

National I-10 Freight Corridor Study Phase II – Corridor ITS Integration

Meeting Location: TxDOT, Austin Tx

Meeting Minutes: May 17, 2005



TAC Attendees:

Dilara Rodriguez, CALTRAN

Mike Akridge, FLDOT

Tammy Duncan, TXDOT

Steven Glascock, LADODT

Mike Stokes, MS DOT

Al Brantley, MS DOT

Tim Wolfe, AZDOT

Stan Biddick, ADOT

Peggy Thurin, TXDOT

Consultant Staff

Arno Hart, WSA

Mark Berndt, WSA

Introductions

Overview of Previous I-10 Study Efforts

Arno Hart gave a slide presentation summarizing the Phase I study effort initiated in 2002 and completed in early 2004. Mr. Hart reviewed the seven capacity enhancement scenarios examined in the Phase I effort. Mark Berndt followed Mr. Hart with additional details regarding the methodology used in evaluating ITS investments across the corridor. In Phase I, the ITS scenario development included a corridor-wide inventory of ITS implementation efforts undertaken by each of the member states and MPOs along the I-10 Corridor. Implementation was examined from the standpoint of major user service bundles as defined in the ITS National Architecture:

- CVO/ITS and CVISN
- Statewide/Regional Traveler Information
- Rural Traffic Management
- Rural Transit Mobility
- Metropolitan Traveler Information
- Metropolitan Traffic Management
- Metropolitan Public Transit Management

Mr. Berndt indicated that unlike the other six scenarios that were evaluated using a level of service (LOS) indicator, the ITS scenario was evaluated using a benefit-cost approach using a tool developed for the FHWA: SCReening Analysis for ITS or SCRITS. Using the SCRITS tool the consultant team found a benefit to cost ratio of 3-to-1 for ITS investments that would integrate largely existing systems along the corridor. Most of the capital investments envisioned would be for communication infrastructure and some hardware such as variable message signs.

Mr. Berndt indicated that based on the high B/C ratio estimated in Phase I from the ITS scenario, it was recommended that funds remaining in the original budget be used to continue momentum gained by the I-10 coalition by examining how ITS integration across the corridor could be undertaken. A secondary goal of the Phase II effort was conducting preliminary work necessary to position the corridor to capitalize on ITS integration program funding anticipated in the next transportation reauthorization bill.

Organizational Structure

At the prior TAC meeting it was suggested that ITS corridor initiatives be advanced at a primarily regional level. And, that while ITS coordinators were the appropriate representatives for coordinating ITS efforts, there remains a need for a higher level TAC to carry and sell the message to senior management.

These concepts were examined and the discussion suggested that structure should foster inter-regional cooperation within the corridor, but focus on the technology applications that would be common across the entire corridor. Splitting the corridor may make sense from an operational standpoint, but concerned about maintaining the integrity of the corridor as a whole was expressed as a concern.

- The incidents may look different, but the problems are the same.
- The language that we need to speak is the same.
- From an ITS standpoint - a corridor wide architecture should remain an important goal for the corridor.
- The architecture should be corridor-wide, but recognize that some of the operational issues are different.
- Could have a corridor-wide architecture with sub-regional architectures.

Action: It was recommended that the corridor organization should be created around sub-groups, but not necessarily by geography. The organizational chart should be revised around subgroups representing user service technologies.

The question was also raised regarding how broad of the ITS mission of the corridor should be. "Should the I-10 Partnership move beyond freight in the ITS realm?" Since freight was the common issue that brought the partnership together, for the current time the architecture should focus on freight related ITS user service bundles.

The Technical Advisory Committee also recommended reworking the proposal for developing an architecture and further defining the concept of operations to 18 months. The TAC will take the recommendations for the action plan to the steering committee.