1,840,000

**Contacts:**

Bert Arrillaga	FTA Headquarters, TRI-12	(202) 366-0231
Robert Casey	Volpe National Transportation Systems Center	(617) 494-2213



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# EVALUATION OF AUTOMATED COLLISION NOTIFICATION OPERATIONAL FIELD TEST

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**Description:** The objective of this project is to conduct an independent safety evaluation of an operational field test of an in-vehicle system which will automatically determine that a serious crash has occurred and then summon an Emergency Medical Services (EMS) response, especially in rural areas.

**Project Location:** Laurel, Maryland

**Contractor(s):** Applied Physics Laboratory of the Johns Hopkins University

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**Start Date:** September 1995

**End Date:** March 2001

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**Estimated Total ITS Funds:** \$797,213

**Estimated Total Project Cost:** \$797,213

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**Contacts:**

Art Carter

NHTSA Headquarters, NRD-12

(202) 366-5669

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## ITS PROGRAM ASSESSMENT SUPPORT (IPAS)

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**Description:**

These are support contracts intended to provide ITS program assessment technical and program support in the following areas:

(1) Design, manage, implement, and support independent evaluations (also called national evaluations) of the effectiveness of ITS projects, including Metropolitan and CVISN Model Deployments, and other ITS projects to include deployment and/or integration projects undertaken with TEA-21 earmarked funding under the ITS Integration Program. This activity also encompasses evaluation of Intermodal Freight field operational tests.

(2) Collect and analyze ITS performance, benefits, cost, economic, and program data. Data and information collected can be used to identify benefit/costs of ITS projects to support inclusion of ITS technology in state and local transportation problem solving.

(3) Synthesize the information produced in (2); evaluate the degree to which ITS policies and procedures have led to the achievement of current ITS costs, schedule, and performance goals; and provide yearly quantitative and qualitative inputs to the refinement of goals and the resultant Federal ITS investment strategy.

(4) Develop and refine the tools and information needed to support the JPO Program assessment and decision-making process.

**Project Location:**

Washington, DC; (4) Metropolitan Model Deployment Sites; (10) State CVISN Pilot And Prototype Model Deployments, ITS Integration Program earmarked project sites.

**Contractor(s):**

SAIC; Battelle Memorial Institute

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**Start Date:**

September 1996

**End Date:**

August 2001

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**Estimated Total  
ITS Funds:**

\$28,700,000

**Estimated Total  
Project Cost:**

\$28,700,000

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**Contacts:**

Joe Peters

USDOT ITS JPO, HOIT

(202) 366-2202

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# METROPOLITAN ITS INFRASTRUCTURE DEPLOYMENT TRACKING

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**Description:**

The purpose of this project is to provide the ITS Joint Program Office feedback on achieving the US DOT Operation TimeSaver goal. This goal is to deploy a metropolitan ITS infrastructure nationwide by December 2005. The project uses a three-step process: 1) Define major indicators of both component and integration deployment; 2) Periodically measure the presence of these indicators at 78 of the nation's largest metropolitan areas compared to the opportunity for deployment; and, 3) Work with partners at these sites to ascertain deployment goals and report back deployment against these goals. This approach acknowledges that ITS must be tailored to individual needs within each metropolitan area and that such needs are determined in a cooperative working environment among Federal, State, and local government participants. To date, there has been much progress in defining a set of indicators and obtaining a baseline measurement of these indicators. National data gathering was conducted and the results published in FY 1996, FY 1997, and FY 1999. Data gathering for a FY 2000 update to the database is in progress.

**Project Location:**

Oak Ridge, Tennessee

**Contractor(s):**

Oak Ridge National Laboratory

**Start Date:**

October 1995

**End Date:**

December 2005

**Estimated Total ITS Funds:**

\$950,000

**Estimated Total Project Cost:**

\$950,000

**Contacts:**

Joe Peters

USDOT ITS JPO, HOIT

(202) 366-2202



## **Completed Projects**



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## EVALUATION SUPPORT FOR ITS OPERATIONAL TESTS

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**Description:**

This was a support contract intended to provide technical support to FHWA headquarters and field offices as well as the operational test partners in designing and conducting operational test evaluations. The intent was to ensure the evaluations of the operational tests supported the national ITS program. The level of support varied from test to test depending on need and ranged from the review of draft plans and reports to the actual development of these plans and reports in some cases.

**Project Location:**

McLean, Virginia

**Contractor(s):**

Booz, Allen, Hamilton & Associates

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**Start Date:**

July 1994

**End Date:**

June 1999

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**Estimated Total  
ITS Funds:**

\$8,832,000

**Estimated Total  
Project Cost:**

\$10,059,212

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**Contacts:**

Joe Peters

USDOT ITS JPO, HOIT

(202) 366-2202

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## ITS BENEFITS ASSESSMENT FRAMEWORK

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**Description:**

This project developed an analytical framework for assessing the benefits achievable from the deployment of ITS technologies and strategies. The framework utilizes existing computer models for estimating potential changes in congestion, vehicle emissions, energy consumption, safety and other values. Although the framework is intended to encompass most ITS technologies, this project was primarily concentrated on Advanced Traffic Management Systems (ATMS), Advanced Traveler Information Systems (ATIS), and interacting Advanced Public Transit Systems (APTS). Planning models were used to assess both short- and long-term impacts of proposed ITS deployments. The product of this effort is a set of interrelated models for estimating the impacts of specific ITS deployment alternatives. Network and corridor case studies were produced using existing operational tests and corridor projects for which data exists.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

Volpe National Transportation Systems Center

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**Start Date:**

April 1992

**End Date:**

September 1995

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**Estimated Total  
ITS Funds:**

\$2,000,000

**Estimated Total  
Project Cost:**

\$2,000,000

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**Contacts:**

Susan Slye

USDOT ITS JPO, HOIT

(202) 366-1068

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# ITS NATIONAL INVESTMENT AND MARKET ANALYSIS

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**Description:**

The ITS National Investment and Market Analysis provided public agencies, private companies, and legislatures with an understanding of the scope, cost, and resulting benefits and opportunities expected to emerge as a result of realizing the national goals of fully deploying Intelligent Transportation Systems in the United States. Results of this study also will be used to inform discussions and hearings on the Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization and the Federal FY98 budget in early 1997.

This study supplemented existing and ongoing research to provide following answers.

- Quantify the public investment in the infrastructure required to satisfy national goal for ITS deployment.
- Explore the willingness of the private sector to invest in ITS based upon the expected public infrastructure deployment.
- Link the benefits received to the cost required to deploy the infrastructure.
- Determine the impact on the general economy of full investment in ITS technology.
- Summarize the findings of the research to present a picture of the possibilities for, and impact of, deploying Intelligent Transportation Systems into the next decade.

**Project Location:**

ITS America, Washington, DC

**Partner(s):**

ITS America is working in cooperation with the U.S. Department of Transportation's Joint Program Office to complete this analysis. Apogee Research, Inc., is the prime contractor with support from Wilbur Smith, and a team of advisors.

A steering committee and technical advisory committee comprised of other ITS stakeholder organizations advised the scope and direction of this effort.

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**Start Date:**

June 1996

**End Date:**

December 1997

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$962,160

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**Contacts:**

Joe Peters

USDOT ITS JPO, HOIT

(202) 366-2202

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## ITS OPERATIONAL TEST META-EVALUATION

**Description:**

Although ITS operational tests include evaluations as an integral part, these evaluations are specific to the individual operational tests. To address national ITS program information needs, particularly those related to deployment decisions, additional information based on the comparison and analysis of inputs from all available information sources, including R&D, operational test results, and architecture efforts, is required. This project has provided meta-evaluation methodologies and applied those methodologies to address key questions of interest to FHWA in administering the national ITS program. Four studies have been conducted as part of this project. The various statistical approaches for the meta-evaluation of ITS user services were identified in a paper titled, "A Data Fusion Framework for Meta-evaluation of ITS System Effectiveness. A second study focused on the role of the incident detection component of freeway management systems and its role in the reduction of fatalities. This study was titled, "The Impact of Rapid Incident Detection on Freeway Accident Fatalities." In the third study, titled, "Reducing Accident Fatalities with Rural MAYDAY Systems," the impact of rural MAYDAY systems on rural roadway fatalities was examined. In the final study, titled "The Impact on Fatal Involvements of CVO User Services" the role of ITS CVO technologies in reducing fatal accidents involving commercial vehicles was examined.

**Project Location:**

Washington, DC

**Contractor(s):**

Mitretek Systems

**Start Date:**

April 1994

**End Date:**

July 1996

**Estimated Total ITS Funds:**

\$332,000

**Estimated Total Project Cost:**

\$332,000

**Contacts:**

Michael Freitas

FHWA - ITS JPO, HOIT

(202) 366-9292



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## ITS USER ACCEPTANCE RESEARCH

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### **Description:**

This program examined two aspects of user acceptance of ITS products and services. 1) The ITS Joint Program Office conducted primary research to measure end-users' acceptance and willingness to pay for ITS user services. The program goal was to identify obstacles to and opportunities for encouraging broader ITS deployment. User groups included operators of commercial vehicles, private travelers, and public sector transportation managers. 2) Examined the evolution of the ITS consumer market, this user acceptance research project provided periodic reports on the market for traffic and traveler information products and services.

Completed reports (in chronological order) include "Critical Issues Relating to Acceptance of Commercial Vehicle Operations Services by Interstate Truck and Bus Drivers," May, 1995, Penn & Schoen Assoc.; "User Acceptance of ATIS Products and Services: A briefing book on the current status of JPO research," March, 1996, Charles River Assoc.; "ITS User Acceptance on Public Sector Transportation Managers: A Summary of Current ITI Deployment Knowledge," March, 1996, John A. Volpe National Transportation Systems Center; "An Update of the Commercial ATIS Market," March, 1996, and January, 1997, Volpe Center; "User Acceptance of ATIS Products and Services: What do we currently know?" October, 1996, Charles River Assoc.; "Acceptance of ATIS Products and Services: A report of qualitative research," December, 1996, Charles River Assoc.; "An Assessment of the ITS Commercial Trucking Market," February, 1997, Volpe Center, "Marketing ITS Infrastructure in the Public Interest," May 1998.

Research conducted in fiscal year 1999 addressed market demand of private travelers for in-vehicle crash avoidance countermeasures and advanced traveler information services.

### **Project Location:**

Washington, DC

### **Contractor(s):**

Contract for CVO: Penn & Schoen Associates, Contract for research on private travelers: Charles River Associates, and Contract for economic analysis: Volpe National Transportation Systems Center

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### **Start Date:**

January 1994

### **End Date:**

February 2000

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### **Estimated Total ITS Funds:**

\$2,647,680

### **Estimated Total Project Cost:**

\$2,647,680

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### **Contacts:**

Jane Lappin

EG&G Dynatrend

(617) 494-3692

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## MEASURING USER RESPONSE AT OPERATIONAL TESTS

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**Description:**

This effort had two parts: A seminar entitled "Applying Consumer Research Methods to ITS Challenges" and a guidebook to collecting and analyzing user response and market acceptance data. The project was undertaken primarily to support the evaluation of field operational tests, but had applicability to other deployment-oriented ITS programs such as the Early Deployment and Priority Corridors Programs. The seminar and guide provided an analytical framework to assist program managers and evaluators in defining critical user acceptance research objectives, structuring a suitable experimental design, and selecting appropriate research tools.

The Volpe National Transportation Systems Center produced the seminar "Applying Consumer Research Methods to ITS Challenges" on April 12-13, 1995, in Boston, MA. The guidebook was available in early 1997.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

Volpe National Transportation Systems Center

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**Start Date:**

May 1994

**End Date:**

December 1995

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**Estimated Total  
ITS Funds:**

\$250,000

**Estimated Total  
Project Cost:**

\$250,000

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**Contacts:**

John O'Donnell

Volpe National Transportation Systems Center

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## **VIII. ARCHITECTURE, STANDARDS, AND NATIONAL COMPATIBILITY PLANNING**



## VIII. ARCHITECTURE, STANDARDS, AND NATIONAL COMPATIBILITY PLANNING

**National ITS Architecture Development and Deployment.** In July 1996, the Architecture Team completed development of the National ITS Architecture. This effort has provided the supporting analysis, implementation strategy, and detailed requirements essential to accelerate the ITS standards development process. The National ITS Architecture, in conjunction with the developed standards, will supply the transportation and communications framework necessary for a nationally compatible intelligent transportation system.

The architecture program has responded to stakeholder needs articulated in user services. It has identified interfaces between the system components, recommended the message sets and data that would be exchanged and that would need standards development, and has provided an implementation strategy for use by public and private sector transportation planners in developing their unique ITS systems. A thirty-second user service, maintenance and construction operations, was identified as a validated need by the rural community and is expected to be integrated into the National ITS Architecture in 2001. In 2000, emerging rural needs have been raised, with weather considered a candidate as a new user service in the future. Thus, the National ITS Architecture will continue to be updated and maintained based upon evolving standards, deployment experiences, and stakeholder consensus for additional user services.

With the architecture development essentially complete, the program focus continues to be ITS deployment support. A new initiative begun in 1999 was the design of two levels of workshops to support regions and MPOs in the development of their regional and project architectures. More than thirty of these workshops were conducted around the country in 2000 using the newly developed Turbo Architecture software tool. These workshops and their subsequent architectures should foster standardization and compatibility between projects and regions.

A continuing architecture effort has been the support of the Standards Development Organizations. The ITS Architecture Team has been working with them in clarifying ITS standards requirements identified in the architecture, but more recently has been facilitating the effort to accelerate the development and approval of national standards.

Finally, an interactive architecture training course, which will transition to NHI in 2001, has continued to be conducted with more than 120 presentations given throughout the country through calendar year 2000. In addition, educational and technical assistance is being provided to public and private sector organizations by the ITS Architecture Team in support of the overall ITS planning and deployment process. Understanding the broad foundation provided by the National ITS Architecture is leading to an acceleration of ITS deployment nationwide, bringing us closer to the vision set by ISTEA and providing momentum for the implementation addressed in TEA-21.

Projects described in this section include regional architectures being developed under the TEA-21 ITS Deployment Program.

**ITS Standards Program.** The ITS Standards Program is accelerating the development and promoting the widespread deployment of integrated ITS systems through robust, non-proprietary standards. Together with standards development organizations and other ITS stakeholders, the ITS Standards Program encompasses standards development, testing, outreach and education, technical assistance, and policy support. Information on the standards program and on the standards can be found on the standards Web site, [www.its-standards.net](http://www.its-standards.net).

- **Standards Development.** The U.S. DOT is committed to the accelerated development of ITS standards in cooperation with existing standards development organizations (SDOs). The SDOs develop open ITS standards through a consensus-based volunteer process. Currently, activities are underway leading to the development of about 100 ITS standards that address communications interfaces in the National ITS Architecture. As the National ITS Architecture continues to expand into such areas as highway-rail intersections, archived data services, emergency services, and rural ITS applications, the need for additional ITS standards will be identified.
- **Standards Testing.** A comprehensive program has begun to test ITS standards that are emerging from the standards development process. The primary purposes of the ITS standards testing program are to investigate the operation, correctness, and completeness of the standards and to “prove” the standards in realistic settings. As an important measure to encourage acceptance and use of ITS standards, testing will provide timely and meaningful information on standards readiness to the ITS community. Testing includes experience-based testing by early deployers and more formal engineering-based testing. The testing program will leverage ongoing and planned ITS field deployments.
- **Standards Outreach and Education.** To promote the awareness and use of ITS standards, the ITS Standards Program includes a multi-faceted outreach and education program for public-and private-sector stakeholders involved in ITS deployment. The program includes non-technical outreach, technical outreach, and training and education.

Non-technical outreach is aimed at communicating the rationale and benefits for using ITS standards to transportation stakeholders. Technical outreach will educate the community on the content of standards, the status of their availability, the application of specific standards, and issues related to standards implementation. Outreach products, most of which are on the standards Web site, include resource materials, such as fact sheets, user guides, and sample procurement specifications to assist users with standards-related deployments. Case studies and reports on “lessons learned” are being developed and disseminated to provide essential information needed by stakeholders and to build confidence in the standards.

Finally, instructional training on ITS standards is being conducted through updated courses, new courses, workshops, and other formats, as appropriate. A variety of short courses and workshops on standards in general and on specific standards is available through the U.S. DOT Professional Capacity Building Program and through the Institute of Transportation Engineers. Special workshops are available for FHWA and FTA staff members. Available training opportunities, grouped by subject category, as well as course content, how to register, and additional information, is provided on the standards Web site. Current course titles on standards include: “An Introduction:

National ITS Architecture and Interim Guidance on Conformity with Architecture and Standards,”  
“NTCIP and ITS Standards – What Do They Mean for You?” and “ITS Standards Overview 2000.”

- **Standards Deployment Assistance.** To assist public-sector agencies with ITS standards-related deployments, the U.S. DOT is providing technical support, including in-depth assistance with the detailed mechanics of the standards. Standards experts can provide assistance in areas directly related to standards implementation, such as system planning, design, procurement, installation, and product and system acceptance. The U.S. DOT is using the Peer-to-Peer Program for on-demand technical assistance on ITS standards. (Information on the Peer-to-Peer Program is available on the standards Web site.) Another important deployment support product is the deployment contacts database which is available on the Standards Web site.
- **Standards Policy Support.** The Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21) requires conformity to ITS standards for ITS projects that use federal funds. Conformity to standards applies to standards that are formally adopted by U.S. DOT. Only after a standard has completed sufficient evaluation and testing will U.S. DOT consider it for adoption, a process that begins with a “Notice of Proposed Rulemaking.”

The ITS Standards Program is a multiyear program.



# **Research**



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## ELECTROMAGNETIC COMPATIBILITY TESTING FOR ITS

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**Description:**

A resource has been established to conduct evaluations of the electromagnetic compatibility of various proposed ITS communications components, operating singly and in combination. Many of the issues which were investigated were drawn from the ITS System Architecture development effort. Sophisticated simulations, anechoic chambers, and antenna test ranges were employed to perform this testing.

**Project Location:**

Colorado

**Contractor(s):**

Institute for Telecommunication Sciences of the National Telecommunications and Information Administration

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**Start Date:**

June 1993

**End Date:**

November 2001

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**Estimated Total  
ITS Funds:**

\$3,171,000

**Estimated Total  
Project Cost:**

\$3,171,000

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**Contacts:**

James Arnold

FHWA - TFHRC, HRDO-04

(202) 493-3265

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# INTELLIGENT TRANSPORTATION SYSTEMS (ITS) SPATIAL DATA INTEROPERABILITY

**Description:**

Intelligent Transportation Systems (ITS) applications will require communication of locationally-referenced information. Location referencing methods such as linear, link, address, and coordinate based methods have been applied historically to limited geographic, functional, or organizational domains with homogeneous databases. ITS applications will be implemented over large domains, and will require location referencing in real time over communications links between dissimilar databases at central sites, at home or office, within travelway infrastructure, and in vehicles.

By far the dominant requirements for location referencing are from those applications requiring vehicle tracking or location reporting, link travel time updates or other real-time information to vehicle navigation systems, and particular implementations assuming central-site generation of routes. This project will address these issues and accomplish the following:

- Support appropriate standardization efforts to produce national and international location referencing standards and protocols that meet ITS needs.
- Participate in ISO TC204 and TC211 to monitor and facilitate harmonization of U.S. and international spatial standards.
- Support the ITS Data Registry activity, including coordination and harmonization of location referencing and spatial data concepts across all functional area data dictionaries.
- Develop a roadmap for spatial data interoperability among the different ITS application areas.
- Evaluate interoperability and metrics for assessing the level of interoperability within a region.

(The cost information below is the cumulative amount since the project's inception.)

**Project Location:** Oak Ridge, Tennessee

**Contractor(s):** Oak Ridge National Laboratory

**Start Date:** June 1995

**End Date:** September 2002

**Estimated Total ITS Funds:** \$1,979,500

**Estimated Total Project Cost:** \$1,979,500

**Contacts:**

Mike Schagrin	USDOT ITS JPO, HOIT	(202) 366-2180
Steven Gordon	Oak Ridge National Laboratory	(423) 576-8416



# INTELLIGENT TRANSPORTATION SYSTEMS STANDARDS PROGRAM

## ***Description:***

In support of the goal of widespread use of interoperable technologies for intelligent transportation systems (ITS), the specific objectives of the ITS Standards Program are:

- To promote the ability of public sector transportation agencies (and others) to choose from multiple vendors' ITS products and services. By fostering a competitive marketplace based upon open system standards, agencies will not be locked into proprietary systems from a single vendor. With open standards, agencies can choose from among multiple vendors and competing systems, resulting in lower cost and higher quality products and services.
- To promote the creation of an innovative ITS market. Non-proprietary, open system standards lower the risk for new companies to enter the marketplace by removing barriers to market entry and by enabling innovative solutions. Because standards-compliant products and services are assured to be compatible technically with other standardized systems, design of new products and the introduction of new technologies is easier than if each element of a new system has to be custom designed.
- To facilitate interoperability at agency, jurisdictional, state and national levels. Standards enable common understanding and use of information and will promote coordination among ITS providers and users. Standards-compliant products and services will have a built-in level of interoperability.
- To ensure the safety of the traveling public. Human factor and operational guideline standards will ensure that ITS products and services will be used safely. Standardized ITS systems will reduce congestion, provide more and clearer information to travelers, and will reduce incident response times, all of which lead to safer travel conditions.
- To facilitate the deployment of ITS technologies. Standards will drive efforts towards deploying integrated systems because agencies will be able to reference appropriate standards in procurement packages.
- To promote international competitiveness of U.S. industry. The standards program will ensure that strong and substantiated positions will be forwarded to the international standards community for the development of international standards. Having international standards based upon U.S. standards will facilitate U.S. industrial competitiveness because U.S. companies will already have the required standards technologies and experience.

ITS standards include (1) protocols for communications, such as dedicated short-range communications between vehicles and roadside transponders, (2) message sets that specify the form and content of information transmitted among the various elements of the ITS system, (3) safety and human factor standards associated with the introduction of new ITS capabilities and devices, and (4) foundation standards that provide for uniformity across ITS applications, such as "data dictionaries" that define terminology, data formats, and acceptable values for data and standards that specifying formats for location information.

The ITS Standards Program is composed of five elements: standards development, standards testing, standards outreach and education, standards technical assistance and standards policy support. The standards program initially focussed upon development of standards needed to standardize the information flows of the National ITS Architecture. Now that the planned standards development efforts are nearing completion with over 80



standards in development, in ballot, or approved and published, the standards program is adopting a strong emphasis on deployment support activities, such as standards testing and outreach and education.

Standards testing will promote the integration and interoperability of ITS technologies and products and will build credibility of the standards and reassure deployers that the standards perform as intended. The purpose of standards testing is to investigate the completeness, correctness and interoperability of the standards and to "prove" the standards in realistic transportation settings under operational conditions. Through testing and widespread distribution of test results, ITS standards will "mature" more quickly, thereby leading to their earlier acceptance by ITS stakeholders.

Standards outreach and education activities are aimed at ensuring that all public transportation stakeholders and those in the private sector who are involved in ITS implementation are aware of ITS standards and the educational and training opportunities that will help them become knowledgeable about the scope and use of these standards. The intent of these activities is to provide stakeholders useful information and materials that will help them to become aware of and familiar with ITS standards and to understand the applicability of the standards for their proposed systems. It also includes extensive development of resource materials, documentation on ITS successes ("lessons learned" and case studies), and evaluation of the effectiveness of the outreach and education efforts.

Information on the ITS Standards Program, in depth information on the standards, and links to additional sources of information are available on the standards Web site [www.its-standard.net](http://www.its-standard.net).

The cost figures below are for fiscal year 2000.

**Project Location:** Various  
**Contractor(s):** SAE; ASTM; IEEE; AASHTO, ITE

**Start Date:** January 1996  
**End Date:** October 2003

**Estimated Total  
 ITS Funds:** \$9,510,000  
**Estimated Total  
 Project Cost:** \$9,510,000

**Contacts:**  
 Michael Schagrin                      USDOT ITS JPO, HOIT                      (202) 366-2180



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## ITS STANDARDS TESTING

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**Description:**

To promote the integration and interoperability of ITS technologies and products, the U.S. DOT is undertaking a comprehensive program to test ITS standards that are emerging from the standards development process. The primary purposes of the standards testing program are to investigate the performance of the standards and to "prove" the standards in realistic transportation settings under realistic conditions. As an important step to encourage acceptance and early adoption of the standards, testing will provide timely and meaningful information on standards performance to the ITS community. Through testing and widespread distribution of test results, ITS standards will "mature" more quickly, thereby leading to their earlier acceptance by ITS stakeholders.

In March 1999, Battelle was selected to test ITS-related standards that have been and currently are under development by standards development organizations (SDOs). In this work, Battelle is working with U.S. DOT, State DOTs, SDOs, product vendors and other stakeholders to test and evaluate the performance of approximately 50 standards at 10 to 12 different deployment sites across the country. The objective of the project is to assess the standards performance, evaluate the ability of the standards to accomplish interoperability in ITS deployments, and to demonstrate to all stakeholders the performance and benefits that can be obtained by using the standards.

**Project Location:**

Various sites

**Partner(s):**

ITS Joint Program Office, Battelle Memorial Institute

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**Start Date:**

March 1999

**End Date:**

September 2001

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**Estimated Total  
ITS Funds:**

\$3,265,468

**Estimated Total  
Project Cost:**

\$3,265,468

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**Contacts:**

Michael Schagrin	USDOT ITS JPO, HOIT	(202)366-2180
Jerry Pittenger	Battelle Memorial Institute	(614) 424-5189

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# **Deployment Support**



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# NATIONAL ARCHITECTURE DEPLOYMENT SUPPORT

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**Description:**

A consensus national architecture has been developed to serve as the framework for Intelligent Transportation Systems deployment; however, U.S. DOT recognizes the need for follow-on tasks to be accomplished to maximize the return on this investment. The first task is to maintain the National ITS Architecture in a current status, incorporating input from deployment programs throughout the country as well as from emerging ITS standards. It is available on the World Wide Web and on CD-ROM for the broadest and most user-friendly distribution. Version 3.0 of the CD-ROM, incorporating the new archived data user service and other changes, has been available since December 1999. The next version will incorporate a new user service, maintenance and construction operations, as well as a focus on rural needs and updates in other areas of the National ITS Architecture. It will thus continue to be the definitive and accurate reference for ITS deployment planning.

The second task is ITS deployment support. Two levels of workshops were initiated in late 1999 - Tier 1 and Tier 2 - to support Metropolitan Planning Organization/Statewide development of regional and project architectures. Eighteen Tier I and thirteen Tier II workshops were conducted around the country, using the new Turbo Architecture software tool, in 2000 with more planned in 2001. In addition, the Architecture Team will continue to meet with public and private sector personnel across the transportation spectrum and assist in defining and explaining the National ITS Architecture and its benefits to users.

The third task is to train transportation professionals, both public and private sector, in using the National ITS Architecture. More than 120 presentations to over 2500 persons have been conducted throughout the country through 2000. Beginning in 2001, the sponsorship for this course will transition to the FHWA National Highway Institute. In addition to these tasks, the Architecture Team will continue working with the Standards Development Organizations (SDOs) to assist in accelerating standards development, testing, and approval. This involves continuing their active participation with SDO committees and subcommittees in varying standards efforts.

**Project Location:**

Manassas, Virginia and Anaheim, California

**Contractor(s):**

Lockheed Martin Corporation and Iteris, Inc. (subsidiary of Odetics, Inc.)

**Start Date:**

September 1996

**End Date:**

September 2001

**Estimated Total  
ITS Funds:**

\$21,570,000

**Estimated Total  
Project Cost:**

\$21,570,000

**Contacts:**

Lee Simmons

USDOT ITS JPO, HOIT

(202) 366-8048





# **Regional Architecture**



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# DEVELOPMENT OF A HUNTSVILLE, ALABAMA REGIONAL ITS ARCHITECTURE AND STRATEGIC PLAN

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**Description:**

This project comprises the FY 2000 Huntsville, Alabama Earmark. The City of Huntsville, AL, experiencing the effects of rapid population growth and expanding commercial activity, is seeking to improve the efficiency of existing transportation systems. To achieve this objective, Huntsville authorities foresee the need to deploy and integrate ITS infrastructure to upgrade freeway management systems, arterial management systems, transit management systems, and incident management. To establish a framework enabling an effective decision-making process for implementation of ITS, the earmarked funding will be applied to the development of a Huntsville Regional ITS Architecture and Strategic Plan. This initiative will also include the detailed design of at least one high priority objective identified in the plan. Provisions of the Strategic Plan will include:

- A regional system inventory
- Identification of the Huntsville area's transportation problems
- Identification of potential applicable ITS user services
- Development of the Regional ITS Architecture
- Development of a Regional Communications Plan
- A 1- 5-year concept of operations
- A 20-year long-range vision
- Implementation phasing and estimated cost

**Project Location:**

Huntsville, Alabama

**Partner(s):**

FHWA; Alabama DOT; City of Huntsville: Urban Development Department; Public Transit Division; Police Department

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**Start Date:**

September 2000

**End Date:**

December 2001

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**Estimated Total  
ITS Funds:**

\$393,211

**Estimated Total  
Project Cost:**

\$491,514

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**Contacts:**

Linda Guin

FHWA Alabama Division, HDA-AL

(334) 223-7377

Dan Sanders

City of Huntsville

(256) 427-5300

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# REGIONAL ARCHITECTURE DEVELOPMENT FOR THE BIRMINGHAM AREAWIDE TRANSPORTATION MANAGEMENT SYSTEM

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**Description:**

This project is a component of the FY 2000 State of Alabama Earmark. The project is an integral part of a major ITS initiative in the Birmingham, AL metropolitan area which has been largely funded by Congestion Mitigation and Air Quality funds. In response to air quality nonattainment status for ozone, ALDOT and project partners have initiated a comprehensive, phased areawide Transportation Management System with emphasis on freeway management and incident management systems. In order to establish a framework for the integration and interoperability of ITS systems, a Regional Architecture will build on the existing framework already established by the ALDOT and project partners by integrating the planned projects and adding user services such as Birmingham-Jefferson County Transit Authority (BJCTA), Commercial Vehicle Operations, and Advanced Vehicle Control and Safety Systems. The CVISN Business Plan will be developed in conjunction with the Regional Architecture to ensure consistency and integration between sub-system components. A Regional Architecture is a tool that the ALDOT will use when planning future projects and establishing protocols and links to project partners. It will define User Service considerations when developing links with the Transportation Management Center and local Traffic Control Centers.

**Project Location:**

Birmingham, Alabama

**Partner(s):**

FHWA; Alabama DOT; Birmingham-Jefferson County Transit Authority; Birmingham Regional Planning Commission; Jefferson County; Shelby County; City of Hoover

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**Start Date:**

September 2000

**End Date:**

December 2001

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**Estimated Total  
ITS Funds:**

\$182,347

**Estimated Total  
Project Cost:**

\$227,934

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**Contacts:**

Linda Guin

FHWA Alabama Division, HDA-AL

(334) 223-7377

Stacey Glass

Alabama DOT

(334) 242-6095

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# STATE OF NEBRASKA FUNCTIONAL REQUIREMENTS STUDY

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**Description:**

This project is the State of Nebraska FY 2000 earmark. The State of Nebraska Functional Requirements Project will address ITS integration and coordination issues involving present Emergency Management, Transit Management, Traffic Management, Freeway Management, CVISN and CVO Management, Traveler Information, and other legacy and proposed ITS Systems affecting the Interstate 80 Corridor in Nebraska from the Missouri River on the east to Exit 399 in Lincoln on the west. To date, ITS improvements including Traveler Information Systems, RWIS, Motorist Assist, PDMS, proposed fixed DMS, CVISN, Incident Management, and Telecommunications Planning have occurred in a less than integrated and coordinated fashion, most frequently independent of one another. The convergence of telecommunications and data archiving needs of multiple agencies serving a suite of transportation needs, including current and planned efforts, require integration and coordination. The efficient and safe movement of people and goods throughout the I-80 Corridor linking metropolitan Omaha and Lincoln will be positively impacted by the Project for decades to come. This Functional Requirements Study and Plan will provide a de facto basis for a Regional ITS Architecture and Deployment for Nebraska's Omaha-Lincoln Interstate-80 Corridor Regional ITS Subsystems. The resulting Physical Architecture Document will describe transportation and communications layers resulting from the partitioning of processes within the Logical Architecture, present architectural flow diagrams that show data moving among physical subsystems and provide characteristics and restraints on the data flows.

A pilot integration demonstration project will be delivered that will integrate several elements of Omaha's ITS infrastructure, including proprietary traffic surveillance cameras, the new Omaha-area dynamic message sign network, traveler information, transit, and real-time weather data obtained from the three airports serving the Interstate 80 Corridor in eastern Nebraska.

**Project Location:**

Nebraska Interstate 80 Corridor

**Partner(s):**

FHWA, Nebraska Dept. of Roads, Nebraska State Patrol, City of Omaha Public Works, City of Lincoln

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**Start Date:**

September 2000

**End Date:**

March 2001

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**Estimated Total  
ITS Funds:**

\$393,211

**Estimated Total  
Project Cost:**

\$518,211

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**Contacts:**

Milo Cress

FHWA Nebraska Division, HDA-NE

(402) 437-5977

James Pearson

Nebraska Dept. of Roads

(403) 479-3812

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## STATE OF TEXAS REGIONAL ITS ARCHITECTURE DEVELOPMENT AND ITS DEPLOYMENT PLAN PROJECTS

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**Description:**

The following projects, all of which are components of the FY 2000 State of Texas earmark, have been consolidated into a single report. The projects have identical objectives at each of the regions identified within the State of Texas. The purpose of these projects is to identify local needs that can be addressed through ITS applications. Each region will develop a formal ITS plan providing short-term ITS deployment opportunities and long-term ITS deployment goals and objectives. The expected result in all cases includes defining a Regional ITS Architecture to the architecture flow level, and incorporating ITS in the applicable transportation plan. In each case, the region identified is providing matching funds in the amount of the earmarked funding. The regions developing Regional ITS Architecture and ITS Deployment Plans and their corresponding funding levels are:

Amarillo, TX  
ITS Funding: \$150,000  
Total Funding: \$300,000

Atlanta, TX  
ITS Funding: \$150,000  
Total Funding: \$300,000

Childress, TX  
ITS Funding: \$100,000  
Total Funding: \$200,000

Tyler, TX  
ITS Funding: \$150,000  
Total Funding: \$300,000

El Paso, TX  
ITS Funding: \$50,000  
Total Funding: \$100,000

The values appearing in the estimated cost fields below are totals for these projects. In all cases, the start and completion dates for these projects are the same.

**Project Location:**

Texas

**Partner(s):**

FHWA; TXDOT; TX Dept. of Public Safety; Amarillo Area and Tyler MPOs; AR Hwy. & Transportation Dept.; Cities of: Amarillo, TX; Borger, TX; Dalhart, TX; Dumas, TX; Pampa, TX; Perryton, TX; Vega, TX; Texarkana, TX; Texarkana, AR; Wake Village, TX; Nash, TX; Childress, TX; Tyler, TX; El Paso, TX. Counties of: Armstrong; Carson; Dallas; Deaf Smith; Gray; Hansford; Hartley; Hamphill; Hutchinson; Lyscomb; Moore; Ochiltra; Oldham; Potter; Randall; Roberts; Sherman; Miller; Bowie; Buscoe; Childress; Collingsworth; Cottle; Dickens; Donley; Foard; Hall; Hardman; King; Knot; Motley; Wheeler.

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**Start Date:**

September 2000

**End Date:**

May 2002

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**Estimated Total  
ITS Funds:** \$600,000

**Estimated Total  
Project Cost:** \$1,200,000

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**Contacts:**

Mark Olson	FHWA Texas Division, HDA-TX	(512) 916-5966
Carlos Ibarra	TXDOT (Atlanta)	(903) 799-1480
Clyde Harper	TXDOT (Childress)	(940) 937-7185
Peter Eng	TXDOT (Tyler)	(903) 510-9204
Ricardo Cortez	TXDOT (El Paso)	(915) 774-4335
David Miller	TXDOT (Amarillo)	(806) 356-3291



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## THURSTON COUNTY ITS

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**Description:**

This FY 2000 earmarked project is a systems integration initiative to develop a Transit Architecture Plan, define a Regional ITS Architecture, and ultimately identify operation requirements for ITS subsystems and the identification of information flows that connect them. The project will be implemented in three phases:

- Development of a Transit Architecture and Plan.
- Participation in the development of an overall Regional ITS Architecture.
- Integration and Deployment requirements definition.

**Project Location:**

Thurston County, Washington

**Partner(s):**

Washington State DOT, Intercity Transit, Thurston Regional Planning Council, Thurston County, City of Olympia, City of Lacey, City of Tumwater

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**Start Date:**

September 2000

**End Date:**

September 2002

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**Estimated Total  
ITS Funds:**

\$786,421

**Estimated Total  
Project Cost:**

\$1,572,842

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**Contacts:**

Michael Brower	FHWA Washington Division, HMO-WA	(360) 753-9550
Roger Dean	Intercity Transit	(360) 705-5837

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## **Completed Projects**



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## AUGMENTATION FOR GPS

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**Description:**

This project was a three phase effort that supported and facilitated the development of a nationwide GPS Augmentation infrastructure to provide the basic positioning system for the public safety aspects of ITS. Phase I analyzed the ability of available GPS Augmentation systems to meet user requirements. Recommendations for the most effective GPS Augmentation services were developed. Phase II was an-depth analysis of the characteristics of the systems recommended under Phase I to determine if there were any technical issues that needed resolution. This included interference analysis, development of a system concept, and a tradeoff analysis of various technical parameters. Phase III was a study of the institutional and policy issues that needed to be resolved upon implementation of the recommended GPS Augmentation system. Examples of these issues included liability in case of degraded system performance, and the impact on the user community, service providers and the commercial electronics industry as a whole. Several scenarios were examined including a privately installed, operated and maintained system, a publicly installed, operated and maintained system and various combinations of these two.

**Project Location:**

Boulder, Colorado, Annapolis, Maryland; Rockville, Maryland

**Partner(s):**

Institute for Telecommunication Sciences and ARINC

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**Start Date:**

February 1994

**End Date:**

September 1999

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**Estimated Total  
ITS Funds:**

\$2,430,000

**Estimated Total  
Project Cost:**

\$2,755,000

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**Contacts:**

James Arnold

FHWA - TFHRC, HRDO-04

(202) 493-3265

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## ITS COMMUNICATIONS ALTERNATIVES TEST AND EVALUATION

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**Description:**

Investigations into communications technologies and issues associated with ITS systems were conducted. Activities were focused upon identifying and analyzing particular communications technologies, which included wireless and wireline, for ITS functions. Investigations also included communications protocol issues. Preferred communications alternatives were recommended for specific ITS functions. Finally, a technical analysis of required quantity and location of spectrum was completed.

**Project Location:**

Annapolis, Maryland

**Contractor(s):**

ARINC

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**Start Date:**

July 1994

**End Date:**

January 1999

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**Estimated Total  
ITS Funds:**

\$3,628,423

**Estimated Total  
Project Cost:**

\$3,628,423

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**Contacts:**

James Arnold

FHWA - TFHRC, HRDO-04

(202) 493-3265

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## NATIONAL ARCHITECTURE DEVELOPMENT

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**Description:**

The National ITS Architecture has been developed to guide, not mandate, consistency among investors, purchasers, producers, and users in order to reduce the risk of incompatibility among the numerous intelligent transportation systems components to be manufactured and purchased in this industry. Phase I of the architecture development involved four industry teams, each producing an open national ITS architecture that provided the full set of ITS services (as defined in the National ITS Program Plan) while meeting critical ITS goals and objectives. In Phase II of the architecture development, two of the four teams were selected to resolve differences and develop the final national ITS architecture in an open, non-competitive process that allowed for outside input. Phase II has been completed and the single National ITS Architecture produced and documented. An additional user service, highway rail intersection (HRI), has been identified and was incorporated into the National ITS Architecture in January 1997.

The architecture development program, to include the HRI user service, has yielded a comprehensive set of standards requirements that have been forwarded to the ITS Standards Program Office and ITS-contracted Standards Development Organizations in order to accelerate ITS standards development.

**Project Location:**

Manassas, Virginia and Anaheim, California

**Contractor(s):**

Lockheed Martin Federal Systems and Rockwell International Corporation

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**Start Date:**

September 1993

**End Date:**

January 1997

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**Estimated Total  
ITS Funds:**

\$19,018,940

**Estimated Total  
Project Cost:**

\$19,018,940

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**Contacts:**

Lee Simmons

USDOT ITS JPO, HOIT

(202) 366-8048

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## STATE OF NEW MEXICO STATEWIDE ITS ARCHITECTURE

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### ***Description:***

The purpose of this project was to develop a Statewide ITS Architecture which will integrate metropolitan, multimodal and rural ITS components. Statewide and metropolitan planning activities considered an array of actions and investments that improve the networks' overall capabilities; consider regional operations and management strategies; include ITS services and development of a regional ITS architecture; engage a wide array of stakeholders to ensure a broad range of integration opportunities; and incorporate ITS into the Statewide transportation planning process.

The development of a Statewide Architecture is intended to achieve the following goals and objectives:

1. Identification of a broad range of stakeholders by addressing individual and common needs to achieve integration and information sharing;
2. Identification of transportation needs addressed by ITS through operational and management strategies to meet the goals and needs while minimizing risks and costs of integration;
3. Description of existing and planned ITS enhancements to aid in adding value to legacy systems and support interoperability with planned systems, thereby improving the operations and management of the transportation system;
4. Definition of operating requirements to develop operational agreements across state, physical and institutional boundaries;
5. Identification of planned capital projects to determine which ITS project can be implemented into the construction;
6. Development of a phasing schedule to enable deployment of integrated components over time;
7. Development of regional technology agreements and partnership arrangements among state and local agencies and entities and encouraging public/private partnerships;
8. Identification of planned improvements for inclusion of ITS projects into the Statewide Transportation Improvement Program (STIP), Transportation Improvement Programs (TIPS) and/or Commercial Vehicle Safety Plan.

### ***Project Location:***

State of New Mexico

### ***Partner(s):***

New Mexico State Highway and Transportation Dept.; City of Albuquerque Transit; Public Works and Environmental Health Dept.; Bernalillo County Dept. of Public Works; City of Rio Rancho Public Works Dept.; Sandoval County; Middle Rio Grande Council of Governments; University of New Mexico



**Start Date:** September 1999

**End Date:** December 2000

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**Estimated Total  
ITS Funds:** \$50,000

**Estimated Total  
Project Cost:** \$100,000

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**Contacts:**

Joe Maestas

FHWA New Mexico Division, HDA-NM

(505) 820-2026

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# SYSTEM ARCHITECTURE CONSENSUS BUILDING AND OUTREACH

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**Description:**

This project was the outreach arm of the effort to develop and analyze a system architecture and deployment strategy, to provide the foundation for nationally interoperable ITS.

Understanding the diverse needs of the many and varied ITS stakeholders was a prerequisite for successful development of an architecture that met the requirements laid out by the set of ITS User Services, as described in the National ITS Program Plan. The DOT and the contractors on this effort have been, and will continue to, work cooperatively to gauge and foster consensus on a nationwide deployment scenario for ITS, as advocated by the architecture development program. The partnership of contractors and DOT is referred to as the Consensus Building and Outreach Team.

Services provided under this contract included: working with DOT and architecture development contractors to develop material appropriate for outreach; arranging and facilitating task force and focus group meetings to discuss architecture, standards, and deployment issues identified by the architecture development program; coordination with the various State and Regional ITS Chapters to encourage their involvement in the process of determining stakeholders' concerns; and all general planning, advisory, and coordination support needed to accomplish the objectives of the consensus-building effort, namely: (1) to maximize responsiveness to concerned stakeholder groups; (2) to maximize coverage of the country; and (3) to schedule and execute activities in a timely manner to aid the architecture development contractors in producing each successive refinement of their products.

**Project Location:**

Washington, DC

**Contractor(s):**

Part of this effort has been incorporated as part of the ITS America cooperative agreement. Other pieces of the program will be executed as separately funded task orders with ITS America, TRESP & Associates, and others during the course of the program.

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**Start Date:**

October 1992

**End Date:**

July 1996

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**Estimated Total  
ITS Funds:**

\$1,500,000

**Estimated Total  
Project Cost:**

\$1,500,000

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**Contacts:**

William Jones

USDOT ITS JPO, HOIT

(202) 366-2128

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## **IX. MAINSTREAMING**



## **IX. MAINSTREAMING**

The strategy for deployment of ITS emphasizes “mainstreaming” in the planning process, educating, training, providing technical assistance, and achieving “buy in” and application at the state and local levels.

### **A. Deployment Planning**

The existing planning and programming process for transportation improvements is well-established, and includes procedures for considering an area’s long-range needs, environmental issues, and creation of a specific program of projects for funding. In order to contribute to transportation improvements, ITS solutions must become part of the set of alternatives being considered. U.S. DOT has completed 88 early deployment planning studies with two more in final stages of completion. Merging ITS into the planning process and offering innovative ways for state and local governments to acquire ITS solutions is critical to the success of the ITS program.

### **B. Deployment Support**

The deployment support objectives include: (1) bringing together, in a series of workshops, public and private sector professionals to discuss practical solutions to problems which may be encountered in the deployment of ITS; (2) providing technical assistance through information exchange in peer-to-peer workshops and through technology transfer; and (3) identifying and carrying out activities needed to effectively promote ITS in the state and metropolitan planning processes, to educate the ITS community as to how those processes work, and to educate those involved in regional planning regarding ITS.

### **C. Professional Capacity Building (PCB)**

In order to support the deployment of ITS, it is imperative that the technical capacity of transportation professionals at a variety of institutional levels be expanded. Focusing initially on federal employees and engaging state and local professionals, the Professional Capacity Building program will support the national ITS program by:

- Increasing knowledge about ITS benefits and deployment options among decision makers;
- Expanding the technical skills and capabilities of public sector implementing and support agencies;
- Developing an education and training infrastructure at multiple levels, including colleges, universities, public agencies, and commercial providers.



# **Early Deployment Planning**



# BALTIMORE, MARYLAND EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The Baltimore Metropolitan Council, in cooperation with Maryland State Highway Administration, is conducting an Early Deployment Project for Metropolitan Baltimore that will be done in two phases: (1) ITS User Services Plan and ITS Strategic Deployment Plan, and (2) a Detailed Implementation Plan including an initial deployment of one or more high priority user services. The Baltimore Metropolitan Area, which includes Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties, accounts for about 50% of Maryland's total population, business establishments and economic activity.

## **Project Location:**

Baltimore, Maryland

## **Partner(s):**

MSHA and Baltimore Metropolitan Council

## **Start Date:**

June 1995

## **End Date:**

June 2001

## **Estimated Total ITS Funds:**

\$456,000

## **Estimated Total Project Cost:**

\$570,000

## **Contacts:**

Breck Jeffers	FHWA Maryland Division, HDA-MD	(410) 962-4342	Ext. 129
Eileen Singleton	Baltimore Metropolitan Council	(410) 732-0500	Ext. 1033



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# SYRACUSE, NEW YORK EARLY DEPLOYMENT PLANNING STUDY

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**Description:** This study will establish a comprehensive strategic plan for the coordinated areawide deployment of ITS for the Syracuse area transportation system. The plan will also identify early action projects that will provide immediate benefits and form the foundation for a comprehensive areawide traffic management system.

**Project Location:** Syracuse, New York

**Partner(s):** New York State DOT

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**Start Date:** March 1995

**End Date:** December 2001

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**Estimated Total  
ITS Funds:** \$350,000

**Estimated Total  
Project Cost:** \$437,500

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**Contacts:**

Jerry Zell	FHWA New York Division, HTS-NY	(518) 431-4125	Ext. 228
Jim Lawler	New York State DOT	(315) 428-4312	



# **Deployment Support**



## ITS PROFESSIONAL CAPACITY BUILDING

### **Description:**

The purpose of the Professional Capacity Building (PCB) program is to provide essential education and training programs for Federal, State and local agency professionals, for elected officials, and for the general public concerning the deployment of Intelligent Transportation Systems. The PCB program sponsors and directs the development of, primarily, short courses that run the gamut from overviews that generate interest and provide general understanding to technical courses that convey specialized and detailed information. Curriculum and course needs are established by consulting regularly with the whole spectrum of ITS stakeholders.

The goal of the PCB program is to make it possible for elected officials and the general public to understand the value and applications of ITS components, and to enhance the probability that there will be sufficient numbers of trained U.S. DOT, State and local ITS professionals in place nationwide. The program strives to develop courses and course materials that are well designed instructionally as well as technically accurate and up-to-date. A major effort is underway to make training available to a broader base of stakeholders by taking advantage of new technology and developing partnerships with universities and professional organizations.

In some cases, traditional classroom training is giving way to distance learning over the Web. Going forward, it is anticipated that the PCB program will offer more and more web-based training opportunities. Web-based training makes it possible for all organizations and individuals to get "just in time" training that is tailored to their needs.

The PCB program will continue to work with the National Highway Institute (NHI) and National Transit Institute (NTI) to more effectively design and deliver training. There are more than 30 ITS courses currently available from PCB, NHI and NTI and new courses in systems engineering and standards deployment are under development. Another comprehensive analysis of education and training will be conducted in 2001 to determine what new efforts should be undertaken, what existing courses should be updated or phased out, and how well the current courses are being received. It is anticipated that efforts in PCB will shift from extensive course development to the enhancement of course delivery over the next 5 years.

### **Project Location:**

Washington, DC; FHWA Resource Centers and Division Offices, FTA Region Offices, State and Local government agencies

### **Contractor(s):**

Various

### **Start Date:**

September 1996

### **End Date:**

Ongoing

### **Estimated Total ITS Funds:**

\$4,400,000

### **Estimated Total Project Cost:**

\$4,400,000

### **Contacts:**

Ron Giguere	USDOT ITS JPO, HOIT	(202) 366-2203
Eloise Freeman	FHWA National Highway Institute	(202) 235-0553
Helen Tann	FTA Headquarters, TRI-11	(202) 366-0207



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# NIAGARA INTERNATIONAL TRANSPORTATION TECHNOLOGY COALITION

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**Description:**

Using a revolving loan fund to finance the NITTEC Program, the many agencies and jurisdictions which own and operate the Niagara River Border Crossings and the major approaches to those crossings will establish a multiagency transportation coordination and management council to:

- a) Develop regionally compatible travel information and traffic management strategies (e.g., non-stop electronic customs processing, ETTM);
- (b) Establish a Regional Transportation Management Center to monitor regional traffic and coordinate traffic management strategies (e.g., incident management and tourist/travel information service); and
- (c) Help finance operating and capital improvements by operating agencies to expedite the movement of traffic across and to the border.

**Project Location:**

Buffalo/Niagara Region

**Partner(s):**

New York State DOT, New York Thruway Authority, Niagara Falls Bridge Commission, Buffalo and Fort Erie Peace Bridge Authority, Ministry of Transportation Ontario, and other local agencies

**Start Date:**

December 1995

**End Date:**

Ongoing

**Estimated Total  
ITS Funds:**

\$2,500,000

**Estimated Total  
Project Cost:**

\$5,000,000

**Contacts:**

Jerry Zell	FHWA - New York Division HTS-NY	(518) 431-2125	Ext. 228
Dean Gustafson	New York State DOT, NITTEC TOC	(716) 847-2450	



## **Completed Projects**



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# AKRON, OHIO METROPOLITAN AREA EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Akron, Ohio area focused its initial efforts on the feasibility of traffic management on the regional freeway and feeder systems. The central traffic control system and a roadside/roadway system defined the infrastructure necessary to support and influence the interaction of the various functional subsystems of ITS including an Advanced Traffic Management System, an Advanced Traveler Information System, the Commercial Vehicle Operations, and Advanced Public Transportation Systems.

**Project Location:**

Akron, Ohio

**Partner(s):**

Akron Metropolitan Area Transportation Study (AMATS)

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**Start Date:**

October 1996

**End Date:**

November 1999

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Jim Buckson	FHWA Ohio Division, HDA-OH	(614) 280-6846
Kenneth Hanson	AMATS	(330) 375-2436

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## ALLENTOWN/BETHLEHEM/EASTON, PENNSYLVANIA EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Pennsylvania Department of Transportation conducted an early deployment study that will develop a strategic deployment plan for ITS technologies that will address the needs of the Allentown/Bethlehem/Easton Metropolitan area.

**Project Location:**

Allentown/Bethlehem/Easton, Pennsylvania

**Partner(s):**

Pennsylvania DOT

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**Start Date:**

November 1996

**End Date:**

April 2000

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**Estimated Total  
ITS Funds:**

\$320,000

**Estimated Total  
Project Cost:**

\$400,000

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**Contacts:**

Steve Bergman

FHWA Pennsylvania Division, HIT-PA

(717) 221-4422

Steve Koser

Pennsylvania DOT

(717) 705-1443

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# ATLANTA, GEORGIA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:** This project developed an integrated, multi-modal, statewide ITS Strategic Deployment Plan for implementation of ITS technologies using the on-going Atlanta projects as a foundation. The plan recommended a list of projects for implementation, provided a staged implementation plan, and identified potential public and private funding sources. The plan also maintained sufficient flexibility to incorporate emerging technologies.

**Project Location:** Atlanta, Georgia

**Partner(s):** Georgia DOT, Georgia Tech Research Institute

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**Start Date:** October 1994

**End Date:** March 1998

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**Estimated Total  
ITS Funds:** \$450,000

**Estimated Total  
Project Cost:** \$600,000

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**Contacts:**

Stephanie Kolb

FHWA Georgia Division, HDA-GA

(404) 562-3655

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# AUSTIN, TEXAS AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The City of Austin and the Texas Department of Transportation jointly developed both short- and long-range objectives for the implementation and deployment of ITS technologies throughout the metropolitan Austin area.

**Project Location:** Austin, Texas

**Partner(s):** Texas DOT

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**Start Date:** June 1993

**End Date:** March 1998

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**Estimated Total ITS Funds:** \$400,000

**Estimated Total Project Cost:** \$500,000

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## Contacts:

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Bubba Needham	Texas DOT - Austin District	(512) 832-7053
Walt Daniel	Texas DOT - TRF (Austin)	(512) 416-3158



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# BATON ROUGE, LOUISIANA EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The Louisiana Department of Transportation and Development and the Capital Region Planning Commission developed a master plan for Intelligent Transportation Systems in the Baton Rouge metropolitan area. The study included evaluation of existing and future traffic control capabilities and incident management considerations.

**Project Location:** Baton Rouge, Louisiana

**Partner(s):** Louisiana Department of Transportation and Development

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**Start Date:** August 1997

**End Date:** September 1998

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**Estimated Total  
ITS Funds:** \$170,000

**Estimated Total  
Project Cost:** \$329,140

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## Contacts:

Mary Stringfellow	FHWA Louisiana Division, HDA-LA	(225) 757-7610
Chris Orillion	Louisiana DOTD	(504) 358-9102

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## BIRMINGHAM, ALABAMA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Alabama Department of Transportation developed an ITS/Congestion Management Program for the Birmingham metropolitan area. The consultant worked with a State-selected Oversight Committee comprised of State, City, County, and private sector personnel. The consultant identified levels of congestion on freeways and other highways of national significance recommending short-term and long-term measures and ITS strategies to alleviate congestion. The program described the needs, the applicable ITS user services, the functional requirements, the system architecture, implementation issues, the cost effectiveness, and the performance monitoring plan. As a result of this study, the State is developing plans for a computerized traffic signal upgrade, fiber optic cable communications, and camera surveillance/detection system. Also, freeway service patrols began in the first half of 1997.

**Project Location:**

Birmingham, Alabama

**Partner(s):**

Alabama DOT

**Start Date:**

February 1994

**End Date:**

January 1996

**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

**Contacts:**

Linda Guin

FHWA Alabama Division, HDA-AL

(334) 223-7377

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# BOSTON, MASSACHUSETTS AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Early Deployment study resulted in a two-phased conceptual ITS plan for the Boston Metropolitan area for the years 1995 and 2000. The 1995 plan is the short-range plan consisting of the latest state-of-the-practice technologies. The long-range plan for the year 2000 includes advanced and promising technologies. The study also recommended organizational changes needed to manage the recommended ITS program.

**Project Location:**

Boston, Massachusetts

**Partner(s):**

Massachusetts Highway Department

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**Start Date:**

May 1992

**End Date:**

January 1994

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**Estimated Total  
ITS Funds:**

\$360,000

**Estimated Total  
Project Cost:**

\$450,000

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**Contacts:**

Edward Silva

FHWA Massachusetts Division

(617) 494-2253

Steve Pepin

Massachusetts EOTC

(617) 973-8051

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# BUFFALO/NIAGARA FALLS, NEW YORK AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The area's coordinated effort developed a strategic plan for area-wide deployment of Intelligent Transportation Systems (ITS). The study followed the FHWA's User Services/ITS Planning and Deployment Process. Key elements of the study included:

- \* Establishing the coalition of key stakeholders;
- \* Developing an area-wide Strategic Plan based on the area's unique user service needs;
- \* Identifying key early implementation projects;
- \* Developing a Phased Implementation Plan with timetable and funding availability;
- \* Identifying/quantifying operations and maintenance resource needs;
- \* Identifying needed institutional arrangements;
- \* Establishing public outreach programs.

In order to keep the ITS design/deployment process moving as efficiently as possible, the consultant study contract was established with a mechanism to proceed directly into project design. In addition to the \$2 million earmark for deployment, New York State Department of Transportation has programmed more than \$10 million in its five year capital program for ITS activities for the Buffalo area. Early action projects for the area include establishment of an interim traffic management center, development and support of an incident management team, and deployment of portable changeable message signs and highway advisory radio.

**Project Location:** Buffalo/Niagara Falls, New York

**Partner(s):** New York State DOT

**Start Date:** September 1993

**End Date:** June 1997

**Estimated Total ITS Funds:** \$400,000

**Estimated Total Project Cost:** \$784,000

## **Contacts:**

Jerry Zell	FHWA New York Division, HTS-NY	(518) 431-4125	Ext. 228
Ed Roberts	New York State DOT	(518) 457-1232	
Dean Gustafson	New York State DOT	(716) 847-2450	



# CHARLESTON, SOUTH CAROLINA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The Early Deployment Study identified methods for implementing new technologies to manage and reduce congestion in Charleston, South Carolina. There are five project tasks.

Task 1: Identify routes and sources of potential congestion.

Task 2: Identify and recommend traffic operations systems techniques which may be used to detect and monitor traffic conditions.

Task 3: Recommend traffic operations system and management techniques which may be utilized to mitigate congestion.

Task 4: Recommend the method of monitoring, the physical facilities, the location of this control, and the equipment and staffing requirements.

Task 5: Prepare plans, specifications and estimates to procure and construct those devices, techniques, methods or processes.

## **Project Location:**

Charleston, South Carolina

## **Partner(s):**

South Carolina DOT

## **Start Date:**

September 1992

## **End Date:**

June 1997

## **Estimated Total ITS Funds:**

\$320,000

## **Estimated Total Project Cost:**

\$400,000

## **Contacts:**

Steve Ikerd

FHWA South Carolina Division, HDA-SC

(803) 253-3885

Pat Harrison

South Carolina DOT

(803) 737-1456



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## CHARLOTTE, NORTH CAROLINA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The overall project for the Charlotte metropolitan area, titled "Congestion Avoidance and Reduction for Autos and Trucks", or CARAT, incorporated elements of Advanced Traffic Management Systems, Advanced Traveler Information Systems and Commercial Vehicle Operations for the greater Charlotte/Mecklenberg area. The project was implemented in phases. The phase I initiative consisted of the development and operation of a freeway management system for a 15.2-mile section of I-77. Subsequent phases of the project extended surveillance and control to a total of 360 miles of freeways in the Charlotte urban area.

The Early Deployment Planning study focused primarily on development of the functional specifications for the regional traffic management system.

The full project report described the fundamental system elements necessary to implement this regional traffic management system in the greater Charlotte area. Analyses of the alternative technologies and strategies were presented as a basis for the recommendations. Where appropriate, functional specifications were included for use in the preparation of final design documents.

**Project Location:**

Charlotte, North Carolina

**Partner(s):**

North Carolina DOT

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**Start Date:**

June 1992

**End Date:**

December 1993

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**Estimated Total ITS Funds:**

\$400,000

**Estimated Total Project Cost:**

\$500,000

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**Contacts:**

Max Tate

FHWA North Carolina Division, HDA-NC

(919) 856-4354

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# CHICAGO, ILLINOIS AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This feasibility and planning study developed and documented an integrated, multi-modal, areawide ITS multi-year strategic deployment plan for implementation of ITS user services and technologies incorporating and integrating the existing, extensively deployed, multi-modal ITS infrastructure within the Chicago metropolitan planning area. The plan recommended a list of projects for implementation, provided a staged implementation plan and identified potential public and private funding sources. The plan also maintained sufficient flexibility to incorporate emerging technologies. Although the study primarily addressed the freeway, expressway and tollway systems and the public transit systems, appropriate strategic regional arterials were also addressed. The IVHS Planning and Project Deployment Process was utilized and consistency was achieved with the National ITS Program Plan, Intelligent Transportation Infrastructure and national ITS architecture development process. The study was also closely integrated with the Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor Initial and Updated Program Plans. The consultant (TransCore) for the study began work in early 1997.

A multi-modal Advanced Technology Task Force was established by CATS to oversee development and implementation of the strategic early deployment plan for northeastern Illinois. All tasks have been completed, including the following deployment action memoranda: Existing Transportation Systems, Problems and Opportunities, User Services Plan (includes 25 candidate actions), ITS-Related Activities in the Region, Alternative ITS Technologies, Regional ITS: Status and Perspectives, Immediate Deployment Action Plan (includes 4 immediate actions), Regional ITS Architecture, Strategy for Regional ITS Integration, Long Range Visions for ITS in Northeastern Illinois, Regional ITS Deployment Action Plan, Guidelines for Evaluation of SEDP and ITS Effectiveness, and Northeastern Illinois Strategic Early Deployment Plan for ITS (Final Report and Executive Summary).

## **Project Location:**

Chicago, Illinois

## **Partner(s):**

Chicago Area Transportation Study (CATS), Illinois DOT, Illinois State Toll Highway Authority (ISTHA), Regional Transportation Authority (RTA), and Chicago DOT

## **Start Date:**

July 1995

## **End Date:**

June 1999

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Wendall Meyer

FHWA Illinois Division, HPP-IL

(217) 492-4634

David Zavattero

CATS

(312) 793-0360



# CLEVELAND, OHIO AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The purpose of this project was to develop a traffic surveillance and control system feasibility study for the Cleveland metropolitan area. The consultant prepared a Strategic Deployment Plan focusing on the freeway/expressway system and an Incident Management Plan. The Strategic Deployment Plan identified the user service requirements in the study region, the user service objectives based on these requirements, the functions required to support the user services, and defined the system architecture.

**Project Location:**

Cleveland, Ohio

**Partner(s):**

Ohio DOT

**Start Date:**

September 1993

**End Date:**

October 1996

**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

**Contacts:**

James Buckson	FHWA Ohio Division, HDA-OH	(614) 280-6846
Dale Schiavoni	Ohio DOT	(216) 581-2100



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## COLUMBUS, OHIO EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The project was a feasibility study of an interface between traffic signal control systems and the freeway management system in Columbus, Ohio. These systems are currently operating independently. The Mid-Ohio Regional Planning Commission proposed to interface the systems in order to maximize efficiency of traffic operations in the Columbus area. The result of this study provided a working model of the interface between the systems.

**Project Location:**

Columbus, Ohio

**Partner(s):**

Ohio DOT and Mid-Ohio Regional Planning Commission (MORPC)

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**Start Date:**

August 1995

**End Date:**

August 1997

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**Estimated Total  
ITS Funds:**

\$188,000

**Estimated Total  
Project Cost:**

\$235,000

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**Contacts:**

James Buckson	FHWA Ohio Division, HDA-OH	(614) 280-6846
Ahmad Al-Akhras	Mid-Ohio Regional Planning Commission	(614) 228-2663

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# DALLAS, TEXAS AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The purpose of the Dallas area-wide ITS plan was to improve mobility, safety, and productivity. The goals of the plan were to:

- \* Coordinate with public and private sectors to collect and disseminate real-time information on traffic and transit conditions.
- \* Optimize transportation system operations by coordinating operations among governmental agencies.
- \* Encourage transit and High Occupancy Vehicle (HOV) usage.

These goals are being addressed through six objectives with specific tasks associated with each objective.

1. Establish a broadly-based Steering Committee with representatives from multiple agencies.
2. Assess the existing transportation management and communications linkages and investigate the potential application of ITS technologies.
3. Identify institutional and legal barriers to coordination and recommend solutions.
4. Produce an integrated, area-wide multi modal, multi-jurisdictional ITS plan while maintaining flexibility to incorporate emerging technologies.
5. Develop project evaluation criteria, costs and benefits, priorities, and staged implementation plan.
6. Define projects for implementation, prepare proposals, and identify private and public funding sources.

## **Project Location:**

Dallas, Texas

## **Partner(s):**

Texas DOT

## **Start Date:**

September 1992

## **End Date:**

October 1996

## **Estimated Total ITS Funds:**

\$600,000

## **Estimated Total Project Cost:**

\$750,000

## **Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Terry Sams	Texas DOT, Dallas District	(214) 320-6231
Walt Daniel	Texas DOT, TRF (Austin)	(512) 416-3158
Jim Carvell	Texas Transportation Institute	(214) 691-8124
Carol Walters	Texas Transportation Institute	(817) 261-1661



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# DAYTON/SPRINGFIELD, OHIO AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The purpose of this project was to develop a traffic surveillance and control system feasibility study for the Dayton/Springfield metropolitan area. A consultant developed a strategic deployment plan that identified the needs for the area and the strategies to meet those needs.

**Project Location:**

Dayton/Springfield, Ohio

**Partner(s):**

Ohio DOT and Miami Valley Regional Planning Commission (MVRPC)

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**Start Date:**

August 1995

**End Date:**

September 1997

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

James Buckson

FHWA Ohio Division, HDA-OH

(614) 280-6846

Anne Hassoun

MVRPC

(937) 223-6323

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# DENVER, COLORADO AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This Early Deployment Planning Project developed an Intelligent Transportation Systems Strategic Plan for the Denver Metropolitan Area. The plan, covering the next 10 years, selects a smart corridor and provides a guide for the implementation and deployment of ITS technologies in this corridor, as well as throughout the metro area. Phase I was completed April 30, 1995. Phase II will be completed as part of the Denver, Colorado Preliminary Engineering Early Deployment Planning Study.

## **Project Location:**

Denver, Colorado

## **Partner(s):**

Colorado DOT

## **Start Date:**

December 1991

## **End Date:**

April 1993

## **Estimated Total ITS Funds:**

\$213,000

## **Estimated Total Project Cost:**

\$316,000

## **Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730	Ext. 362
John Kiljan	Colorado DOT	(303) 757-9508	



## DENVER, COLORADO PRELIMINARY ENGINEERING EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

The Colorado DOT developed an Intelligent Transportation System Strategic Plan for the Denver Metropolitan Area. The plan provides a guideline for the implementation of ITS technologies during the next 10 years. One of the first recommendations was to develop and implement an Advanced Traffic Management System (ATMS) as the focal point for multi-agency and public/private sector traffic management and ITS activities. This early deployment planning project developed the preliminary design of the ATMS and the field elements that are needed to support the system's functions. The Colorado DOT (CDOT) is continuing with a follow on project to complete the design and implementation of the ATMS using a design/build procurement.

**Project Location:** Denver, Colorado

**Partner(s):** Colorado DOT

**Start Date:** August 1992

**End Date:** June 1997

**Estimated Total ITS Funds:** \$500,000

**Estimated Total Project Cost:** \$625,000

### **Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730	Ext. 362
Joni Brooks	Colorado DOT	(303) 757-5805	



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## DES MOINES, IOWA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The objective of this study was to develop a strategic plan for deployment of ITS user services in the Des Moines metropolitan area. The study, conducted for the Iowa DOT by the Center for Transportation Research and Education, provided a framework for incorporating ITS into the metropolitan area's long-improvement program.

**Project Location:**

Des Moines, Iowa

**Partner(s):**

Iowa DOT and the Des Moines MPO

**Start Date:**

March 1995

**End Date:**

December 1997

**Estimated Total  
ITS Funds:**

\$275,000

**Estimated Total  
Project Cost:**

\$343,750

**Contacts:**

Jim Hogan	FHWA Iowa Division, HDA-IA	(515) 233-7305
Tim Crouch	Iowa DOT	(515) 239-1545
Tom Maze	CTRE	(515) 294-8103



# DETROIT, MICHIGAN AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The Michigan Department of Transportation prepared a comprehensive deployment plan addressing the issues related to an upgrade and expansion of the existing 32.5-mile Advanced Traffic Management Systems (ATMS)/Advanced Traveler Information Systems (ATIS) (freeway surveillance) system in the Southeast Michigan - Metropolitan Detroit Area. The existing system was installed in 1980-81 and is a direct descendant of the John Lodge Freeway Surveillance project of the late 1960's. The State's existing five-year action plan calls for extending ATMS/ATIS coverage over a system encompassing some 250 miles. Staging, costs and all technical aspects of this plan were reexamined and refined in the context of evolving ITS technologies. The study reviewed traffic data, determined the area's functional requirements for ATMS/ATIS services, identified and analyzed alternative ATMS/ATIS technologies, and presented a staged plan of recommended actions. The study also developed a model approach to the development and deployment of alternative routings and traffic management plans for handling incidents.

## **Project Location:**

Detroit, Michigan

## **Partner(s):**

Michigan DOT, FHWA, Wayne County Road Commission, Road Commission for Oakland Co., Macomb Co Road Commission, MI State Police, SE Michigan Council of Governments.

## **Start Date:**

September 1992

## **End Date:**

October 1994

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Morrie Hoevel	FHWA Michigan Division	(517)377-1880	Ext. 32
Dr. Kunwar Rajendra	Michigan DOT	(517) 373-2247	



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## DEVELOPMENT OF ADVANCED EDUCATIONAL TECHNIQUES FOR ITS

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**Description:** This project developed three training courses. Target audiences were identified, and training objectives developed in cooperation with the National Highway Institute (NHI) identified experts. Advanced ITS tools were utilized in developing and presenting the courses. The training courses were coordinated with related courses under development by NHI and the JPO.

**Project Location:** Troy, New York

**Contractor(s):** Rensselaer Polytechnic Institute

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**Start Date:** October 1998

**End Date:** November 2000

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**Estimated Total  
ITS Funds:** \$494,646

**Estimated Total  
Project Cost:** \$593,575

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### **Contacts:**

David Gibson	FHWA - TFHRC, HRDO-04	(202) 493-3271
William Wallace	Rensselaer Polytechnic Institute	(518) 276-6854
Harry Mersey	FHWA, National Highway Institute	(703) 235-0525



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## EL PASO, TEXAS EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The study developed a plan to integrate real-time ITS technology with sound traffic management principles and focused on the movement of large commercial vehicles in the El Paso area and across the Mexican border. For example, truck locations, destination, type of load (if hazardous), and weight could be automatically tracked from an existing Transportation Management Center in City Hall. Current planning activities and implementation strategies of multiple agencies were integrated to facilitate the movement of trucks as a continuing activity. Prioritization of future improvements will be closely coordinated through a multi-jurisdictional Traffic Management Center.

**Project Location:**

El Paso, Texas

**Partner(s):**

Texas DOT, City of El Paso

**Start Date:**

April 1995

**End Date:**

December 1998

**Estimated Total  
ITS Funds:**

\$336,000

**Estimated Total  
Project Cost:**

\$420,000

**Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Carlos Chavez	Texas DOT - El Paso District	(915) 774-4307
Ted Marquez	City of El Paso	(915) 541-4035
Gene Schroeder	Texas DOT - TRF (Austin)	(512) 416-3309



# EVALUATION OF TELECOMMUNICATIONS COST OF OWNERSHIP VERSUS COST OF LEASING TRADEOFF

## **Description:**

The State of Maryland has conducted a detailed study to define its telecommunications requirements for the deployment of ITS throughout the State. This project provided a number of design options for their telecommunications, and conducted a detailed life cycle cost analysis of these options to determine if it should lease or own this infrastructure. In addition, Maryland has examined the relative value of various video quality levels to be used in their CCTV network surveying the roadways. They concluded that compressed video was acceptable to perform the required functions. This decision has a major impact on the cost of telecommunications. This project has been extended to produce both summary and detailed documentation on their results as well as the methodology, and to provide a video on the relative merits of compressed versus broadcast quality video. Finally, Maryland and their contractor have prepared a one day seminar on lessons learned in the telecommunications study, which are available on request from the ITS JPO:

(1) "A Case for Intelligent Transportation (ITS Telecommunications Analysis)," FHWA-JPO-97-0015

(2) "ITS Telecommunications: Public or Private? A Cost Tradeoff Methodology Guide," FHWA-JPO-97-0014

## **Project Location:**

Maryland

## **Contractor(s):**

Computer Sciences Corporation

## **Start Date:**

October 1995

## **End Date:**

December 1997

## **Estimated Total ITS Funds:**

\$325,000

## **Estimated Total Project Cost:**

\$435,000

## **Contacts:**

William S. Jones

USDOT ITS JPO, HOIT

(202) 366-2128

Alisoun Moore

Maryland State Highway Administration

(410) 685-1040



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# FORT LAUDERDALE, FLORIDA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The Florida Department of Transportation, in cooperation with the Broward County Government, conducted an early deployment planning study that allowed for a comprehensive ITS assessment and the development of an areawide strategic ITS deployment plan for the Fort Lauderdale area.

**Project Location:** Fort Lauderdale, Florida

**Partner(s):** Florida DOT

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**Start Date:** September 1996

**End Date:** March 2000

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**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$500,000

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## Contacts:

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9650	Ext. 3041
William A. Lewis, P.E.	Florida DOT, District 4	(954) 777-4110	

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## FORT WORTH, TEXAS EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

An ITS plan was developed that integrates the existing and projected features of traffic management activities underway in Fort Worth with the expanded scope and services provided by ITS technologies. This plan also provided a comprehensive linkage to the ITS plan concurrently under development in Dallas to provide a regionally integrated system.

### **Project Location:**

Fort Worth, Texas

### **Partner(s):**

Texas DOT

### **Start Date:**

April 1995

### **End Date:**

July 1998

### **Estimated Total ITS Funds:**

\$400,000

### **Estimated Total Project Cost:**

\$500,000

### **Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Wallace Ewell	Texas DOT-Fort Worth District	(817) 370-6619
Walt Daniel	Texas DOT - TRF (Austin)	(512) 416-3158
Poonam Wiles	TTI - Arlington	(817) 261-1661



# FRESNO, CALIFORNIA EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This study resulted in a Strategic ITS Deployment Plan for the Fresno metropolitan area and Fresno County. The full range of ITS user services were considered in the development of this plan. The study sought stakeholder input, including the public, in order to develop a User Service Plan. Functional requirements were developed from the User Service Needs. These needs were considered along with funding and procurement issues in order to identify and screen alternative technologies. The Council of Fresno County Governments in partnership with Caltrans District 06 conducted this ITS effort with the concept of statewide coordination as a guiding principle, and developed a strategic plan for deployment of ITS technologies throughout Fresno County as well as coordinating it with other Central Valley ITS deployment efforts.

## **Project Location:**

Fresno County, California

## **Partner(s):**

California DOT and Council of Fresno County Governments

## **Start Date:**

September 1996

## **End Date:**

October 1998

## **Estimated Total ITS Funds:**

\$320,000

## **Estimated Total Project Cost:**

\$400,000

## **Contacts:**

Frank Cechini

FHWA, California Division, HTA-CA

(916) 498-5005

Tony Boren

Council of Fresno County Governments

(209) 233-4148



# GARDEN STATE PARKWAY, NEW JERSEY EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This study developed a coordinated strategic plan for deploying an integrated ITS along the Garden State Parkway corridor in New Jersey. The corridor includes all of the facilities operated by the New Jersey Highway Authority, as well as the neighboring facilities and agencies with identified transportation needs, or which can be used as alternate routes. The plan is also consistent with the recently developed State of New Jersey "Integrated Transportation Management Strategies Master Plan."

## **Project Location:**

New Jersey

## **Partner(s):**

New Jersey DOT

## **Start Date:**

July 1996

## **End Date:**

February 1998

## **Estimated Total ITS Funds:**

\$320,000

## **Estimated Total Project Cost:**

\$440,000

## **Contacts:**

Asiyah Grant	FHWA New Jersey Division, HTC-NJ	(609) 637-4231
Roy Little	New Jersey Highway Authority	(908) 442-8600



# GRAND RAPIDS, MICHIGAN AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The Michigan Department of Transportation prepared a Strategic ITS Deployment Plan focusing on integrated freeway and major arterial system management. It also contained an Incident Management Program. The deployment plan identified "user service" requirements and objectives for the area, the "functions" necessary to support each service, and defined a system architecture. Identified user services to be included are areawide traffic management and traveller information systems, a system that facilitated the movement of public transit and emergency vehicles, and a data collection database. Various technologies reviewed for deployment included signal control equipment, a communications network, sensors, detectors, CCTV, HAR transmitters, changeable message signs, ramp metering, and the possible future accommodation of HOV operations. The Incident Management Plan is applied to the US-131 freeway through Grand Rapids.

## **Project Location:**

Grand Rapids, Michigan

## **Partner(s):**

Michigan DOT, FHWA, Grand Rapids & Environs Transportation Study, Grand Rapids Area Transit Authority, MI State Police, Kent Co Road Commission, Ottaqwa Co Road Commission, City of Grand Rapids

## **Start Date:**

July 1994

## **End Date:**

August 1996

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Morrie Hoevel	FHWA Michigan Division, HDA-MI	(517) 377-1880	Ext. 32
Kunwar Rajendra	Michigan DOT	(517) 373-2247	



# GREENSBORO, NORTH CAROLINA CORRIDOR EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The purpose of the Early Deployment Study was to identify transportation problems and existing transportation systems and development strategies in the local area, and to develop a vision for future deployment.

**Project Location:**

Greensboro, North Carolina

**Partner(s):**

North Carolina DOT

**Start Date:**

June 1992

**End Date:**

August 1994

**Estimated Total  
ITS Funds:**

\$150,000

**Estimated Total  
Project Cost:**

\$187,500

**Contacts:**

Max Tate	FHWA North Carolina Division, HDA-NC	(919) 856-4354
M. Pat Strong	North Carolina DOT	(919) 715-2464



# GREENVILLE, SOUTH CAROLINA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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## **Description:**

This congestion management plan consisted of two phases. Phase I included:

- \* Inventory and Data Collection
- \* Alternate Routes and Strategies
- \* Conceptual Advanced Traffic Management Systems (ATMS) Development
- \* Evaluation of Driver Information Systems
- \* ATMS Organization Development
- \* Legislation and Regulation Review
- \* Preliminary Study Report Preparation

Phase II included the preparation of conceptual designs as a result of the steering committee recommendations and the preparation of the final study report.

## **Project Location:**

Greenville-Spartanburg, South Carolina

## **Partner(s):**

South Carolina DOT

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## **Start Date:**

September 1992

## **End Date:**

March 1996

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## **Estimated Total ITS Funds:**

\$200,000

## **Estimated Total Project Cost:**

\$250,000

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## **Contacts:**

Steve Ikerd	FHWA South Carolina Division, HDA-SC	(803) 253-3890
Pat Harrison	South Carolina DOT	(803) 737-1456

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# HAMPTON ROADS, VIRGINIA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

Virginia Department of Transportation (VDOT) and those cities and counties which make up the Hampton Roads/Tidewater area conducted a study to investigate the potential for bringing advanced technologies to the transportation system along the Virginia eastern shore. The outcome was an area-wide plan for utilizing existing and advanced technologies that integrates transportation management systems (traffic, transit, etc.) of the State and individual cities. This study included an evaluation of FHWA's ITS Planning and Project Deployment Process.

**Project Location:**

Hampton Roads, Virginia

**Partner(s):**

Virginia DOT

**Start Date:**

September 1992

**End Date:**

October 1995

**Estimated Total ITS Funds:**

\$497,000

**Estimated Total Project Cost:**

\$597,000

**Contacts:**

Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 775-3357
Stephany Hanshaw	Virginia DOT	(804) 924-2567



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## HARRISBURG/LEBANON/CARLISLE, PENNSYLVANIA EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Pennsylvania Department of Transportation sponsored an early deployment planning study that developed a strategic deployment plan for ITS technologies which addresses the needs of the Harrisburg/Lebanon/Carlisle Metropolitan area.

**Project Location:**

Harrisburg/Lebanon/Carlisle, Pennsylvania

**Partner(s):**

Pennsylvania DOT

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**Start Date:**

November 1996

**End Date:**

January 2000

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**Estimated Total  
ITS Funds:**

\$320,000

**Estimated Total  
Project Cost:**

\$400,000

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**Contacts:**

Steve Bergman

FHWA Pennsylvania Division, HIT-PA

(717) 221-4422

Steve Koser

Pennsylvania DOT

(717) 705-1443

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# HARTFORD, CONNECTICUT AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This study produced a Strategic ITS Deployment Plan for the Hartford metropolitan area. The full range of ITS user services were considered in the development of this plan. The Hartford MPO is a key player, along with the Connecticut DOT, in the study, and ensured public involvement in the process. This study was closely coordinated with future studies in New Haven, CT, and Springfield, MA, providing for a comprehensive plan for the I-91 corridor through southern New England. The overall goal is to prepare a strategic ITS deployment plan for the Hartford metropolitan area including a strategy for integrating the Hartford area system with other areas of the state. The plan covered a full range of ITS functions over a 20-year horizon. High priority needs include the integration of existing state freeway and arterial traffic management systems, implementing a regional incident management system, serving the information needs of select ISTEA-mandated management systems, and provision for coordination with ITS systems in other areas of the state. The Plan was developed using the FHWA ITS planning process outline (user services-based approach). The Plan includes eight tasks divided into two planning phases: development of an ITS User Services Plan and development of the ITS Strategic Deployment Plan.

## **Project Location:**

Hartford, Connecticut

## **Partner(s):**

Connecticut DOT and Capital Region Council of Governments (CRCOG)

## **Start Date:**

June 1994

## **End Date:**

April 1998

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Bob Ramirez	FHWA Connecticut Division, HDA-CT	(860) 659-3703	Ext. 3004
Hal Decker	Connecticut DOT	(860) 594-2636	



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## HONOLULU, HAWAII EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study developed a Strategic ITS Deployment Plan for the Honolulu metropolitan area. The study sought stakeholder input, including the public, in order to develop a User Service Plan. Functional requirements were developed from the User Service Needs. These needs were considered along with funding and procurement issues in order to identify and screen alternative technologies.

**Project Location:**

Honolulu, Hawaii

**Partner(s):**

Hawaii DOT, City/County of Honolulu Department of Transportation Services, Oahu Metropolitan Planning Organization

**Start Date:**

July 1994

**End Date:**

April 1997

**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$507,000

**Contacts:**

Barbara Braswell	FHWA Hawaii Division, HEC-HI	(808) 541-2700
Richard Masuda	City/County of Honolulu DOT Services	(808) 527-6912



# I-5 SEATTLE TO VANCOUVER, BC AND I-90 SEATTLE TO SPOKANE, WASHINGTON EARLY DEPLOYMENT PLANNING STUDY

**Description:** The study resulted in a strategic ITS plan for the I-5 and I-90 corridors. The study sought stakeholder input to identify user needs and develop a list of User Services appropriate for the corridor. Specific ITS projects were identified, compared and selected for the corridor. Prospectus-type information was developed for the selected projects which includes project costs and anticipated benefits.

**Project Location:** Seattle and Spokane, Washington; Vancouver, British Columbia

**Partner(s):** Washington State DOT

**Start Date:** March 1995

**End Date:** September 1997

**Estimated Total  
ITS Funds:** \$240,000

**Estimated Total  
Project Cost:** \$300,000

## Contacts:

Michael Brower	FHWA Washington Division, HPM-WA	(360) 753-9550
Eldon Jacobson	Washington State DOT	(206) 685-3187



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## I-10 NEW ORLEANS, LOUISIANA TO SAN ANTONIO, TEXAS EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The project developed a strategic plan for ITS deployment along the I-10 corridor from New Orleans, LA to San Antonio, TX. Particular emphasis was given to intermodal freight movement at strategic ports, efficiency of freight movement through the corridor, and rural ITS safety applications.

**Project Location:** I-10 Corridor between New Orleans, Louisiana and San Antonio, Texas

**Partner(s):** Texas DOT & Louisiana Department of Transportation and Development (DOTD)

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**Start Date:** February 1997

**End Date:** August 1998

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**Estimated Total  
ITS Funds:** \$300,000

**Estimated Total  
Project Cost:** \$355,000

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### **Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Eric Kalivoda	Louisiana DOTD	(504) 358-9124

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# I-40 NORTHERN ARIZONA EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study resulted in the development of an ITS Strategic plan for I-40 which is a rural interstate corridor. Input in the plan was sought from the various stakeholders in order to determine the user needs. Existing ITS components were incorporated into the study. Since this was the first ITS Strategic Plan for a rural corridor, it can serve as a benchmark for further deployment of ITS technologies on rural corridors.

**Project Location:**

Northern Arizona

**Partner(s):**

Arizona DOT

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**Start Date:**

March 1995

**End Date:**

June 1997

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**Estimated Total  
ITS Funds:**

\$130,000

**Estimated Total  
Project Cost:**

\$162,500

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**Contacts:**

Alan Hansen

FHWA Arizona Division, HPR1-AZ

(602) 379-6856

Tim Wolfe

Arizona State DOT

(602) 255-6622

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# I-70 DENVER, COLORADO CORRIDOR EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This Colorado DOT study focused on the application of ITS technology in the I-70 corridor west of Denver. The corridor has a high potential for developing the rural application of ITS technologies with heavy emphasis on Advanced Traffic Management Systems (ATMS) and Advanced Traveler Information Systems (ATIS). This study focused on developing a comprehensive implementation program of ITS technologies aimed at a multi-phase effort which identified the most feasible options, gains public support, and then enlists cooperation of private sector interests. The project has three phases. This effort included phase one only, in which a consultant identified and evaluated applicable ITS technologies, identified early action items, prepared a corridor master plan, assisted in educational efforts, and prepared reports on the project.

## **Project Location:**

Denver, Colorado

## **Partner(s):**

Colorado DOT

## **Start Date:**

July 1992

## **End Date:**

July 1996

## **Estimated Total ITS Funds:**

\$168,000

## **Estimated Total Project Cost:**

\$210,000

## **Contacts:**

Scott Sands	FHWA Colorado Division, HFO-CO	(303) 969-6730	Ext. 362
John Kiljan	Colorado DOT	(303) 757-9508	



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## I-71 CORRIDOR BETWEEN COLUMBUS AND CLEVELAND EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This feasibility study investigated the application of ITS technologies to a rural corridor. It also linked the urban regional traffic management systems for the Columbus and Cleveland metropolitan areas.

**Project Location:**

I-71 between Columbus and Cleveland, Ohio

**Partner(s):**

Ohio DOT

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**Start Date:**

June 1996

**End Date:**

August 1998

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**Estimated Total  
ITS Funds:**

\$200,000

**Estimated Total  
Project Cost:**

\$250,000

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**Contacts:**

James Buckson

FHWA Ohio Division, HDA-OH

(614) 280-6846

George Saylor

Ohio DOT

(614) 752-8099

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## I-79 ERIE TO WASHINGTON, PENNSYLVANIA EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

This project was conducted by the Pennsylvania Department of Transportation which provided an ITS user service plan and an ITS deployment plan for the safe and efficient movement of people and goods along the I - 79 corridor from Erie to Washington, Pennsylvania. The I - 79 corridor considered in this project will cut across seven counties and four Pennsylvania DOT Engineering Districts in both rural and urban areas.

### **Project Location:**

Pittsburgh, Pennsylvania

### **Partner(s):**

Pennsylvania DOT

### **Start Date:**

June 1995

### **End Date:**

June 1997

### **Estimated Total ITS Funds:**

\$300,000

### **Estimated Total Project Cost:**

\$375,000

### **Contacts:**

Mike Castellano

FHWA Pennsylvania Division, HPC-PA

(717) 221-4517

Steve Koser

Pennsylvania DOT

(717) 705-1443



## I-84 PORTLAND, OREGON TO BOISE, IDAHO EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

This study resulted in a strategic ITS deployment plan for the I-84 and SR-14 corridor between Portland, OR - Vancouver, WA and Boise, ID. The study sought stakeholder input to identify user needs and developed a list of User Services appropriate for the corridor. Specific ITS projects were identified, compared and selected for the corridor. Prospectus-type information was developed for selected projects which included project costs and anticipated benefits.

### **Project Location:**

Portland, Oregon and Boise, Idaho

### **Partner(s):**

Washington State DOT

### **Start Date:**

March 1995

### **End Date:**

September 1997

### **Estimated Total ITS Funds:**

\$320,000

### **Estimated Total Project Cost:**

\$400,000

### **Contacts:**

Michael Brower

FHWA Washington Divison, HPM-WA

(360) 753-9550

Eldon Jacobson

Washington State DOT

(206) 685-3187



## I-94 MILWAUKEE TO MINNEAPOLIS AND I-90 BELOIT TO LACROSSE EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

The purpose of this ITS Early Deployment Planning Study was to develop a strategic plan to develop ITS Intercity Corridor initiatives which will improve mobility, efficiency and safety of travel on the I-94 corridor, Milwaukee to Minneapolis, and the I-90 corridor, Beloit to Lacrosse. The study proposal included the evaluation of the need for and the identification of ITS solutions appropriate for the corridors. This study focused on commercial vehicle operations, incident management and personal travel safety, and provision of route guidance and real-time travel condition information. ITS technology and systems applications existing or programmed for future implementation as part of the Gary-Chicago-Milwaukee ITS Priority Corridor were also considered as part of the study.

### **Project Location:**

Milwaukee and LaCrosse, Wisconsin; Minneapolis, Minnesota

### **Partner(s):**

Wisconsin DOT

### **Start Date:**

March 1995

### **End Date:**

May 1997

### **Estimated Total ITS Funds:**

\$240,000

### **Estimated Total Project Cost:**

\$349,988

### **Contacts:**

John Berg	FHWA Wisconsin Division, HDA-WI	(608) 829-7515
Phil DeCabooter	Wisconsin DOT	(608) 267-0452



# INCORPORATING ITS INTO REGIONAL TRANSPORTATION PLANNING

## **Description:**

This four-year study began by examining current transportation planning methods used by MPOs and implementing agencies to address ITS deployment, particularly in the alternatives analysis stage. If such methods are inadequate, new approaches were to be developed. The resulting methods were applied to two case studies. The case studies covered an area or region, rather than a single traditional project. The range of transportation improvement projects considered included construction of new roads or lane miles, conventional signage or signal installations, transit improvements, Transportation Demand Management (TDM) measures, Advanced Traveler Information Systems, Advanced Traffic Management Systems, and Advanced Public Transportation Systems.

Phase I of this project was completed on 30 June 1996. The two cases studied were Houston, TX, and Seattle, WA. An analysis of the approach and methods used by the MPO's in these areas to select among projects as part of the Transportation Improvement Process (TIP) was conducted. A report was produced that documented this process and provided some recommendations for how to deal with ITS projects as part of the TIP. Based on the results of this phase the Seattle area was selected for a more detailed analysis of how to include and evaluate ITS enhancements to traditional highway construction projects. In Phase II, Mitretek initiated a modified Major Investment Study (MIS) type analysis to develop methods and techniques to evaluate transportation improvement alternatives, including alternatives with ITS enhancements. As part of Phase II, the analysis framework was defined and published in two reports, "Incorporating ITS into Corridor Planning Seattle Case Study," (March 1998). The Phase II report was revised based on comments received from DOT. This study was completed in August 1999 with finalizing the analysis results and a report on these methods for use by transportation planners.

## **Project Location:**

Washington, DC

## **Contractor(s):**

Mitretek Systems

## **Start Date:**

July 1995

## **End Date:**

August 1999

## **Estimated Total ITS Funds:**

\$1,613,000

## **Estimated Total Project Cost:**

\$1,613,000

## **Contacts:**

William Jones

USDOT ITS JPO, HOIT

(202) 366-2128



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## INDIANAPOLIS, INDIANA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The purpose of this project was to determine which ITS User Services will be the most cost effective and beneficial for the Indianapolis area, culminating in the development of a multi-year strategic ITS deployment plan. The Indiana DOT has formed a "deployment committee" to implement the first of the plan's recommended improvements.

**Project Location:** Indianapolis, Indiana

**Partner(s):** Indiana DOT

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**Start Date:** June 1994

**End Date:** July 1996

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**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$500,000

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### **Contacts:**

Dennis Lee	FHWA Indiana Division, HDA-IN	(317) 226-5351
William Flora	Indiana DOT	(317) 233-3944

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## ITS/CVO MAINSTREAMING PROJECTS

### **Description:**

Since 1992, every State except Hawaii has participated in an ITS/CVO institutional issues study. These individual and multi-State studies provided forums for State regulatory agencies and representatives from the motor carrier industry to identify opportunities to streamline compliance functions with ITS/CVO technology applications. Now that the barriers to ITS/CVO deployment have been identified, the States are moving towards the next stage - ITS/CVO Mainstreaming.

Mainstreaming means moving ITS/CVO services beyond concept development and testing into operation. The basic building block for the ITS/CVO program is the State; however, State CVO programs must be developed in the context of regional CVO programs that serve the nation's major trucksheds. Most truck trips are under 200 miles from home base and are concentrated within major population and economic regions, which can be defined as 7 regional platforms (SE, SW, MW, NE, NW, W, and Great Lakes). The CVO program must establish and maintain regional CVO forums aligned with these trucksheds to ensure that CVO services are delivered where the trucks are and that services within trucksheds are relatively uniform from the carrier's perspective.

This program has many functions: 1) the support of State officials (including DOT, DMV, State Patrol, DOR officials, etc.) and motor carriers (especially smaller motor carrier firms) participation in regional ITS/CVO forums, 2) the analysis of benefits and costs of ITS/CVO technologies to individual State agencies as well as motor carriers, 3) the development of ITS/CVO business plans for regional platforms as well as individual States, and 4) the facilitation of State-and region-wide long term deployment of proven ITS/CVO technologies. Funds also will support full-time, regional champions who will coordinate and convey the purposes, technologies, costs, and benefits of ITS/CVO activities at the states to legislatures, business, and the public.

Currently, there are seven CVO Mainstreaming projects comprised of 33 States. Several states are seeing the benefits of joining multiple regional mainstreaming consortia to ensure that their individual state mainstreaming activities are synchronized with neighboring states. The Regional Consortia (with lead states identified) are as follows:

I-95 Coalition/Northern: NJ\* (Lead) MA, CT, RI, ME  
 I-95 Coalition/Eastern: NJ\* (Lead), WV\*, VA\*, MD, DE, NY, PA  
 Advantage CVO/Southeastern: KY\* (Lead), NC, TN, GA, LA, VA\*  
 Advantage CVO/Great Lakes: KY\* (Lead), OH

### **Project Location:**

As reflected in the description of the Regional Consortia.

### **Contractor(s):**

Various

### **Start Date:**

January 1992

### **End Date:**

May 1998



**Estimated Total  
ITS Funds:** \$7,230,000

**Estimated Total  
Project Cost:** \$13,220,000

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**Contacts:**

Jeff Loftus

FMCSA, MC-RTT

(202) 366-4516

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## ITS/CVO TECHNOLOGY TRUCK

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**Description:**

The purpose of the ITS/CVO technology truck project was to create a national demonstration project -- using an 18-wheeler designed and constructed to house portable ITS technology, classroom-type facilities, and informational kiosks -- in the areas of CVO designed to demonstrate, educate, and inform state agencies and motor carrier communities regarding the technologies and potential benefits of the ITS/CVO program. The program also served as a method of introducing ITS/CVO technology to the secondary audiences -- motor carrier safety enforcement officers, motor vehicle operators (truck/bus drivers), transportation students and the general public by providing hands-on demonstrations as well as interactive, multi-media based informational presentations.

**Project Location:**

Oak Ridge, Tennessee

**Contractor(s):**

Oak Ridge National Laboratory

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**Start Date:**

February 1995

**End Date:**

June 2000

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**Estimated Total  
ITS Funds:**

\$1,600,000

**Estimated Total  
Project Cost:**

\$1,600,000

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**Contacts:**

Zeborah English

FMCSA, MC-RTT

(202) 366-0398

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## ITS/CVO TRAINING

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**Description:**

The primary objective of this effort was to plan, develop, implement and update ITS/CVO training courses. These courses provided ITS/CVO state, federal and private managers and implementers with the skills and knowledge necessary to accomplish the ITS/CVO Mission and Goals. ITS/CVO training curriculum consisted of two broad areas: project management skills development and technical skills development. Upon completion of these courses, participants were able to:

- Understand and articulate the ITS/CVO Program's Vision, Mission and Program Goals and Objectives;
- Understand the standards and procedures for ITS/CVO program funding, development, testing and deployment along with operations and technology maintenance requirements;
- Understand the institutional issues or barriers to program success, and promote the importance of the non-technical agreements which are critical for a state to develop, thus ensuring successful long-term technology deployment;
- Understand the technical issues in the areas of communication technologies, system integration, and technology standards, as well as the strategies necessary to deploy these technologies;
- Understand the requirements for implementation of strategies designed to ensure cooperation among state partners, and serve as a catalyst for further efforts toward deployment of ITS/CVO technologies.

A basic management course is the first in a series of courses which will help create uniformity and standardization in reaching common goals and objectives among ITS/CVO partners and stakeholders. This course was available in the spring of 1997. Technical courses will provide federal and state personnel with the skills necessary to effectively deploy, operate and evaluate ITS/CVO technologies that enhance public safety and are cost-effective, user friendly, and interoperable with existing public and private information systems. Technical courses were available in the fall of 1997. Both management and technical courses will be updated regularly.

**Project Location:** Washington, D.C.

**Contractor(s):** MELE & Associates, JHU/Applied Physics Laboratory, Booz-Allen & Hamilton

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**Start Date:** October 1995

**End Date:** September 1998

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**Estimated Total  
ITS Funds:** \$2,000,000



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**Estimated Total  
Project Cost:** \$2,000,000

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**Contacts:**

Zeborah English	FMCSA, MC-RTT	(202) 366-0398
Gladys Cole	FMCSA National Training Center, HPS-20	(703) 235-0501

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# ITS STRATEGIC PLAN FOR MARICOPA COUNTY - PHOENIX AREA

## **Description:**

This study resulted in the development of a Strategic ITS Deployment Plan for the Phoenix Metropolitan Area. The study sought stakeholder input, including the public, in order to develop a User Service Plan. Functional requirements were developed from the User Service Needs. These needs will be considered along with funding and procurement issues in order to identify and screen alternative technologies. The administration of the project was carried out by the Maricopa County DOT. Coordination of the study was a cooperative effort between the County and the MPO and took advantage of steering teams previously formed to study the regional coordination of the traffic signal systems.

## **Project Location:**

Phoenix, Arizona

## **Partner(s):**

Arizona DOT and Maricopa County DOT

## **Start Date:**

May 1994

## **End Date:**

January 1996

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Alan Hansen	FHWA Arizona Division, HPR1-AZ	(602) 379-3646
Donald Wiltshire	Maricopa County DOT	(602) 506-8659



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# JACKSONVILLE, FLORIDA EARLY DEPLOYMENT PLANNING STUDY

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**Description:** This project resulted in a definitive, comprehensive study that will chart the correct course for the Jacksonville Urban area to attain an efficiently managed transportation system. Areas of concentration included: Travel and Traffic Management, Public Transportation Management, and Emergency Management.

**Project Location:** Jacksonville, Florida

**Partner(s):** Florida DOT

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**Start Date:** April 1995

**End Date:** February 1998

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**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$500,000

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## Contacts:

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9579
Marc Bounds	Florida DOT	(904) 381-8807

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## KANSAS CITY, MISSOURI-KANSAS AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

The goal of this study was to develop a master plan for implementing ITS user services for transportation management. The plan is based on user services that can successfully address the needs of the bi-state Kansas City transportation system. The consultant evaluated congestion in the area and recommended strategies which include, but are not limited to, the Incident Management and Traffic Control user services.

### **Project Location:**

Kansas City, Missouri-Kansas

### **Partner(s):**

Kansas DOT (lead agency), Missouri DOT, and Kansas City MPO

### **Start Date:**

September 1993

### **End Date:**

March 1996

### **Estimated Total ITS Funds:**

\$400,000

### **Estimated Total Project Cost:**

\$500,000

### **Contacts:**

Bob Alva	FHWA Kansas Division, HPG-KS	(785) 267-7281
Virgil Stiffler	FHWA Missouri Division, HDP-MO	(314) 636-7104
Edward Halter	Kansas DOT	(785) 677-5963
Dale Ricks	Missouri DOT	(816) 889-6301



# KNOXVILLE, TENNESSEE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The Knoxville Urban Area Metropolitan Planning Organization, in cooperation with the City of Knoxville, the Tennessee Department of Transportation, and the University of Tennessee, conducted an early deployment planning study that allowed for a comprehensive ITS assessment and development of a strategic ITS deployment plan for the Knoxville area.

The transportation system in Knoxville will be going through major reconstruction in the upcoming years. The study will specifically be focused on improving the system efficiency and safety through "SMART" technology under construction conditions.

## **Project Location:**

Knoxville, Tennessee

## **Partner(s):**

Knoxville Urban Area Metropolitan Planning Organization and Tennessee DOT

## **Start Date:**

September 1996

## **End Date:**

September 1998

## **Estimated Total ITS Funds:**

\$200,000

## **Estimated Total Project Cost:**

\$250,000

## **Contacts:**

Karen Brunelle

FHWA Tennessee Division, HPR-TN

(615) 781-5772

Jeff Welch

Knoxville Urban Area MPO

(423) 215-2500



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## LAS VEGAS, NEVADA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study resulted in the development of a strategic ITS Deployment Plan for the Las Vegas metropolitan area. The study sought stakeholder input, including the public, in order to develop a Users' Service Plan. Functional requirements were developed from the User Services Needs. These needs were considered along with funding and procurement issues in order to identify and screen alternative technologies.

**Project Location:**

Las Vegas, Nevada

**Partner(s):**

Nevada DOT

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**Start Date:**

September 1993

**End Date:**

December 1996

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Greg Novak

FHWA Nevada Division, HPR-NV

(702) 697-1203

Keith Maki

Nevada DOT

(703) 888-7446

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# LEXINGTON, KENTUCKY EARLY DEPLOYMENT PLANNING STUDY

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**Description:** This project provided a framework in which the local transportation community can develop and document a strategic deployment plan, allowing planners to continue to apply state-of-the-art solutions to the area's transportation problems.

**Project Location:** Lexington, Kentucky

**Partner(s):** Kentucky Transportation Cabinet, and City of Lexington

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**Start Date:** March 1995

**End Date:** February 1997

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**Estimated Total  
ITS Funds:** \$200,000

**Estimated Total  
Project Cost:** \$250,000

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## Contacts:

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Brent Sweger

FHWA Kentucky Division, HDA-KY

(502) 223-6743

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# LOS ANGELES/SAN DIEGO, CALIFORNIA CORRIDOR EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study examined the current and proposed uses of ITS technology in the San Diego - Los Angeles ITS priority corridor. The study was multi modal in nature and included all major facilities and all categories of ITS technology. The primary product of this study was a master plan to coordinate the deployment of ITS technology in the corridor and in the major metropolitan areas along the corridor (San Diego, Orange County, San Bernadino/ Riverside, Los Angeles).

**Project Location:** Southern California

**Partner(s):** California DOT

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**Start Date:** September 1992

**End Date:** June 1998

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**Estimated Total  
ITS Funds:** \$150,000

**Estimated Total  
Project Cost:** \$150,000

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**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
George Smith	CalTrans	(916) 654-9849

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# LOUISVILLE, KENTUCKY AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This planning study developed a regional Advanced Traffic Management Systems (ATMS) plan for metropolitan Louisville, Kentucky. A consultant performed the necessary studies for development of the early implementation plan. The tasks included:

1. Inventory the existing system and collect data including traffic volumes, speeds, and delays.
2. Develop management strategies and alternative routing plans for incidents. Elements considered include detection, communication systems, closed circuit TV, changeable message signs, highway advisory radio, and a centralized traffic control center. The end product was the Traffic Management Plan, the recommended system modifications required to implement the plan, and the estimated cost of implementing each recommended element.
3. Develop and optimize traffic signal timing plans on selected arterials in Louisville.

## **Project Location:**

Louisville, Kentucky

## **Partner(s):**

Kentucky Transportation Cabinet

## **Start Date:**

June 1992

## **End Date:**

August 1994

## **Estimated Total ITS Funds:**

\$468,616

## **Estimated Total Project Cost:**

\$585,770

## **Contacts:**

Brent Sweger	FHWA Kentucky Division, HDA-KY	(502) 223-6743
Bob Flener	Kentucky Transportation Cabinet - District 5	(502) 367-6411



# LOWER HUDSON VALLEY/WHITE PLAINS, NEW YORK EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The area's coordinated Intelligent Transportation System (ITS) effort developed a strategic plan for area-wide deployment. The study followed the FHWA's User Services planning and deployment process. Key elements of the study included:

- \* Establishment of a coalition of key stakeholders;
- \* Development of an area-wide Strategic Plan based on the area's unique user service needs;
- \* Identification of key early implementation projects;
- \* Development of a Phased Implementation Plan with timetable and funding availability;
- \* Identification/quantification of operations and maintenance resource needs;
- \* Identification of needed institutional arrangements;
- \* Establishment of public outreach programs.

In support of this ITS effort, the New York State Department of Transportation has programmed more than \$27 million in their five-year capital program for Intelligent Transportation Systems (ITS) activities for the Lower Hudson Valley area.

## **Project Location:**

Lower Hudson Valley/White Plains, New York

## **Partner(s):**

New York State DOT

## **Start Date:**

July 1994

## **End Date:**

November 1998

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Mike Schauer	FHWA New York Division, HTD-NY	(518) 431-4125	Ext. 236
Ed Roberts	New York State DOT	(518) 457-1232	



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## MEMPHIS, TENNESSEE EARLY DEPLOYMENT PLANNING STUDY

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**Description:** This project allowed for comprehensive ITS assessment, and the development of a strategic ITS deployment plan for the Memphis area. Areas of concentration included traffic management and surveillance; transit, paratransit and ridesharing; and commercial fleets and urban commodities movement.

**Project Location:** Memphis, Tennessee

**Partner(s):** Tennessee DOT and Memphis MPO

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**Start Date:** June 1995

**End Date:** July 1998

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**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$500,000

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### Contacts:

Karen Brunelle	FHWA Tennessee Division, HPR-TN	(615) 781-5772
Alan Gray	Memphis MPO	(901) 576-7433

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# NASHVILLE, TENNESSEE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The Nashville Area MPO implemented a program of ITS user services which emphasizes traveler and tourist information and traffic management. This program was built upon the traffic and transit management and infrastructure improvements already underway in the 5-county area. Services were concentrated in locations which are the primary destinations of tourists and business travelers, including the Nashville CBD, Opryland, Music Row, Nashville International Airport, and the Vanderbilt University area.

Traveler information services will include traveler advisories, traveler information services (including non-traffic information), trip planning, location displays, and route selection. These services will be offered at visitor information centers, intermodal centers such as the landport, convention hotels, the regional airport, and along major travel corridors.

The traveler information services would be tied in with a Traffic Management Center (TMC) which would offer a coordinated program of accident detection and management, traffic network monitoring, traffic control, and construction management.

## **Project Location:**

Nashville, Tennessee

## **Partner(s):**

Tennessee DOT and Nashville MPO

## **Start Date:**

December 1994

## **End Date:**

July 1997

## **Estimated Total ITS Funds:**

\$220,000

## **Estimated Total Project Cost:**

\$275,000

## **Contacts:**

Karen Brunell	FHWA Tennessee Division, HPR-TN	(615) 781-5772
Preston Elliott	Nashville MPO	(615) 862-7204
Paige Watson	Nashville MPO	(615) 862-7215



## NATIONAL CAPITAL METRO AREA (UMBRELLA) EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

This study provided guidance on regionwide ITS applications and priorities to the agencies responsible for developing and implementing transportation management systems in Maryland, Virginia, and the District of Columbia. The primary objectives were (1) to identify effective mechanisms for interjurisdictional cooperation to make sure ITS activities are compatible and coordinated, (2) to identify methods to establish a basis for area decision makers and political leaders to endorse ITS on a regionwide basis, and (3) to identify options for a high level regional system architecture for the National Capital Metropolitan Area.

### **Project Location:**

National Capital Metro Area

### **Partner(s):**

Virginia DOT

### **Start Date:**

March 1995

### **End Date:**

April 1997

### **Estimated Total ITS Funds:**

\$200,000

### **Estimated Total Project Cost:**

\$250,000

### **Contacts:**

Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 775-3357
Jim Robinson	Virginia DOT - Richmond	(804) 786-6677



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## NEW CASTLE COUNTY, DELAWARE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Delaware Department of Transportation developed a strategic plan that provides a clear path toward the successful deployment of an integrated ITS/transportation management plan for the State. The plan considered the various modes and activities of other jurisdictions and stakeholders in the interest of developing a comprehensive program of regional compatibility and coordination.

**Project Location:**

New Castle County, Delaware

**Partner(s):**

Delaware DOT

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**Start Date:**

March 1995

**End Date:**

August 1998

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Gene Donaldson

Delaware DOT

(302) 739-7786

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# NEW HAVEN-MERIDEN, CONNECTICUT EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study developed a comprehensive ITS strategic deployment plan which responds to near-term I-95 and I-91 corridor needs, and maximizes transportation system effectiveness given a basic supply/demand imbalance. It also complemented related efforts in the state and the northeast, and provides a building block for broader mid-range ITS applications in the region.

**Project Location:**

New Haven-Meriden, Connecticut

**Partner(s):**

Connecticut DOT and South Central Regional Council of Governments (SCRCOG)

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**Start Date:**

June 1996

**End Date:**

February 1999

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**Estimated Total  
ITS Funds:**

\$350,000

**Estimated Total  
Project Cost:**

\$437,500

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**Contacts:**

Bob Ramirez	FHWA Connecticut Division, HDA-CT	(860) 659-6703	Ext. 3004
Hal Decker	Connecticut DOT	(860) 594-2636	

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# NEWARK, NEW JERSEY EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The City of Newark, in cooperation with the New Jersey Department of Transportation, conducted an early deployment study that developed a strategic deployment plan for ITS technologies which addressed the needs of the Newark metropolitan area.

**Project Location:** Newark, New Jersey

**Partner(s):** City of Newark, New Jersey DOT

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**Start Date:** September 1996

**End Date:** September 1999

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**Estimated Total  
ITS Funds:** \$280,000

**Estimated Total  
Project Cost:** \$350,000

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## Contacts:

Asiyah Grant	FHWA New Jersey Division, HTC-NJ	(609) 637-4231
Bahman Izadmehr	City of Newark	(973) 733-3985

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# NEW ORLEANS, LOUISIANA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The Louisiana Department of Transportation and Development (LDTOD) and the New Orleans Regional Planning Commission (RPC) developed an Intelligent Transportation System Strategic Plan for the New Orleans metropolitan area. The plan considered both short- and long-range objectives for the implementation and deployment of ITS technologies throughout the metropolitan area.

**Project Location:** New Orleans, Louisiana

**Partner(s):** Louisiana DOT

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**Start Date:** September 1993

**End Date:** March 1997

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**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$500,000

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## Contacts:

Mary Stringfellow	FHWA Louisiana Division, HDA-LA	(225) 757-7610
Conrad Rein	New Orleans Regional Planning Commission	(504) 568-6625

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# NEW YORK CITY, NEW YORK EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study developed a coordinated areawide Early Deployment Plan that addresses both the safety/personal security and mobility/accessibility needs of the NYC Region. The plan emphasized the application of ITS to highways, as well as transit and other multi modal elements. The plan coordinates and complements other ITS related projects and planning efforts on both the highway and transit systems.

**Project Location:**

New York, New York

**Partner(s):**

New York State Department of Transportation (NYSDOT)

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**Start Date:**

March 1995

**End Date:**

February 2000

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**Estimated Total  
ITS Funds:**

\$750,000

**Estimated Total  
Project Cost:**

\$2,500,000

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**Contacts:**

Arthur O'Connor

FHWA New York Division NYC Metro Office

(212) 668-2206

Fred Lai

New York State DOT

(718) 482-4733

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# NORTHERN VIRGINIA/WASHINGTON, D.C. AREA EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The primary objective of this study was to develop a long-range, comprehensive plan of an Advanced Traffic Management Systems (ATMS) in the Northern Virginia region of the Washington, D.C. metropolitan area. The study analyzed and assessed current and planned extensions of traffic management capabilities in the region; defined an expandable and adaptable systems architecture; identified supporting advanced technologies, and developed an implementation plan to guide ATMS deployment. This study was coordinated with other Early Deployment initiatives in the Washington, D.C. area.

## **Project Location:**

Northern Virginia/Washington, DC

## **Partner(s):**

Virginia DOT

## **Start Date:**

September 1993

## **End Date:**

May 1996

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Tom Jennings	FHWA Virginia Division, HDA-VA	(804) 775-3357
James Robinson	Virginia DOT	(804) 786-6677



# OKLAHOMA CITY, OKLAHOMA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The Oklahoma City Areawide Early Deployment Planning Study established criteria to measure the performance of a proposed traffic operations system, including reductions in travel times, fuel consumption, accidents and intersection delay. A more qualitative measurement involved a survey of drivers who use these area's arterial and freeway corridors to determine their perception of improved traffic flow. The study examined needed functional areas for a traffic control center, including traffic network monitoring, adaptive traffic control, traveler advisory, communications, incident detection and management, parking management and demand management. The study determined where and when these services are needed.

## **Project Location:**

Oklahoma City, Oklahoma

## **Partner(s):**

Association of Central Oklahoma Governments (ACOG)

## **Start Date:**

October 1996

## **End Date:**

October 1998

## **Estimated Total ITS Funds:**

\$250,000

## **Estimated Total Project Cost:**

\$312,000

## **Contacts:**

Deanna Mills	FHWA Oklahoma Division, HDA-OK	(405) 945-6172
Alan Soltani	Oklahoma DOT	(405) 521-2861



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# OMAHA, NEBRASKA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The objective of this study was to develop a long-range, comprehensive plan for development and implementation of ITS user services in the Omaha-Council Bluffs metropolitan area. This study, conducted by the University of Nebraska at Lincoln (UNL), resulted in a plan which will provide a "road map" for incorporating ITS solutions into the area's long-range transportation plan and transportation improvement program.

**Project Location:**

Omaha, Nebraska

**Partner(s):**

Nebraska Department of Roads, Iowa DOT, Omaha MPO

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**Start Date:**

September 1993

**End Date:**

December 1997

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Milo Cress

FHWA Nebraska Division, HDA-NE

(402) 437-5221

Patrick McCoy

University of Nebraska, Lincoln

(402) 472-5019

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## ORANGE COUNTY, CALIFORNIA EARLY DEPLOYMENT PLANNING PROJECT

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**Description:** This project developed a Preliminary Design Report which identified the functional requirements, area of coverage, hardware and software requirements, costs, estimated benefits, and project phasing for Phase I of a county-wide Advanced Traveler Information System. Plans, specifications and estimates were developed for the field installation and the system hardware and software components.

**Project Location:** Orange County, California

**Partner(s):** California DOT and Orange County Transportation Authority

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**Start Date:** September 1993

**End Date:** March 1996

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**Estimated Total  
ITS Funds:** \$450,000

**Estimated Total  
Project Cost:** \$562,500

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### **Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
Dean Delgado	Orange County Transportation Authority	(714) 560-6282



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## ORLANDO, FLORIDA EARLY DEPLOYMENT PLANNING STUDY

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**Description:** This project developed an areawide ITS plan for the Orlando area to improve mobility, safety and productivity on the highway and transit networks. Congestion levels on significant routes in the area were determined, and short - medium, and long - term measures and ITS strategies were identified to alleviate congestion.

**Project Location:** Orlando, Florida

**Partner(s):** Florida DOT

**Start Date:** April 1995

**End Date:** June 1998

**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$500,000

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### Contacts:

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9579	Ext. 3041
Jon Cheney	Florida Department of Transportation	(904) 943-5322	

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## PENNSYLVANIA TURNPIKE CORRIDOR EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The Pennsylvania Turnpike Authority conducted an ITS Early Deployment corridor study consisting of a needs-based approach examining the possible applications of advanced technologies to existing and future traffic and incident management programs. A Strategic Plan was developed for ITS deployment on the Pennsylvania Turnpike in the Greater Philadelphia to Greater Pittsburgh corridor.

**Project Location:** Pennsylvania

**Partner(s):** Pennsylvania DOT and Pennsylvania Turnpike Commission

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**Start Date:** November 1993

**End Date:** February 1996

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**Estimated Total  
ITS Funds:** \$300,000

**Estimated Total  
Project Cost:** \$375,000

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**Contacts:**

Steve Bergman	FHWA Pennsylvania Division, HPC-PA	(717) 221-4422	
Tim Scanlon	Pennsylvania Turnpike Commission	(717) 939-9551	Ext. 5590



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## PHILADELPHIA, PENNSYLVANIA INSTITUTIONAL COORDINATION STUDY

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**Description:**

The purpose of this project is to accelerate the development and application of the appropriate institutional cooperative agreements and coordination network for the exchange of vital intermodal transportation related information utilizing existing and future ITS technologies in place within the I-95 corridor and the Philadelphia metropolitan area. This project will build on the framework of the advanced traffic and incident management systems developed by Pennsylvania DOT. The focus of the project is to further develop the intermodal regional and area wide coordination activities proposed in the traffic and incident management systems and implemented under the traffic and incident management systems Early Action Program Projects.

**Project Location:**

Philadelphia, Pennsylvania

**Partner(s):**

Pennsylvania DOT/Delaware Valley Regional Planning Commission

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**Start Date:**

July 1994

**End Date:**

December 2000

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$615,000

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**Contacts:**

Carmine Fiscina

FHWA/FTA Philadelphia Metro Office

(215) 656-7111

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## PORTLAND, MAINE EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The Greater Portland Council of Governments (GPCOG) conducted an early deployment study that developed a strategic deployment plan for ITS technologies which addresses the needs of the Portland metropolitan area.

**Project Location:** Portland, Maine

**Partner(s):** Greater Portland Council of Governments

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**Start Date:** September 1996

**End Date:** March 1998

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**Estimated Total  
ITS Funds:** \$56,000

**Estimated Total  
Project Cost:** \$70,000

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### Contacts:

John Dewar	FHWA Maine Division, HPR-ME	(207) 622-8350	Ext. 22
Joe Kott	Greater Portland Council of Governments	(207) 774-9891	

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## PORTLAND, OREGON AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The plan developed by this effort is a six year plan for implementation of an Advanced Traffic Management System (ATMS). The estimated total capital cost for the six year implementation is approximately \$25 million. Detection will include closed circuit television, dedicated cellular service and detectors primarily at ramp meter locations. The Traffic Operations Center (TOC) will utilize existing space owned by ODOT and be remodeled to accommodate TOC equipment and personnel.

**Project Location:**

Portland, Oregon

**Partner(s):**

Oregon DOT

**Start Date:**

July 1991

**End Date:**

January 1995

**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

**Contacts:**

Tori Kinne

FHWA Oregon Division, HDA-OR

(503)399-5749

Dennis Mitchell

Oregon DOT

(503) 731-8218

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## PROCUREMENT FOR ITS

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**Description:**

The objectives of this project were to (1) identify and analyze contracting issues which have arisen or are likely to arise in the development and deployment of ITS and which may be constraining or hampering the implementation of ITS technologies and (2) develop legally sound, innovative models for contracting for ITS technologies by State and local contracting agencies. The research effort included an examination of the requirements for competitive bidding, combined bidding, combined bidding/joint ventures, advertisement, content of proposals or bids, use of patented processes or technologies or exclusive sources, bid security deposits, submission of proposals, negotiations, awards of contracts, and intellectual property rights to technology developed or acquired under the procurement contract. A final report titled "Innovative Contracting Practices for ITS" has been produced.

**Project Location:**

Cambridge, Massachusetts

**Contractor(s):**

L. S. Gallegos & Associates

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**Start Date:**

October 1994

**End Date:**

December 1996

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**Estimated Total  
ITS Funds:**

\$312,684

**Estimated Total  
Project Cost:**

\$312,684

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**Contacts:**

William Jones

USDOT ITS JPO, HOIT

(202) 366-2128

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# PROVIDENCE, RHODE ISLAND AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This project created a plan which will direct the implementation and operation of ITS in the State of Rhode Island based on the specific needs and resources of the State. The study used the ITS Planning and Project Deployment Process. Rhode Island is pursuing ITS and their Congestion Management System planning concurrently, and is developing and utilizing common baseline data, performance standards, and goals.

**Project Location:**

Providence, Rhode Island

**Partner(s):**

Rhode Island DOT

**Start Date:**

January 1994

**End Date:**

May 1997

**Estimated Total ITS Funds:**

\$400,000

**Estimated Total Project Cost:**

\$500,000

**Contacts:**

Gabe Brazao	FHWA Rhode Island Division, SHA-RI	(401) 528-4551	
Cynthia Levesque	Rhode Island DOT	(401) 277-1362	Ext. 4010



# RALEIGH/DURHAM/CHAPEL HILL, NORTH CAROLINA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This project was an areawide study of potential ITS deployment activities in the Raleigh/Durham/Chapel Hill area. A twelve-county study area has been identified; however, the primary focus of the report was the most urbanized counties including Durham, Orange, and Wake. Through a cooperative effort by the North Carolina Department of Transportation, the Metropolitan Planning Organizations (MPO), and local advisory committees, the study detailed both short-term, medium-term, and long-term traffic management needs for this area.

## **Project Location:**

Raleigh/Durham/Chapel Hill, North Carolina

## **Partner(s):**

North Carolina DOT

## **Start Date:**

July 1994

## **End Date:**

April 1997

## **Estimated Total ITS Funds:**

\$250,000

## **Estimated Total Project Cost:**

\$312,500

## **Contacts:**

Max Tate	FHWA North Carolina Division, HDA-NC	(919) 856-4354
Blake Norwood	North Carolina DOT	(919) 733-4705



# RICHMOND, VIRGINIA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The purpose of this study was to identify opportunities for the application of ITS services in the Richmond metropolitan area and to develop a strategic deployment plan that provides for coordination among the involved jurisdictions and integration of ITS with existing systems. The Richmond metropolitan area includes the cities of Richmond, Petersburg, Colonial Heights and Hopewell and the counties of Henrico, Chesterfield, and Hanover in central Virginia.

## **Project Location:**

Richmond, Virginia

## **Partner(s):**

Virginia DOT

## **Start Date:**

July 1994

## **End Date:**

October 1996

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Tom Jennings

FHWA Virginia Division, HDA-VA

(804) 775-3357

Robb Alexander

Virginia DOT

(804) 524-6000



# ROCHESTER, NEW YORK AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This project provided direction for the design of an area-wide advanced traffic management system to be implemented within the next few years and integrated with the existing computerized county-wide signal system. The project consisted of three tasks. The objective of Task I was to conduct an area-wide corridor assessment to inventory and identify existing congestion problems. This task also evaluated freeway management techniques and detection technologies. Task II reviewed communication processes and incident response plans in order to develop a comprehensive incident management program. Task III focused on overcoming the technical and legal stumbling blocks that impede the working relationship between area jurisdictions. This was accomplished by identifying, prioritizing, and recommending solutions for inter-jurisdictional issues.

## **Project Location:**

Rochester, New York

## **Partner(s):**

New York State DOT

## **Start Date:**

September 1992

## **End Date:**

May 1996

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Jerry Zell	FHWA New York Division, HTS-NY	(518) 431-4125	Ext. 228
Ed Roberts	New York State DOT	(518) 457-1232	
Jim Willer	New York State DOT	(716) 272-3450	



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# SACRAMENTO, CALIFORNIA EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study resulted in a Strategic ITS Deployment Plan for the Sacramento metropolitan area. The full range of ITS user services were considered in the development of this plan. The study sought stakeholder input, including the public, in order to develop a User Service Plan. Functional requirements were developed from the User Service Needs. These needs will be considered along with funding and procurement issues in order to identify and screen alternative technologies.

**Project Location:**

Sacramento, California

**Partner(s):**

California DOT and Sacramento Area Council of Governments

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**Start Date:**

September 1993

**End Date:**

August 1996

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
Michael Hoffacker	Sacramento Area Council of Governments	(916) 457-2264

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## SALT LAKE CITY, UTAH AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This Early Deployment Planning project developed an Intelligent Transportation Systems Strategic Plan for the Salt Lake City Metropolitan Area. The plan will serve as a guide for the implementation and deployment of ITS technologies including ATMS, traveler information, roadway weather, carry on management and transit applications throughout the metro area. This plan identifies a direction for coordinated ITS deployment, and builds off of the ongoing contracts to develop an advanced traffic management system in the Salt Lake Valley area.

**Project Location:**

Salt Lake City, Utah

**Partner(s):**

Utah DOT

**Start Date:**

September 1993

**End Date:**

March 1997

**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

**Contacts:**

Mike Morrow	FHWA Utah Division, HPM-UT(2)	(801) 963-0078	Ext. 239
Martin Knopp	Utah DOT	(801) 965-4894	



# SAN ANTONIO, TEXAS EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The purpose of this study was to develop a metropolitan system ITS architecture which integrates the Texas DOT, City of San Antonio, VIA (San Antonio's transit authority) and the MPO's current management systems into a single unified system. This will give each organization involved a standard which will allow sharing of data, control, and response. This project has been incorporated into the ITS Model Deployment project in San Antonio, Texas.

## **Project Location:**

San Antonio, Texas

## **Partner(s):**

Texas DOT

## **Start Date:**

April 1995

## **End Date:**

September 1998

## **Estimated Total ITS Funds:**

\$397,000

## **Estimated Total Project Cost:**

\$496,250

## **Contacts:**

Mark Olson	FHWA Texas Division, HPC-TX	(512) 916-5966
Pat Irwin	Texas DOT - San Antonio District	(210) 731-5249
Al Kosik	Texas DOT - Traffic Operations Div. - Austin	



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## SAN DIEGO BORDER CROSSING EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The effort carried out the development of an Early Deployment Plan for ITS technologies as applied to intermodal commercial facilities and California International Border Crossings. The study resulted in the development of a strategic ITS deployment plan for the San Diego Border crossing area and will be coordinated with the Southern California Priority Corridor planning activities. The study closely followed the ITS planning process. The study sought stakeholder input, including the public, in order to develop a User Service Plan. Functional requirements were developed from the User Service Needs. These needs were considered along with funding and procurement issues in order to identify and screen alternative technologies.

**Project Location:**

San Diego, California

**Partner(s):**

California DOT

**Start Date:**

September 1995

**End Date:**

July 1998

**Estimated Total  
ITS Funds:**

\$200,000

**Estimated Total  
Project Cost:**

\$250,000

**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
Larry Jellison	CALTRANS, New Technology	(916) 437-3944



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# SAN FRANCISCO BAY AREA EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study resulted in a Strategic ITS Deployment Plan for the San Francisco Bay Area, which encompasses nine counties and over 100 local jurisdictions. The full range of ITS user services were considered in the development of this plan. The study closely followed the ITS planning process. The study sought stakeholder input, including the public, in order to develop a User Service Plan. Functional requirements were developed from the User Service Needs. These needs will be considered along with funding and procurement issues in order to identify and screen alternative technologies.

**Project Location:**

San Francisco Bay Area, California

**Partner(s):**

California DOT and Metropolitan Transit Commission

**Start Date:**

September 1993

**End Date:**

August 1996

**Estimated Total  
ITS Funds:**

\$450,000

**Estimated Total  
Project Cost:**

\$562,500

**Contacts:**

Frank Cechini	FHWA California Division, HTA-CA	(916) 498-5005
David Schnur	Metropolitan Transit Commission	(510) 464-7700



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# SAN JUAN, PUERTO RICO AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Commonwealth of Puerto Rico investigated the feasibility of implementing various ITS technologies throughout the San Juan metropolitan area to reduce congestion while maximizing the utility of all its transportation modes. The plan included interaction with the proposed light-rail mass transit system to be constructed within the next decade.

**Project Location:**

San Juan, Puerto Rico

**Partner(s):**

Puerto Rico DOT

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**Start Date:**

September 1993

**End Date:**

May 1999

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Eddie Rivera

FHWA, Puerto Rico Division, HDA-PR

(787) 766-5600

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## SCRANTON/WILKES-BARRE, PENNSYLVANIA EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The Pennsylvania Department of Transportation conducted an early deployment study that developed a strategic deployment plan for ITS technologies that will address the needs and problems in the Scranton/Wilkes-Barre Metropolitan area. The proposed project encompassed the cities of Scranton, Wilkes-Barre, and parts of Lackawanna and Luzerne Counties along the I-81 and other major corridors.

**Project Location:**

Scranton/Wilkes-Barre, Pennsylvania

**Partner(s):**

Pennsylvania DOT

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**Start Date:**

June 1995

**End Date:**

July 1997

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**Estimated Total  
ITS Funds:**

\$350,000

**Estimated Total  
Project Cost:**

\$437,500

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**Contacts:**

Steve Bergman

FHWA Pennsylvania Division, HPC-PA

(717) 221-4422

Steve Koser

Pennsylvania DOT

(717) 705-1443

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## SEATTLE, WASHINGTON TO PORTLAND, OREGON CORRIDOR EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

The objective of this study was to develop a plan to reduce congestion and improve safety along the I-5 corridor between Portland and Seattle utilizing intelligent transportation systems technologies. The final report for this corridor including project prospectus information on costs and potential benefits for recommended projects has been received.

**Project Location:**

Seattle, Washington/Portland, Oregon

**Partner(s):**

Washington State DOT

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**Start Date:**

April 1993

**End Date:**

March 1996

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**Estimated Total  
ITS Funds:**

\$120,000

**Estimated Total  
Project Cost:**

\$150,000

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**Contacts:**

Michael Brower

Washington Division, HPM-WA

(360) 753-9550

Morgan Balogh

Washington State DOT

(206) 543-0078

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## SHARED RESOURCES PROJECT

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**Description:**

A number of state and local transportation authorities have formed partnerships with telecommunications companies to exchange access to public roadways for telecommunications capacity to be used principally for ITS projects. This report examines the legal and institutional issues encountered by a number of these partnerships. After completing the research for wireline telecommunications, the study was extended to examine these same issues when wireless tower sites are the subject of location on public rights-of-way. The results of these two analyses have been published in three reports. "Shared Resources: Sharing Right-of-Way for Telecommunications;--Guidance on Legal and Institutional Issues" and the "Final Report." FHWA-JPO-96-0015 & 14. The third report is "Wireless Shared Resources: Sharing Right-of-Way for Wireless Telecommunications," FHWA-JPO-97-0024. These reports are available from the ITS Joint Program Office.

The JPO is providing workshops to public agencies on these subjects on a request basis.

**Project Location:**

Bethesda, Maryland

**Contractor(s):**

Apogee Research, Inc.

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**Start Date:**

September 1994

**End Date:**

December 1997

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**Estimated Total  
ITS Funds:**

\$460,000

**Estimated Total  
Project Cost:**

\$701,723

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**Contacts:**

William Jones

USDOT ITS JPO, HOIT

(202) 366-2128

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## SPRINGFIELD, MASSACHUSETTS EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study produced an ITS strategic plan for the Springfield region that is consistent, compatible, and integrable with statewide and regional transportation planning studies. It outlines a vision aimed at smoothing intermodal linkages, integrating the intra-regional transportation system, and promoting a coordinated deployment of user services that will avoid costly duplicative efforts.

**Project Location:**

Springfield, Massachusetts

**Partner(s):**

Massachusetts Highway Department

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**Start Date:**

March 1995

**End Date:**

January 1999

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**Estimated Total  
ITS Funds:**

\$350,000

**Estimated Total  
Project Cost:**

\$437,500

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**Contacts:**

Edward Silva

FHWA Massachusetts Division, HDA-MA

(617) 494-2253

Steve Pepin

Massachusetts EOTC

(617) 973-8051

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# ST. LOUIS, MISSOURI AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

This study developed a freeway management plan for the bi-state St. Louis area. The completed plan incorporates ITS technologies principally in the Advanced Traffic Management Systems (ATMS) and Advanced Traveler Information Systems (ATIS) areas. It recommends specific strategies for incorporation into a comprehensive plan designed to meet future needs using ITS technologies. It assesses current operations such as the call box and emergency patrol operations. It makes recommendations for staffing structure and requirements. Elements considered in the plan included communications techniques, detection methods, information dissemination, ramp metering and cellular incident response.

## **Project Location:**

St. Louis, Missouri

## **Partner(s):**

Missouri DOT, St. Louis MPO

## **Start Date:**

September 1992

## **End Date:**

May 1994

## **Estimated Total ITS Funds:**

\$269,038

## **Estimated Total Project Cost:**

\$336,298

## **Contacts:**

Bob Thomas	FHWA Missouri Division, HDA-MO	(573) 636-7104
Tom Dollus	Missouri DOT	(314) 340-4511



# TAMPA, FLORIDA AREAWIDE EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The project developed an action plan for the implementation of an integrated transportation information center for the Tampa Bay area. The plan included methods of obtaining real-time traffic condition data, integrating it into a reliable and continuous database, and disseminating condition information to the traveler in a usable and timely manner. The project contained six work tasks: (1) establish a multi-agency project advisory group to oversee the project work; (2) identify and evaluate the methods available for gathering real-time traffic condition information; (3) analyze control center alternatives, including location and operations; (4) analyze various information dissemination techniques addressing multiple media applications; (5) conduct a small scale market research effort to determine user preferences for interpreting traffic condition information; and (6) provide a final report consisting of technical memoranda and the recommended action plan. Also, a brochure oriented to the general public was developed summarizing the project action plan.

## **Project Location:**

Tampa, Florida

## **Partner(s):**

Florida DOT

## **Start Date:**

June 1992

## **End Date:**

October 1993

## **Estimated Total ITS Funds:**

\$80,000

## **Estimated Total Project Cost:**

\$80,000

## **Contacts:**

Chung Tran	FHWA Florida Division, HDA-FL	(850) 942-9579
Mike Pietrzyk	CUTR	(813) 974-3120



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## TOLEDO, OHIO EARLY DEPLOYMENT PLANNING STUDY

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**Description:**

This study sought to find the most appropriate ITS technology that would yield maximum benefit to the users. The ITS technology categories that were the focus of the study included Advanced Traffic Management Systems, Advance Traveler Information Systems, Commercial Vehicle Operations, and Advanced Public Transportation Systems. Major emphasis was placed on finding the most appropriate ITS technology to solve the most critical problems of the Toledo region.

**Project Location:**

Toledo, Ohio

**Partner(s):**

Toledo Metropolitan Area Council of Governments (TMACOG)

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**Start Date:**

October 1996

**End Date:**

November 1999

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**Estimated Total  
ITS Funds:**

\$400,000

**Estimated Total  
Project Cost:**

\$500,000

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**Contacts:**

Jim Buckson	FHWA Ohio Division, HDA-OH	(614) 280-6846
William L. Knight	TMACOG	(419) 241-9155

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# TUCSON ADVANCED TRANSPORTATION TECHNOLOGIES IMPLEMENTATION PLAN

## **Description:**

This study resulted in the development of a Strategic ITS Deployment Plan for the Tucson metropolitan area. The study was done in four parts, including a resource and stakeholder input phase which will result in a User Service Plan. The study addressed infrastructure and services that are available or needed to develop strong interagency communications and will result in a Communications Plan. The project used this information, as well as functional requirements, funding and phasing, to develop a Deployment Plan. The administration and coordination for the project was carried out by the MPO with individual components of the study subcontracted as needed. Steering teams have been formed to provide guidance for each of the study components of this plan.

## **Project Location:**

Tucson, Arizona

## **Partner(s):**

Arizona DOT and Pima Association of Governments

## **Start Date:**

September 1993

## **End Date:**

July 1996

## **Estimated Total ITS Funds:**

\$400,000

## **Estimated Total Project Cost:**

\$500,000

## **Contacts:**

Alan Hansen	FHWA Arizona Division, HPR1-AZ	(602) 379-3646
Paul Cassertano	Pima Association of Governments	(602) 628-5313



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## WASHINGTON, D.C. EARLY DEPLOYMENT PLANNING STUDY

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**Description:** The District of Columbia Department of Public Works conducted an Early Deployment Study for the District of Columbia that identified and assessed potential DC surface transportation priorities that can be addressed by the application of ITS technologies, and the institutional and technical issues and alternatives required to implement them.

**Project Location:** Washington, DC

**Partner(s):** District of Columbia Department of Public Works

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**Start Date:** December 1996

**End Date:** November 1998

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**Estimated Total  
ITS Funds:** \$400,000

**Estimated Total  
Project Cost:** \$500,000

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**Contacts:**

Frank Mirack	FHWA DC Division, HFO-DC	(202) 523-0172
Maurice Keys	District of Columbia Department of Public Works	(202) 939-8010

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## WICHITA, KANSAS EARLY DEPLOYMENT PLANNING STUDY

### **Description:**

The city of Wichita, Kansas developed a long-range, comprehensive plan for the development and implementation of ITS technologies. These will include traffic/transit management and traveler information. This plan provided a direction for incorporating this technology into the city's long-range transportation plan and transportation improvement program.

### **Project Location:**

Wichita, Kansas

### **Partner(s):**

Kansas DOT and City of Wichita

### **Start Date:**

May 1998

### **End Date:**

July 1998

### **Estimated Total ITS Funds:**

\$400,000

### **Estimated Total Project Cost:**

\$500,000

### **Contacts:**

Bruce Baldwin	FHWA Kansas Division, HDA-KS	(785) 276-7281
Matt Volz	Kansas DOT	(785) 296-6356
Scott Canefield	City of Wichita	(316) 268-4446



# YOUNGSTOWN-WARREN, OHIO EARLY DEPLOYMENT PLANNING STUDY

## **Description:**

The focus of this planning effort centered on the study and development of feasible alternatives for regional traffic management systems applicable to the local highway network. A strategic plan was prepared for the Youngstown-Warren area to guide the implementation of transportation system operation projects on an area-wide scale. The plan addressed ITS user services to increase safety, reduce motorist delays, reduce air pollution, and improve the overall efficiency of vehicle operations through the use of advanced surveillance, communications, navigation, sensors, control strategies, traveler interface, and data processing.

## **Project Location:**

Youngstown-Warren, Ohio

## **Partner(s):**

Eastgate Development & Transportation Agency (EDATA)

## **Start Date:**

October 1996

## **End Date:**

January 2000

## **Estimated Total ITS Funds:**

\$200,000

## **Estimated Total Project Cost:**

\$250,000

## **Contacts:**

Jim Buckson

FHWA Ohio Division, HDA-OH

(614) 280-6846

John Getchey

EDATA

(330) 746-7601



## **X. OTHER RELATED PROGRAMS**



## **X. OTHER RELATED PROGRAMS**

This section includes projects funded with Federal ITS dollars but which do not fit any of the other categories in this projects report.



# **Research**



## ITS RESEARCH CENTERS OF EXCELLENCE

### **Description:**

ITS Research Centers of Excellence (RCE's) program mission is to establish internationally recognized centers of excellence that provide long term ITS research solutions, promote ITS technologies and prepare ITS professionals to build and operate these intelligent transportation systems. The centers provide approximately \$1,500,000 in matching funds each year. Over one hundred students are working in RCE-related projects at the centers. Areas of emphasis are as follows:

#### University of Michigan:

Seven major areas define the University of Michigan Center's focus on near term, pre-competitive aspects of ITS: Information Technology, Controls Technology, Enterprise/Institutional Issues, Traffic Modeling, Human Factors and Behavior, Evaluation and Fleet Management. Research activity was completed at the end of CY 2000.

#### Texas A & M:

The Texas A&M Center focuses on Public Transportation Services, Traffic Management Services and International Border Transportation Services. Research activity will continue through end of CY 2001.

#### Virginia Polytechnic Institute:

The Virginia Polytechnic Institute Center focuses on Incident Management, Automated Highway Systems, Smart Highways (sensors/communications), Advanced Traveler Information Systems, and Advanced Public Transportation Systems. Research activity was completed at the end of CY 2000.

A report titled "The ITS Research Centers of Excellence Program" may be obtained by contacting:

ITS RCE Clearinghouse  
Texas Transportation Institute  
The Texas A&M University System  
College Station, Texas 77843-3135  
Tel: (409) 845-1734

The RCE Information Clearinghouse can be accessed via the internet at <http://rce.tamu.edu/clearingHouse/index.html>.

### **Project Location:**

Ann Arbor, Michigan; College Station, Texas; and Blacksburg, Virginia

### **Partner(s):**

University of Michigan, Texas A&M University, and Virginia Polytechnic Institute

### **Start Date:**

September 1993

### **End Date:**

December 2001

### **Estimated Total ITS Funds:**

\$15,400,000

### **Estimated Total Project Cost:**

\$15,400,000



**Contacts:**

David Gibson

FHWA - TFHRC HRDO-04

(202) 493-3271

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## NATIONAL ADVANCED DRIVING SIMULATOR (NADS)

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**Description:**

The objective of this NHTSA project is to develop a design for a state-of-the-art driving simulator in the U.S. that will serve as a national research asset for use by scientists and engineers in both the public and private sectors. It is estimated that NADS will cost \$32 million to design, construct and validate. This driving simulator will enable researchers to conduct multi-disciplinary investigations and analyses on a wide range of issues associated with traffic safety, highway engineering, Intelligent Transportation Systems (ITS), human factors, and motor vehicle product development. Phase I, which is discussed here, covers the design of the NADS. Phase II will cover actual construction.

**Project Location:**

Iowa City, Iowa

**Contractor(s):**

TRW, Inc.

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**Start Date:**

February 1996

**End Date:**

January 2001

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**Estimated Total  
ITS Funds:**

\$40,000,000

**Estimated Total  
Project Cost:**

\$40,000,000

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**Contacts:**

John Machey

NHTSA Headquarters, NRD-52

(202) 366-5665

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## **Completed Projects**



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## AUTOMATED TRAVEL TIME ACQUISITION PROTOTYPE

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**Description:**

This project involved the design, development, and testing of a prototype device for automating traffic speed and travel time surveys. The device makes use of a commercial off-the-shelf GPS receiver and a laptop computer in a moving vehicle. It acquires speed and location information in real time and generates time vs. distance and speed vs. distance plots. Data can be stored for subsequent playback and analysis. The device is highly portable and can be installed in a vehicle in a matter of minutes.

A prototype was built and laboratory testing successfully completed. Field testing was carried out on suburban and urban freeways and arterials. The results agree with those obtained manually and with those obtained using commercial devices hard-wired to the transmission. Furthermore, the continuous stream of position data generated by the device was found to offer a number of advantages over manually-collected "point" data. Efforts are underway to support field application of the device by the Metropolitan Washington Council of Governments and other state and local jurisdictions.

**Project Location:** Washington, DC

**Contractor(s):** Mitretek Systems

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**Start Date:** April 1995

**End Date:** June 1996

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**Estimated Total  
ITS Funds:** \$141,000

**Estimated Total  
Project Cost:** \$141,000

**Contacts:**

Raj Ghaman

FHWA TFHRC, HRDO-03

(202) 493-3270



## ITS IDEA PROGRAM

### **Description:**

The Innovations Deserving Exploratory Analysis Program solicited "IDEAs" for and funded feasibility studies of high-risk, innovative Intelligent Transportation Systems (ITS) concepts. Concepts which show continuing promise may move to phase II funding support, wherein prototype development can occur. The objective of this initiative was to establish a continuing program to identify and explore innovative concepts for ITS that are proposed by individual researchers both within and outside the usual transportation research community. This intermodal ITS program was supported by the Federal Highway Administration in the amount of \$6.5 million. Additionally, the National Highway Traffic Safety Administration and the Federal Railroad Administration contributed \$2 million and \$1 million respectively to program support.

A progress report titled "Emerging Concepts and Products for Intelligent Transportation Systems" may be obtained by contacting:

Intelligent Transportation Systems  
Innovations Deserving Exploratory Analysis (IDEA) Program  
Transportation Research Board, National Research Council  
2101 Constitution Avenue, N.W.  
Washington, D.C. 20418  
Tel: (202) 334-3568

Additional information on the ITS IDEA Program can be found on the internet at [www.nas.edu/trb/about/itslist.html](http://www.nas.edu/trb/about/itslist.html)

### **Project Location:**

Washington, DC

### **Partner(s):**

Transportation Research Board and National Academy of Sciences

### **Start Date:**

September 1992

### **End Date:**

December 1999

### **Estimated Total ITS Funds:**

\$9,500,000

### **Estimated Total Project Cost:**

\$9,500,000

### **Contacts:**

David Gibson

FHWA - TFHRC, HRDO-04

(202) 493-3271



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## NATIONAL AVIATION & TRANSPORTATION CENTER

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**Description:** This project supported the implementation and evaluation of an International Intermodal Transportation Simulation System and NAFTA Intermodal Transportation Institute at the National Aviation and Transportation Center/Dowling College on Long Island.

**Project Location:** Long Island, New York

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