

ROP

REGIONAL OPERATIONS PLAN



**Northeastern
Region**

2007



NORTHEASTERN REGION
OF THE
COMMONWEALTH OF PENNSYLVANIA
REGIONAL OPERATIONS PLAN
FY2007

Prepared for: PennDOT (District 4-0) in association with the County Transportation Planning Organizations of the following counties:

- Lackawanna
- Luzerne
- Pike
- Susquehanna
- Wayne
- Wyoming

Prepared by: The Carbondale Technology Transfer Center under
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- PennDOT Engineering District 4-0
- PennDOT Bureau of Highway Safety and Traffic Engineering
- PennDOT Center for Program Development and Management
- Lackawanna/Luzerne Transportation Study
- Northeastern Pennsylvania Alliance
- Northern Tier Regional Planning and Development Commission

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The Carbondale Technology Transfer Center facilitated the ROP process, documented the outcomes and prepared the plan document.

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EXECUTIVE SUMMARY

The Regional Operations Plan (ROP) for the Northeastern Region will prepare the way for transportation operational activity and subsequent interaction by Pennsylvania Department of Transportation (PennDOT) District 4 office and planning partners in the region. This document identifies the strategic transportation operations plan for the region and specifies operations projects and their priorities as identified in the ROP planning process.

The Northeast Region ROP was developed in accordance with the *Final Regional Guidance Document Planning Transportation Operations in Pennsylvania* released by PennDOT on May 12, 2006. The prioritized list of projects identified by the Regional Operations Task Force members is as follows:

Priority	ID	Project	Estimated Cost \$
1	ROP - 001	Incident Management (IM) Team	10K Operations and Maintenance (O&M)
2	ROP - 002	IM Procedures	60K Capital/15K O&M
3	ROP - 003	IM Communications	60K Capital
4	ROP - 006	TMC	2.5 Million Cap/1 Million O&M
5	ROP - 009	Traveler Information (TI) Team	10K O&M
6	ROP - 011	Traffic Data	300 to 500K Cap/100K O&M
7	ROP - 010	TI Plan	40K O&M
8	ROP - 004	Detour	200K to 350K Cap & O&M
9	ROP - 005	ITS Equip Gap	10 to 20 Million Cap & O&M
10	ROP - 007	Event Management	25K Cap/12K O&M
11	ROP - 012	Service Patrols	130K per Vehicle O&M
12	ROP - 008	Quick Clear	50 to 150K Cap & O&M

Early steps in the implementation of the ROP will be formation of an Incident Management (IM) Team and a Traveler Information (TI) Team from the ROP Task Force participants and additional stakeholders. These teams will work to bring the projects in their area of expertise to fruition in keeping with the prioritized list above. This process includes selection of implementation timetables and funding strategies, identification of oversight methods and responsibilities, and the determination of metrics in order to mainstream the selected operations projects.

As the region reviews and considers major construction projects that offer increased traffic capacity objectives, transportation options to integrate Intelligent Transportation System (ITS) and operations solutions should be examined, weighed and equally placed for regional consideration and funding since these ROP projects tend to be cost effective in supporting 'ways and means' to ease regional traffic congestion issues.

More detailed descriptions of the projects listed above and information concerning their estimated costs are contained in section 3 of this report. The other sections of this report and the appendixes identify the statewide and regional environment in which the ROP was developed and will be implemented, the planning process leading to the ROP, the regional program and a discussion of the funding sources.

ACRONYMS and ABBREVIATIONS

511	PA 511 Traveler Information System
CCTV	Closed-Circuit Television
CMAQ	Congestion Mitigation & Air Quality
CMP	Congestion Management Process
CONOPS	Concept of Operations
CTTC	Carbondale Technology Transfer Center
DMS	Dynamic Message Sign (Overhead)
DVMT	Daily Vehicle Miles of Travel
EMA	Emergency Management Agency
EMS	Emergency Medical Services
FHWA	Federal Highway Administration
HAR	Highway Advisory Radio
IM	Incident Management
IM	Interstate Maintenance
ITS	Intelligent Transportation System
LLTS	Lackawanna/Luzerne Transportation Study
LRP	Long Range Plan
LTAP	Local Technical Assistance Program
MPO	Metropolitan Planning Organization
NEPA	Northeastern Pennsylvania Alliance
NHS	National Highway System
NTRPDC	Northern Tier Regional Planning and Development Commission
O&M	Operations and Maintenance
OIC	Office for Interoperability and Compatability
PEMA	Pennsylvania Emergency Management Agency
PennDOT	Pennsylvania Department of Transportation
PSP	Pennsylvania State Police
RCRS	Road Closure Reporting System
ROP	Regional Operations Plan
RPO	Rural Planning Organization
RTMC	Regional Transportation Management Center
RWIS	Road Weather Information System
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SPR	State planning and research
STC	State Transportation Commission
STIP	State Transportation Improvement Program
STMC	Statewide Transportation Management Center
STP	Surface Transportation Program
TI	Traveler Information
TIP	Transportation Improvement Program
TMC	Transportation Management Center
TSOP	Transportation Systems Operations Plan
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
VMS	Variable Message Board (Portable)

1. BACKGROUND

Transportation agencies today do not always have the luxury of undertaking massive new capacity expansion projects. Instead, more innovative approaches are often required to optimize the use of transportation infrastructure and achieve heightened operational efficiencies. Those activities, approaches, and procedures that help to maximize efficiencies are part of the transportation operations program. Operations planning is the process used to define and prepare for operations programming.

The Pennsylvania Department of Transportation (PennDOT) is responsible for operations planning at the statewide level. The statewide plan is spelled out in the Transportation Systems Operations Plan (TSOP), which defines PennDOT's operational directions over the next several years.

To complement the statewide operations planning effort, each of the nine transportation operations regions across the Commonwealth has undertaken preparation of a Regional Operations Plan (ROP), which documents each region's approach to operational activities. The plans were prepared through joint consultations between PennDOT District offices, transportation planning partners, and other key regional stakeholders. The plans all use TSOP as a starting point, but adapt the statewide directions to each region's transportation conditions, values, and priorities.

This document specifies the ROP for the Northeastern Region.

1.1 Federal Operations Initiatives

The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the latest federal reauthorization legislation, requires consideration of transportation systems operations and management from two primary levels in the planning process. First, long range transportation plans shall contain operational and management strategies to improve the performance of existing transportation facilities. Second, within transportation management areas, the transportation planning process shall address congestion management through a process that provides for safe and effective integrated management and operation of the transportation system. FHWA is also focusing on a number of high-priority efforts to help reduce congestion on the nation's highways in support of the United States Department of Transportation (USDOT) Secretary's Congestion Relief initiative. Together, these efforts will provide information that allows more informed decisions, better coordination and quicker action to avoid and reduce traffic congestion.

The SAFETEA-LU Real-Time System Management Information Program (Section 1201) is to provide all states with the capability to monitor, in real time, the traffic and travel conditions of the major highways of the United States and to share that information to improve the security of the surface transportation system, to address congestion problems, to support improved response to weather events and surface transportation incidents and to facilitate national and regional highway traveler information.

Finally, the Work Zone Safety and Mobility Final Rule takes effect in October 2007. The Final Rule places increased emphasis on maintaining travel mobility in construction work areas through enhanced operations, traffic management and public information strategies.

The ROP's constituent projects and strategies are consistent with and support many of the elements related to Federal operations priorities.

1.2 Statewide TSOP Initiative

The Transportation Systems Operations Plan, adopted in September 2005, defines PennDOT's general framework for managing capacity along the Commonwealth's roadways. Its development was a response to PennDOT Executive Goal No. 6, to "effectively and efficiently operate the transportation system." Toward this end, TSOP has four overarching goals:

1. To build and maintain a transportation operations foundation.
2. To improve highway operational performance.
3. To improve safety.
4. To improve security.

Associated with these goals are a series of tangible objectives. Key objectives include:

- Support transportation operations uniformly in all PennDOT Engineering Districts.
- Furnish consistent incident response on all segments of the interstate system, regardless of location.
- Share timely, reliable information about incidents among federal, state, and regional/local Emergency Management Agencies.
- Improve mobility on arterials through consolidated, inter-municipal management of traffic signals.
- Provide practical, reliable traveler information to transportation consumers using no-cost or low-cost media.
- Define and implement performance metrics for effectively managing operations and guiding planning and funding.

An electronic version of the TSOP document is available at <http://paits.org>.

TSOP, first and foremost, is an action plan of statewide projects. There are nineteen (19) projects that encompass four (4) priority areas:

- Incident and Emergency Management.
- Traffic Signals.
- Traveler Information.
- Standardization.

Standardization encompasses the uniformity of hardware, software, communications procedures and protocols, etc.

TSOP is being updated during calendar year 2007.

1.3 ROP Scope and Objectives

The Regional Operations Plan for the Northeastern region specifies the intended approach to transportation operations. It identifies, defines, and prioritizes operational-focused projects for the region, consistent with regional and statewide operations objectives. The ROP sets the stage for regional implementation of pertinent elements of TSOP. It may also identify other initiatives reflective of the specialized needs of the region.

Development of the ROP is intended to:

- Define a strategic transportation operations plan for the region.
- Extend TSOP to the regional level.
- Tailor statewide directions to regional needs.
- Specify and prioritize regional operations projects.
- Achieve uniformity and compatibility across operations regions.
- Expand cooperative relationships between regional transportation operators and planning partners.

Regarding the last item, the ROP process is intended to link planning and operations. It emphasizes (1) collaboration and coordination among regional planners and operators, and (2) structured assessment of the planning and operational implications of expanded management procedures, technology systems, and investments. The ROP will feed into the Long Range Plans (LRPs) in each region and the corresponding Transportation Improvement Programs (TIPs). Each ROP will also supply important inputs to future updates of TSOP, Regional Intelligent Transportation System (ITS) Architectures, and PennDOT’s Long Range Statewide Transportation Plan (Mobility Plan).

ROP stakeholders in every region are presenting the ROP document to their respective Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), encouraging these planning partners to adopt or endorse the plans.

It is expected that all ROPs will be updated at two-year intervals in advance of biannual TIP update cycles.

1.4 ROP Methodology

The nine (9)-month Northeastern ROP development process involved conducting outreach workshops and smaller group meetings as well as researching and developing regional operations projects.

The ROP involved the following key activities as shown below in Figure 1:

FIGURE 1



1. Meetings with District Officials

Meetings with key PennDOT District 4 personnel were held to discuss the development of the ROP. They provided input, reviewed materials, and made recommendations regarding direction of the planning process.

Additionally, these individuals participated in Operations Forum meetings and in several meetings with a broader group of regional stakeholders to elicit their inputs, thoughts, and responses to draft materials.

2. Review of Pertinent Documents and Materials

In preparing the ROP, the following items were reviewed:

- Scranton/Wilkes-Barre Strategic Deployment Plan (1997).
- Pennsylvania Statewide Transportation Plan 2000-2025.
- Transportation Improvement Program (FY 2007).
- Northeastern Regional ITS Architecture (February 2005).
- Transportation Systems Operations Plan (September 2005).
- PennDOT District 4 Transportation Management Center (TMC) Concept of Operations (CONOPS) (Current Situation).
- Mobility Plan (September 2006)

An inventory of operations projects—planned or underway—across the region was created and disseminated as guidance material to the Regional Forum.

3. Establish a Regional Operations Forum

Opportunities for outreach and stakeholder involvement were established through a Regional Operations Forum—a representative decision-making body of knowledgeable planning partners and practitioners across the region responsible for planning and overseeing transportation operations, specifically development of the ROP. Key members of the Forum included representatives of the Lackawanna/Luzerne MPO, the Northeastern Pennsylvania Alliance (NEPA) RPO, NEPA/Focus 81 and the Northern Tier Regional Planning & Development Commission (NTRPDC) RPO. Meeting summaries from each of the Forum meetings are provided in Appendix B.

4. Definition of Regional Operations Needs

The starting point for identifying critical needs was TSOP, followed by region-specific operational requirements addressed at the first Needs Workshop. Following this discussion, two operational areas were identified that captured these needs into defined groups (Incident Management and Traveler Information).

5. Identification and Profiling of Projects

Each of the operations areas was then assigned a task force that reviewed the list of needs associated with its respective operations area, and identified solutions to those needs in the form of potential “projects” (i.e., policies, planning studies or physical deployments). These projects reflected the specialized conditions and circumstances of the region consistent with statewide guidance. Meeting summaries from each of the task force meetings are provided in Appendix C.

6. Development of the Regional Program

After the task forces completed their efforts, a Final Workshop was held with the regional stakeholders. Projects were prioritized in each of the operations areas. As part of this decision-making process, the

stakeholders considered other key issues including program leads, implementation schedules, potential sources of funding, and techniques for monitoring performance.

7. Prepare and Adopt a Regional Operations Plan

At the conclusion of the outreach process the ROP is to be documented and adopted by the planning partners in the region.

1.5 ROP Oversight and Management

This section identifies those agencies and individuals who managed or contributed to development of the ROP.

Regional Champions/Leaders

PennDOT District 4 took the lead in organizing the ROP development and served as an ROP champion. In particular, the District 4 staff who contributed toward the development of the ROP included:

- Keith Williams, PE

In addition the Regional MPO and RPOs also championed the ROP effort. In particular, the staff from these organizations who contributed toward the development of the ROP included:

- Steve Pitoniak Lackawanna/Luzerne Transportation Study (LLTS) MPO
- Nancy Snee Lackawanna/Luzerne Transportation Study (LLTS) MPO
- Kurt Bauman Northeastern Pennsylvania Alliance (NEPA)
- Rick Biery Northern Tier Regional Planning & Development Commission
- Brian Baker Northern Tier Regional Planning & Development Commission
- Brian Langan NEPA/Focus 81

Regional Operations Forum

The forum held two workshops at strategic phases in the ROP process. The first identified the region's operations needs and the second validated and prioritized potential projects. The names and affiliations of forum participants are provided in Appendix A.

Task Forces

The two task forces each held one meeting and then participated in a joint meeting. The names and affiliations of task force participants are included in the meeting summaries in Appendix C.

Consultant Team

The Carbondale Technology Transfer Center Industry Team facilitated the ROP process, documented the outcomes, and prepared the plan document.

2. REGIONAL ACTIVITIES AND INITIATIVES

2.1 Description of the Region

Physical Boundaries

The region that Engineering District 4-0 is responsible for is commonly referred to as the Northeastern Region because of its geographic location within the state. The Northeastern Region is comprised of the following six counties:

Lackawanna

Luzerne

Pike

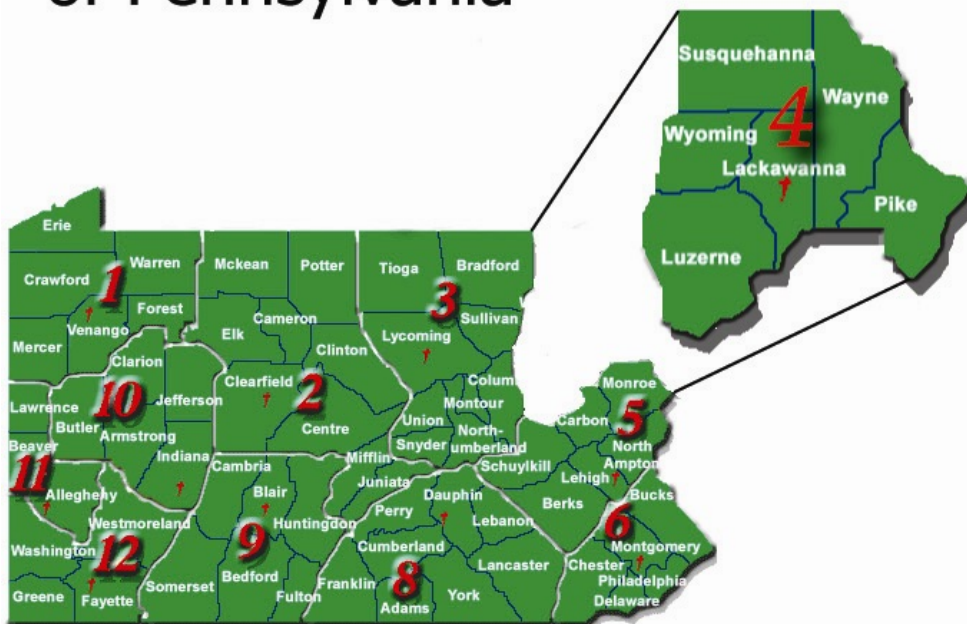
Susquehanna

Wayne

Wyoming

This region is depicted below.

The Northeastern Region of Pennsylvania



General Characteristics of the Region

The topography of Northeastern Pennsylvania is fairly mountainous, with the majority of the population living in the Wyoming Valley, which stretches from Lackawanna County to Luzerne County. This physical trait can facilitate heavy fog (i.e. valley fog) or snowfall and/or icing on roadways which can create especially challenging and treacherous driving conditions. With most of the population living in a fairly narrow strip of land, secondary roadways are not abundant. This creates a situation where interstates are used for local trips.

When events attracting thousands of people occur, the interstates can be congested with traffic from these events.

The climate in northeastern Pennsylvania is considered to be moist continental, which includes four seasons, with approximately equal precipitation in the winter and summer seasons, and particularly cold winters. This creates an environment where most road construction is done in the summer months. Occasional tropical storms and hurricanes can create flooding events in the summer and fall seasons. Flooding can also be caused by spring or winter thaws in situations where there has been particularly heavy winter snowfall and/or ice storm.

The cities of Scranton and Wilkes-Barre make up the central hub of the region. The Scranton/Wilkes-Barre Metropolitan Area is the main urban concentration in the Northeastern Region and accounts for approximately 65% of the population of the area. The majority of the interstate highways within the Region pass through Scranton/Wilkes-Barre, with the exception of I-80, which traverses the southern border of the District.

District(s) and Planning Partners

PennDOT (District 4-0) has three partner planning organizations that cover the counties within PennDOT (District 4-0). A Metropolitan Planning Organization (MPO) for Lackawanna and Luzerne counties (Scranton/Wilkes-Barre), which has a Technical Committee to review the Transportation Improvement Program (TIP) projects for comment and recommendations prior to ratification by the Coordinating Committee. The MPO meetings are chaired by PennDOT (District 4-0) and meet quarterly. There are two Rural Planning Organizations (RPO). One is operated and chaired by the Northeastern Pennsylvania Alliance (NEPA) and covers rural counties both in PennDOT (District 4-0), Wayne and Pike counties and PennDOT (District 5-0), Carbon, Monroe and Schuylkill counties. The other RPO is chaired and operated by the Northern Tier Regional Planning and Development Commission (NTRPDC) and covers rural counties both in PennDOT (District 4-0), Susquehanna and Wyoming counties and PennDOT (District 3-0), Bradford, Sullivan and Tioga counties.

Major Roadways Descriptions and Characteristics

PennDOT Engineering District 4-0 maintains more than 3,600 miles of state roadways in Northeastern Pennsylvania. The roadways in District 4-0 are made up of 216 miles of interstates such as I-80 and I-81, 202 miles of major primary routes such as U.S. Route 6 and U.S. Route 11, and 3,222 miles of other state routes. There are also 2,033 bridges maintained by PennDOT in District 4-0. The PA Turnpike also terminates in the Region.

Roadways/Lane Miles and VMT

The following roadways comprise the 216 miles of interstate linear highway length that pass through District 4-0:

- I-80
- I-81
- I-84
- I-380

The following are the United States Routes that make up the 202 miles on primary routes within District 4-0:

- US Route 6
- US Route 11

The state routes present in District 4-0 make up over 3,222 mile of roadway. The following are the significant Pennsylvania routes that are present in District 4-0:

- PA Route 29
- PA Route 93
- PA Route 115
- PA Route 309
- PA Route 315

As reported in PennDOT’s 2005 Highway Statistics, the region contains 8,899.4 linear miles of roadway or 7 percent of the Commonwealth’s total linear mileage. This includes 3,619.1 linear miles of roadway maintained by PennDOT, with the remaining miles maintained by the Pennsylvania Turnpike Commission, local municipalities and other agencies. The table below shows the breakdown of linear miles of roadway in the Region by County:

County	PennDOT Linear Miles	Total Linear Miles
Lackawanna	557.8	1536.0
Luzerne	852.6	2661.1
Pike	327.5	644.0
Susquehanna	797.8	1873.2
Wayne	718.8	1425.5
Wyoming	364.6	759.6
Regional Total	3619.1	8899.4
Statewide Total	39889.6	120667.2

Total Vehicle Daily Miles of Travel (DVMT) on all roadways in the region, as reported in the 2005 Highway Statistics was approximately 19 million miles. DVMT on PennDOT roads accounted for 15.5 million miles of this amount. This constitutes 81% of total DVMT as opposed to a statewide average of DVMT on PennDOT roads of 76%. The table below shows the breakdown of DVMT in the Region by County:

County	PennDOT DVMT	Total DVMT
Lackawanna	4,427,049	5,277,959
Luzerne	6,343,661	8,034,676
Pike	1,456,918	1,828,374
Susquehanna	1,466,514	1,671,601
Wayne	1,088,523	1,392,823
Wyoming	694,279	791,376
Regional Total	15,476,944	18,996,809
Statewide Total	224,176,551	295,628,006

General Populations Statistics

The population of the counties within District 4-0, as per the United States Census Bureau 2006 census estimates, is 701,854. The 2006 census estimates were used since they represent the most current data for the area and the 2005 American Community Survey did not contain data for Pike, Wayne, Susquehanna or Wyoming counties. The population breakdown by county is depicted below:

County	Population	Percentage
Luzerne	313,020	44.6%
Lackawanna	209,728	29.9%
Pike	58,195	8.3%
Wayne	50,929	7.3%
Susquehanna	41,889	6.0%
Wyoming	28,093	4.0%
Total Population	701,854	

Commuter Patterns and Stats

According to PennDOT’s Regional ITS Architecture for the Northeastern Region nearly four out of five regional workers drive to work alone, just a bit higher than the state and national drive alone rates. Twelve percent of workers in the Region carpool to work, which is comparable to the Statewide average. Approximately one percent of workers utilize public transportation, which is considerably less than State and National usage trends. The average one-way commute time for regional workers is 23 minutes, better than the 25-26 minute average for Pennsylvania and U.S. workers. The table below shows the commuting patterns for the Region:

Commuting Pattern	Northeastern Region	Pennsylvania	United States
Total Workers 16 & Over	306,060	5,556,311	128,279,228
% Commuters Driving Alone	80.9%	76.5%	75.7%
% Commuters Carpooling	11.6%	10.4%	12.2%
% Commuters Using Public Transportation	1.0%	5.2%	4.7%
Mean Travel Time to Work (Minutes)	23.2	25.2	25.5

(Source: U.S. Census Bureau, 2000)

Description of Congestion in Region

Throughout the Region there are High Volume Areas of traffic. The largest of these areas is the I-81 Interstate Corridor between mile markers 165 and 194.

The congestion exists on this section of roadway for three reasons. The first is the volume of through traffic that travels through the region. The second reason is because I-81 passes through the cities of Wilkes-Barre and Scranton. These cities and surrounding suburbs represent the majority of the region’s population. Since, the topology of the area is mountainous and secondary roadways are not abundant, this creates a situation where I-81 is being utilized for local trips and commuting. The final reason for congestion is the three venues (PNC Field, Wachovia Arena and Toyota Pavilion) located along this interstate where events attracting thousands of people occur.

Other

Transit Services

Fixed Route Bus Services include the County of Lackawanna Transit System in Lackawanna County, Luzerne County Transportation Authority, Fullington Auto Bus Company, and Hazleton Public Transit in Luzerne County. Martz Trailways and Capitol Bus Company of Harrisburg serve both Lackawanna and Luzerne Counties.

Shared Ride or Demand Response services include Lackawanna County Coordinated Transportation, Luzerne-Wyoming County Transportation Department, Barnes-Kasson Hospital in Susquehanna County, Wayne County Area Agency on Aging, and Pike County Area Agency on Aging.

Intermodal facilities and services providers

The Wilkes-Barre/Scranton Airport at Avoca in Luzerne County provides air passenger and freight facilities to the region. A new freight airport located in the Hazleton area of Luzerne County is in the planning stages.

Freight services by rail are provided in the region by Pennsylvania Northeast Regional Railroad Authority, Luzerne County Rail Authority, Norfolk Southern Rail Corp. and Canadian Pacific Railway Company.

Intermodal Transportation Facilities to be located in Scranton in Lackawanna County and Wilkes-Barre and Hazleton in Luzerne County are in the planning stages.

Nuclear Power Facilities

PPL Susquehanna LLC operates two nuclear reactors at its facility in Columbia County. This installation is very close to the Luzerne County border of District 4.

2.2 ITS and Operations Activities at the District Level

PennDOT (District 4-0) Traffic Management Center (TMC) over the past decade has steadily grown in its operations and now has deployed a significant number of ITS units within the District.

The TMC now operates and maintains the following ITS technologies/systems:

Sixty-one (61) Dynamic Message Signs (DMSs) of which fifty-two (52) are portable changeable message signs and nine (9) are permanent variable message signs placed on overhead sign structures; nine (9) Highway Advisory Radio (HAR) Transmitters; twenty-two (22) HAR Beacon signs, three (3) Closed-Circuit Televisions (CCTVs), eight (8) Road Weather Information Systems (RWISs) and an automated Bridge Deicing System.

PennDOT (District 4-0) currently operates the TMC from approximately a 200SF area within the District office. This operation includes multiple workstations, computers and software applications. Most data is collected and archived on ‘paper’ and shared mainly via phone among agencies. Each of the ITS components uses unique operating software, which currently requires a dedicated computer for each system.

The TMC is responsive twenty-four (24) hours a day, seven (7) days a week including holidays. The TMC functions out of the District Headquarters building in Dunmore, in Lackawanna County, (except for holidays) Monday thru Friday 7:00 AM to 3:00 PM. (This is considered to be “In-Office” or “Fully Operational” Mode) and corresponds with District 4-0 hours of operation. The TMC functions from a remote location (based on the location of the ITS Operator) all other times of the day (including weekends and holidays). In certain extreme situations where the Dunmore office is not in a state where it can provide the TMC, the necessary amenities (e.g. electricity) for it to operate correctly, an alternate site in one of the county offices is set up to be used for operations. This “Alternate-Site mode of operation would only occur Monday thru Friday 7:00 AM to 3:00 PM when “In-Office” or “Fully Operational” mode is not feasible at the Dunmore TMC facility.

It is now proposed to implement an integration of the aforementioned systems with a new Traffic Management Center (TMC) to be housed within the PennDOT (District 4-0) office facility. A Statewide ITS Advanced Traffic Management System (ATMS) is available for integration to all engineering Districts within Pennsylvania and in essence is the proposed standard for all ITS integration by the Districts.

The generation of the Regional ITS Architecture for PennDOT (District 4-0), the Statewide development of the Transportation Systems Operation Plan (TSOP) coupled with this initiative for a Regional Operations Plan

(ROP) enables the creation of a Transportation Management Center (TMC) that should, where possible, meet many of PennDOT's Statewide ITS goals and objectives while addressing PennDOT (District 4-0's) particular ITS needs and requirements.

PennDOT (District 4-0) in an effort to improve safety, incident and emergency response and manage traffic congestion, as part of its ITS Deployment Program, plans to enhance significantly, both in short and long term, increased placement of ITS roadside equipment. Over fifty (50) Closed-Circuit TV Cameras, sixty (60) plus Variable Message Signs (VMS) and numerous traffic detectors/sensors over the principle highways and corridors in the District, plus other ITS traffic aids, are planned for deployment, subject to adequate funding being available.

2.3 Other Regional Initiatives

The Focus 81 Committee was convened in the Spring of 2003 by the Northeastern Pennsylvania Alliance (NEPA), following discussions with numerous officials in northeastern Pennsylvania regarding overall safety and congestion issues along Interstate 81. The Committee is comprised of community and regional planners, developers, businesspersons, state police, emergency services personnel, federal and state legislators, PennDOT, other transportation agencies, the media and concerned citizens.

The Focus 81 Committee is spearheading the I-81 widening effort in a targeted corridor stretching from Nanticoke in Luzerne County to Waverly in Lackawanna County, a span of thirty-three miles. Studies of the I-81 corridor were completed to identify system deficiencies over the next ten, twenty and thirty years. Cost-effective short-term and long-term strategies were developed to make the roadway operate more efficiently and improve safety while accommodating anticipated traffic growth development of staged and system-wide improvements over the next thirty years, which include widening the targeted I-81 corridor.

The Committee serves in an advisory capacity to:

- Provide input on measures that will reduce congestion throughout the targeted corridor of Interstate 81.
- Offer input regarding the design and scope of efforts to increase the capacity of the targeted corridor of Interstate 81.
- Develop educational material and programs to promote safety throughout the targeted corridor of Interstate 81.
- Assist to identify and secure funding for corridor expansion.

In conjunction with PennDOT, "Focus 81" presents to the public via a web page, transportation information, news and status of current work zones/projects along I-81 within the region.

An Intermodal Transportation Center will be constructed in Scranton to facilitate the housing of four different modes under one roof, which include COLTS, Martz Trailways, Greyhound and Capital Trailways' buses and the Lackawanna County Rail Authority. Also, an Intermodal Transportation Center for Hazleton is being consummated that will centralize Hazleton's transit system and provide a hub for ten (10) existing bus routes serving Hazleton and the surrounding townships. The Intermodal Transportation Center being constructed at Wilkes-Barre is expected to be operational late 2007, early 2008.

2.4 The Regional Planning Process

The six counties making up the Northeastern Region (District 4) are served by the Lackawanna/Luzerne Transportation Study (LLTS) Metropolitan Planning Organization (MPO) and two Rural Planning Organizations (RPO), the Northeastern Pennsylvania Alliance, covering Pike and Wayne counties, and the Northern Tier Regional Planning and Development Commission, covering Susquehanna and Wyoming counties.

Each of these organizations has been designated under contract with the Commonwealth as the MPO or RPO for the counties listed above and is responsible for development of a Long Range Plan (LRP) and a Transportation Improvement Plan (TIP) in accordance with the provisions of 23CFR450. The TIP then becomes part of the Statewide Transportation Improvement Plan (STIP) in accordance with the requirements of 23CFR450.328. Each organization is also responsible for a Public Involvement Plan to guide public involvement in the transportation planning and programming process in keeping with various state and federal laws and Presidential Executive Orders. They also develop and update the Unified Planning Work Program (UPWP) which identifies the transportation planning activities to be conducted within the state fiscal year.

The transportation planning process has been established to promote federal, state, and local transportation objectives. The process provides a forum where decision-makers identify issues and opportunities and make informed decisions regarding the programming and implementation of transportation projects and services that address them. Key issues addressed by this process include:

- Identifying Unified Planning Work Program activities to be conducted yearly.
- Updating and implementing Long Range Transportation Plans.
- Developing and adopting Transportation Improvement Programs (TIPs).
- Undertaking transportation (air quality) conformity analyses and determinations where and when needed.
- Continuing integration of the Congestion Management Process (CMP) and the Intermodal Management System into the planning and programming processes.

Long Range Plan

The MPO and RPOs of the Northeastern Region follow directions of the state's Long Range Plan (2000-2025), known as PennPlan and the guidance of the PennDOT publication, "Developing Regional Long Range Plans". Each organization has its own LRP and these plans examine issues, opportunities and trends throughout their planning areas which impact transportation systems and economic and business development and other aspects of living and working in Northeastern Pennsylvania.

The planning teams in each MPO and RPO conduct meetings and interviews and provide opportunities for comment on Plan drafts for transportation, economic development and other stakeholders throughout the region. Projects are then prioritized with the help of each county planning commission. These projects afford the region the opportunity to benefit from millions of dollars worth of transportation and economic development investments. Consultants are engaged to assist in detailed analysis of technical aspects of project development.

After adoption of the Long Range Plan, the plan results are used in developing future updates of the Transportation Improvement Plan, Unified Planning Work Program, PennDOT District Business Plans and others.

Federal law requires regional planning agencies to revisit and update their long range plans at least every four years. Seven planning factors must be considered in complying with federal law. Economic viability, safety & security, accessibility & mobility options, environment, energy conservation & quality of life, transportation connectivity, system management & operation and system preservation are all taken into account as each update of their LRP is completed by the regional organizations. Specific strategies and actions are then identified in order to allow for implementation of the plans.

Note: NEPA's Long Range Plan will be updated as part of the 2009-2012 TIP Process.

Transportation Improvement Program

Federal regulations require the designated MPO and RPOs of the Northeastern Region to develop and maintain a Transportation Improvement Program. The TIP identifies the region's highest priority transportation projects, develops a multi-year program of implementation, and identifies available federal and non-federal funding for the identified projects. The TIP covers a four-year period of investment and is updated every two years through a cooperative effort of local, state, and federal agencies, and the general public. Each MPO and RPO has its own TIP. The TIP is submitted to PennDOT and becomes a part of the State Transportation Improvement Program (STIP). The STIP is the official document, submitted by PennDOT, to the Federal Highway Administration (FHWA) for approval.

The TIP process begins with each MPO/RPO soliciting projects from stakeholders, particularly municipalities. The MPO/RPO also maintain a list of projects from earlier TIPs and their status. PennDOT District 4's staff reviews and updates these project lists and their prioritization and check them against allocated fund levels for the region. A draft TIP is developed and reviewed by the respective MPO/RPO. The draft document is then distributed and placed in public buildings such as libraries for public comment. A public meeting is held by each MPO/RPO at which the draft TIP is introduced to regional stakeholders. Responses to written comments are prepared and incorporated into the TIP development process. Air Quality Analysis is then applied and the final TIP is developed and adopted by the respective MPO/RPO.

The 2007-2010 TIP for Northeastern Pennsylvania identifies the priority highway and transit improvements programmed for advancement from October 1, 2006, through September 30, 2010 (federal fiscal years 2007-2010). The 2007-2010 TIP is an agreed upon list of transportation priorities. It is a project specific, fiscally constrained by year transportation program of highway, bridge and transit priorities for the region. The TIP can be modified or amended to add, delete or advance projects, or to deal with cost or other changing issues.

The Transportation Improvement Program documentation includes three main reports:

- The TIP Summary Report.
- The Transportation (Air Quality) Conformity Determination for the Region's Transportation Management Area.
- The Public Participation Report.

Projects included on the TIP are identified by phase: studies, preliminary engineering, final design, utilities, right-of-way acquisition, and construction. For each project, the TIP identifies the cost and schedule (by year) for each project phase, as well as the total project cost and funding source. The federal, state, local, and private funds programmed for each project are identified as reported by the project sponsors. Total program costs match anticipated revenues.

The MPO and RPOs of the Northeastern Region are currently beginning the process for developing the 2009-2012 TIP. It is expected that this ROP will serve as an input into the TIP development. The 2009-2012 TIP is expected to be updated by July 31, 2008.

State Transportation Improvement Program

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), requires that TIPs and State Transportation Improvement Programs (STIPs) be updated at least every four years. In Pennsylvania, the STIP is updated every two years to coincide with the regional TIP development and is represented by the first four years of the Twelve-Year Transportation Program. The Twelve-Year Transportation Program, as required by Act 120 of Pennsylvania State Law and its amendments, targets the Commonwealth's improvement efforts in all major transportation modes: highways, bridges, aviation, rail and transit.

The Twelve-Year Transportation Program also involves the preparation of comprehensive information packages for key department staff, the State Transportation Commission (STC), and elected state and federal legislators and officials. These packages facilitate and communicate the development of a transportation system responsive to the needs of the Commonwealth, monitor progress on key programs and projects, and aid in resolving outstanding Transportation Program issues. Staff and support services are also provided to the STC and other Program Center functions to prepare improvement programs that maintain and enhance the existing transportation system.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) identifies transportation planning activities and establishes the priorities to be conducted during each state fiscal year.

Currently the UPWP in the MPO identifies the individual programs and initiatives to be undertaken within six broader program areas: Data Systems and Modeling, Transportation Plans and Programs (including Environmental Justice Report), Modal Planning and System Operations/Management, Projects to assist PennDOT, Outreach and Coordination (including Public Participation and Communications), and Program Administration.

The UPWP also lists federally-funded transportation studies and tasks to be performed by other regional partners during the upcoming fiscal year. Also identified are the significant state or local planning activities to be conducted without federal funds in the region during the fiscal year, as well as the source of funds and responsible agency.

In the two RPOs the UPWP identifies the individual programs and initiatives to be undertaken within these six broader program areas: Plans and Programs, Planning Tools and Techniques, Transportation Data Collection and Analysis, Public Involvement and Municipal Outreach, Land Use and Transportation, and Project Development, Evaluation & Delivery.

The RPOs' UPWP also lists Special Supplemental Funding Requests, such as Local Technical Assistance Program (LTAP) and some projects specific to the individual RPO such as "Northern Tier Corridors Safety Review Phase II, District 4.0".

3. REGIONAL OPERATIONS FRAMEWORK

3.1 Regional Operations Strategies

The approach for the Regional Operations Plan (ROP) was initially outlined and subsequently coordinated throughout the process by PennDOT Central. These recommendations were given further structure by using the Transportation Systems Operation Plan (TSOP) projects as the principle backdrop to the development of the ROP that reflected the Northeastern Region of Pennsylvania's special needs and circumstances.

After the Needs Workshop, the ROP process focused on two main operation areas that covered the region's needs as identified at this time. A subset of one of these areas has been identified in the plan for clarity of presentation. These 'operation areas' are as follows:

- Incident Management
 - Incident Management Projects
 - Traffic Management Center Development Supporting Infrastructure and Systems Implementation
- Traveler Information

Projects for each of the operation areas were identified through the respective Task Forces and Focus Groups. The final ROP initiatives entail three types of 'projects'; such as, plans and activities, policy development and implementation, and deployments.

Discussions by the Task Forces and Focus Groups produced twelve (12) Candidate Projects that were considered for the final plan, with descriptions highlighting lead and support agencies, linkages to the TSOP efforts, estimated costs, benefits and timeframes for completion, among other criteria. Operation areas and individual ROP projects are identified on the following pages.

3.2 Incident Management Operations Area

The Incident Management (IM) Operations Area defines the processes, procedures and relationships needed to effectively manage roadway incidents and emergencies. The central objective of the effort is to improve the time required to respond to and clear incidents and to manage the processes safely and efficiently. Improved management of incidents can significantly reduce congestion and enhance safety and mobility.

Toward this end, this operations area focuses on:

- Comprehensive policies and procedures that are needed for managing and responding to incidents, special events, emergencies and large-scale evacuations.
- Consistency of incident management policies and procedures so that communications, responses and protocols are uniform and seamless.
- Strengthening relationships among incident management partners and developing regional IM Response Teams.

The IM priorities and finalized initiatives are presented below, demonstrating the translation from regional operations needs to defined projects that are planned to be addressed by the ROP Projects 001 through 003 and ROP 008.

3.2A Incident Management Projects

Project ID: ROP 001 Title: Establish Incident Management Team

Pertinent TSOP Projects: TSOP-03 and 05

Project Description & Scope: To establish a regional group of incident responders to meet on a regular basis. Creating a venue for knowledgeable professionals who are responsible for on-site response, as well as, those who receive calls from the public and communicate with responders to cooperate, discuss and resolve issues with respect to incident response. This will allow for better planning, communication and on-site Incident Management across interstates, principal roadway corridors and major routes.

Technology Components (if applicable):

Lead Agency: PennDOT – **Co-Lead:** Focus 81 Group

Key Stakeholders: 911's, MPO and RPO, Pennsylvania State Police (PSP), Pennsylvania Emergency Management Agency (PEMA), Turnpike, DEP, Local Fire, Local Police, DEP, Towing Association, Local Emergency Management Agency (EMA) and Emergency Medical Services (EMS).

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

Annual (On Going)

Estimated Costs (Capital and O&M):

\$10K Per Annum

Prerequisites and Dependencies:

Willingness by principle Stakeholders to come to a consensus on operations. This is the initial ROP Project.

Performance Measures:

Achievement of agreements or Memorandum of Understanding (MOU) between participating principal Stakeholders. Improved Incident Management Response Time.

Benefits:

More effective use of available resources to minimize incident congestion and improve public safety.

Other Considerations/Issues:

Will highlight constraints and institutional issues that need resolution. Compliance with National Incident Management System (NIMS), IEEE 1512XML Standards and SAFECOM. First meeting of group should include review of data and statistics collected in ITS Architecture, ROP and other past efforts.

Project ID: ROP 002 Title: Establish Incident Management Procedures

Pertinent TSOP Projects: TSOP-04 and 05

Project Description & Scope: Using representatives from the Incident Management (IM) Team, develop response procedures and protocols with responders and supporting agencies for various types of incidents and emergencies. Establish policies and procedures for information sharing with Traveler Information providers. Develop agreements or Memorandum of Understanding (MOU) between principal Stakeholders.

Technology Components (if applicable):

Lead Agency: PennDOT – Co-Lead: Focus 81 Group

Key Stakeholders: PSP, 911's, Towing Association, Local Fire, Local Police, Turnpike, PEMA, MPOs, RPOs, Local EMA and EMS.

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

24 Months

Estimated Costs (Capital and O&M):

\$60K Capital

\$15K O&M Per Annum

Prerequisites and Dependencies:

ROP001, TSOP-05 Guidelines from PennDOT Central Office. PennDOT Central Office Involvement in process.

Performance Measures:

Acceptance of IM Team Policy Guidelines and Agreements. Improved Incident Management Response Time. Improved Road Clearance Time.

Benefits:

Greater operational efficiencies and effectiveness identification of potential Incident Management Projects.

Other Considerations/Issues:

Easement of constraints and institutional issues. Compliance with National Incident Management System (NIMS), IEEE 1512 Standards and SAFECOM.

Project ID: ROP 003 Title: Establish Improved Incident Management Communications

Pertinent TSOP Projects: TSOP-05

Project Description & Scope: Using representatives from the Incident Management (IM) Team an early implementation protocol will be developed to allow conference call/open line communications between the various responders and supporting agencies during appropriate emergency situations. Establish a Mutual Aid Agreement or MOU that would also cross the adjacent State lines to Northeastern PA. Means of relaying information to the public would be examined and a policy and procedure agreed upon.

Technology Components (if applicable):

Lead Agency: PennDOT – Co-Lead Agency: PSP

Key Stakeholders: PSP, 911's, Local Fire, Local Police, Turnpike, Towing Association, PEMA, DEP, Local EMA/EMS

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

24 Months

Estimated Costs (Capital and O&M):

\$60K

Prerequisites and Dependencies:

Greater adherence to communication protocols and procedures. ROP001.

Performance Measures:

Increased accessibility and direct contact with different emergency responders during an event. Improved Incident Management Response Time. Improved Travel Time Information Reliability.

Benefits:

Greater interoperability of communications between incident and emergency responders.

Other Considerations/Issues:

Enhancement of the Regional ITS Architecture infrastructure. Compliance with NIMS and SAFECOM requirements.

Project ID: ROP 008 Title: Quick Clear or Clear-The-Road Program

Pertinent TSOP Projects: TSOP-05

Project Description & Scope: This project would generate protocols and procedures on how, when, what and where to quickly remove major blockages from the traveling lanes following the occurrence of an incident and/or emergency event on the roadways. This effort will be developed by the policies and as a result of procedures established in ROP002, which will take into consideration the requirements of the various State and Federal programs and legislation that might impact implementation and funding of this project. The possibility of this being part of a statewide initiative will be explored.

Technology Components (if applicable):

Lead Agency: PSP

Key Stakeholders: Towing Association, PennDOT

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

24 Months

Estimated Costs (Capital and O&M):

\$50K - \$150K

Prerequisites and Dependencies:

Clear understanding of legal and insurance issues, adequate training and Hazmat issues' courses. ROP002.

Performance Measures:

Improved Road Clearance Time.

Benefits:

Minimizing congestion as a result of an incident.

Other Considerations/Issues:

Reference to ROP 002 and ROP 003 in resulting procedures.

3.2B Traffic Management Center Development

The planned development of the Traffic Management Center (TMC) and supporting infrastructure and systems recognized the Statewide objective to generate a Regional Transportation Management Center and a State Transportation Management Center to link with and assist in the operations of PennDOT (District 4-0) Traffic Management Center. The objective being to enhance the TMC operational capabilities and functions to meet TSOP goals and regional needs both in the shorter and longer timescales. The necessity of increasing ITS assets in the field, system and data upgrades, reflects the requirements to support the needs of the Incident Management and Traveler Information Operations Areas.

The TMC priorities and initiatives are addressed from the regional operational needs in defined ROP Projects 004 through 007 and 012.

Project ID: ROP 004 Title: Preplanned Detour Routing

Pertinent TSOP Projects: TSOP-02, 05 and 12

Project Description & Scope: To enhance and clarify detour planning across the region covering interstate and principal State highways. To consolidate and inform local jurisdictions and authorities of such detour plans, obtain recommendations and consensus for such plans and develop agreements for implementation and understanding of potential constraints. Institute a web based detour program accessible by all emergency responders and linked to PennDOT’s Road Closure Reporting System (RCRS). To pre-deploy certain existing emergency equipment at key logistic/strategic points on interstate and main State arterial roadways. Explore use of Knox box and similar devices to allow safe storage and easy access to said equipment and establish an equipment ‘needs’ list. Create where relevant, a traffic signal coordination plan to be implemented. Identify additional emergency turn off positions on the Interstate and generate a program for implementation.

Technology Components (if applicable): Potential use of Transportable ITS Units e.g. cameras, VMS, Signal Systems Static and Dynamic

Lead Agency: PennDOT

Key Stakeholders: PSP, MPOs and RPOs, Municipalities, Emergency Responders, Local EMA/EMS.

Planning or
Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:
24 Months

Estimated Costs (Capital and O&M):
\$200K to \$350K

Prerequisites and Dependencies:
A clear strategy and policy needs to be established for guidelines to this project.

Performance Measures:
The enhancement and build up of preplanned detour routings for the region. Improved Road Clearance Time.

Benefits: Easement of congestion during emergencies and more effective use of existing roadway networks.

Other Considerations/Issues:
Identification of supporting ITS field and transportable equipment in support of Regional Operations Plan (ROP) Project consideration (ROP 009).

Project ID: ROP 005 Title: ITS Equipment Gap

Pertinent TSOP Projects: TSOP-03

Project Description & Scope: To identify the essential ITS Equipment Requirements to establish a sufficiently robust system that will enable the objectives and goals of the Incident Management (IM) Team (ROP 001) and the Traveler Information (TI) Team (ROP 005) to be implemented and procedures/protocols consummated. To establish the necessary level of control functions with TMC (ROP 006) and supporting interfaces as generated by an implementation plan in conjunction with the TMC developments and Concept of Operations.

Technology Components (if applicable): Range of Field ITS Equipment such as Overhead Variable Message Signs, Portable Variable Message Signs, Closed-Circuit TV Cameras, Highway Advisory Radios, HAR Beacon Signs, Traffic Detectors and Sensors, Communications (i.e. T-1 lines, etc), Highway Service Patrol Vehicles.

Lead Agency: PennDOT

Key Stakeholders: MPOs and RPOs

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

1 to 10 Years

Estimated Costs (Capital and O&M):

\$8 to \$16 Million (Capital)

\$2 to \$4 Million (O&M)

Prerequisites and Dependencies: Functional TMC and a comprehensive Integration and Deployment Plan. TSOP-03, ROP001, ROP005, ROP006.

Performance Measures:

Functionality and reliability of operating ITS Equipment and Communication Network. Improved Travel Time, Traveler Information Reliability, Incident Management

Benefits:

Easement of congestion, improved public safety, increased effectiveness and efficiency of Traffic Management. More rapid detection and response to incidents.

Other Considerations/Issues:

Compliance with Statewide Operating Systems and Requirements, relevant and applicable NTCIP, IEEE, ITE and SAE Standards.

Project ID: ROP 006 Title: PennDOT District 4-0 Traffic Management Center (TMC)

Pertinent TSOP Projects: TSOP-09

Project Description & Scope: To develop, implement, staff and maintain an up-to-date Traffic Management Center (TMC), functional 24 hours a day, 7 days a week, at PennDOT (District 4-0) facility in Lackawanna County capable of managing all field ITS assets deployed and planned to be deployed over the next ten years in the District. To have the Communications System and interfaces able to be integrated with or interact with the PennDOT Statewide Traffic Management and Information Systems as well as fully linked into the Regional ITS Architecture.

Technology Components (if applicable): Computers, Servers, Software, Communications Equipment and Supporting Infrastructure.

Lead Agency: PennDOT

Key Stakeholders: PennDOT, Regional Transportation Management Center (RTMC) and Statewide Transportation Management Center (STMC)

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

24 Months (Maintenance on-going)

Estimated Costs (Capital and O&M):

\$2.5 Million (Capital)

\$1 Million (O&M) PA

Prerequisites and Dependencies:

Implementation of design and integration of the advanced Traffic Management System. TSOP-09.

Performance Measures:

24/7 TMC Functionality Online in District

Benefits:

Reduction in congestion occurrences, improved traveler time and public safety.

Much improved support and capabilities in handling incidents and events with first responders in conjunction with ROP Project ID 001, 002, 003, 004 and 005.

Other Considerations/Issues:

Improved and more effective use of ITS System resources, increased traveler confidence and system reliability. The ROP Focus Group established that a goal of 24/7 operations should be set for the TMC.

Project ID: ROP 007 Title: Event Venues Traffic Management Plan

Pertinent TSOP Projects: TSOP-04

Project Description & Scope: The Key Stakeholders will develop and establish public/private partnership agreements with regional entertainment and Special Event Venues Management to generate the most effective Traffic Management Plan for the respective venues and schedule of events. The plan will consider events occurring in parallel, parking, bus shuttles, impact of incidents and emergency events as well as routing to alleviate congestion, public safety issues. Protocols and procedures will also be developed to help to keep the traveling public informed. The plans will be endorsed by all Stakeholders associated with a given event venue.

Technology Components (if applicable): Transportable ITS Equipment and Aids

Lead Agency: Venue Sponsor

Key Stakeholders: PSP, PennDOT, Local Municipalities, Transit Operators

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

18 Months

Estimated Costs (Capital and O&M):

\$25K (Capital)

\$12K (O&M)

Prerequisites and Dependencies:

Availability of ITS Transportable Resources and Aids.

Performance Measures:

Establishment of Event Traffic Management Plan that can be implemented. Improved Travel Time. Improved Traveler Information

Benefits:

Minimize congestion and maximize public safety.

Other Considerations/Issues:

References to ROP 007, ROP 008 and ROP 009 necessary in developing plan as well as FHWA resources; such as, the Planned Special Event (PSE) handbook at http://ops.fhwa.dot.gov/program_areas/sp-events-mgmt/handbook/handbook.pdf and the PSE checklist at <http://ops.fhwa.dot.gov/publications/psechecklists/index.htm>

Project ID: ROP 012 Title: Service Patrols

Pertinent TSOP Projects: TSOP-07

Project Description & Scope: Highway service patrol vehicles travel major interstates looking to assist motorists with disabled vehicles and helping to remove debris from travel lanes that is hazardous to travelers. Maintain contact with TMC as to travel and road conditions.

Technology Components (if applicable): Vehicle with 'State-of-Art' Communications

Lead Agency: PennDOT

Key Stakeholders:

Planning ___ or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

3 to 5 Years

Four vehicles at the end of five years.

Estimated Costs (Capital and O&M):

\$130,000 per vehicle/annum

\$520,000 per annum at year five

Prerequisites and Dependencies:

Clearly defined rules or operation and procedures.

Performance Measures:

Four to five vehicles operational in five years. Improved Traveler Safety.

Benefits:

Improve traveling public safety and assist to minimize potential hazards causing congestion.

Other Considerations/Issues:

Institutional and liability issues.

3.3 Traveler Information Operations Area

The Traveler Information (TI) Operations Area builds on the statewide Incident Management Traveler Information priority by incorporating regional needs to develop and deploy a Regional Traveler Information Program. In particular, it will:

- Expand partnerships for traveler information dissemination.
- Examine best practices for using third-party vendor and infrastructure to deliver traveler information.
- Define means, media and methods for delivering reliable traveler information, especially so motorists can make informed pre-trip and en-route decisions.

The TI priorities and finalized initiatives are presented below, demonstrating the translation from regional operations needs to defined projects that are planned to be addressed by ROP Projects 009 through 011.

Project ID: ROP 009 Title: Establish Traveler Information (TI) Team

Pertinent TSOP Projects: TSOP-04

Project Description & Scope: To create a regional group of Traveler Information consumers and providers that will meet on a regular periodic basis. The object being to create a venue for knowledgeable professionals who are responsible for providing TI, as well as those who need this information, and will allow for better planning, communication and information collection and distribution. To generate Agreements or Memorandums of Understanding on protocols, procedures and processes as pertinent to the collection and distribution of information to the roadway and transit traveling public.

Technology Components (if applicable):

Lead Agency: PennDOT

Key Stakeholders: 911's, Transit Companies, Intra and Inter-state Commuter Bus Companies, PSP, School Districts, Towing Association, MPOs, RPOs, Turnpike Commission, New York and New Jersey transit agencies and the Media.

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

24 Months

Estimated Costs (Capital and O&M):

\$10K

Prerequisites and Dependencies:

Willingness to develop interaction between Stakeholders on relevant traveler information. First ROP Traveler Information Project.

Performance Measures:

Agreements on collection and distribution of pertinent traveler information. Improved Traveler Information.

Benefits:

Better informed traveling public and more consistent and reliable Traveler Information.

Other Considerations/Issues:

Progress towards greater enhancement of level and depth of information with advancement in information flow technology.

Project ID: 010 Title: Regional Traveler Information (TI) Plan

Pertinent TSOP Projects: TSOP-04

Project Description & Scope: Using representatives from the Traveler Information (TI) Team, the objective will be to identify and establish relationships, procedures and protocols with existing and established sources of information with respect to the traveling environment and traffic conditions consistent with 511 (PA 511 Traveler Information System) and TSOP-04 criteria. To determine how best to collect and disseminate timely and reliable information to transport system users, the project would result in a plan that would explore new, innovative and effective ways to communicate with system users. To develop Agreements or Memorandums of Understanding between the key Stakeholders on implementation of a Regional Traveler Information Plan.

Technology Components (if applicable):

Lead Agency: PennDOT

Key Stakeholders: 911's, Transit Companies, Intra and Inter-state Commuter Bus Companies, PSP, School Districts, Towing Association, MPOs, RPOs, Turnpike Commission, New York and New Jersey transit agencies and the Media.

Planning or

Deployment (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

24 Months

Estimated Costs (Capital and O&M):

\$40K

Prerequisites and Dependencies:

Facilitator that will enable group to keep closely to the objective of the project. ROP009

Performance Measures:

Agreement or consensus by Stakeholders on key procedures and protocols. Improved Traveler Information.

Benefits:

Improved Traveler Information and identification of potential technologies/projects for consideration in the Regional Operations Plan (ROP).

Other Considerations/Issues:

More consistent and reliable traveling information and data on media networks.

Project ID: ROP 011 Title: Traffic Data Characteristics

Pertinent TSOP Projects: TSOP-16

Project Description & Scope: To generate a clear understanding of the traffic density, characteristics' trends and seasonal demographic changes over the region, thereby helping to identify needs and requirements for transportation priorities and projects in the District, recognizing economic dynamics and regional developments. Traffic data would be produced from sensors and monitoring/surveillance devices placed along the region's interstate highways and major arterial roadways at key intersections and points of interest designated by the Stakeholders. The data would be collated and archived for subsequent analysis by the traffic and planning engineers.

Technology Components (if applicable): Traffic Sensors and Monitoring Devices

Lead Agency: PennDOT

Key Stakeholders: MPOs and RPOs

Planning ___ or

Deployment _X_ (if deployment then must link to Regional ITS Architecture)

Estimated Schedule:

1 to 2 years updated at selected points every 2 years.

Estimated Costs (Capital and O&M):

\$300K to \$500K

\$100K Per Annum

Prerequisites and Dependencies:

Data management, processing and resulting analysis. TSOP-16, ROP005

Performance Measures:

Development of a regional traffic flow and characteristics' model. Improved Travel Time Information Reliability.

Benefits:

Assist in planning decisions and deployment of its resources. Identification of opportunities for improvements.

Creation of data useful in analyzing various performance measures.

Other Considerations/Issues:

Impact MPO and RPO planning objectives and priorities.

3.4 Framework Summary

The focus group and task force meetings generated a spectrum of needs that cumulated into projects for the ROP assessment and prioritization. These needs and attendant projects for the two operations areas identified by ROP focus group are summarized and presented in the following tables:

Table 1.0: Incident Management Regional Needs and Projects.

IM Needs	IM Project
<ul style="list-style-type: none"> • Traffic Management, when PennDOT not responsible for road closures during snow events, needs organizing. • Emergency activation issues between PennDOT and PEMA need resolving. • Clarification of legislation on liability issues regarding cleanup after incidents and operational implications of legislation. • Compliance with NIMS and SAFECOM. • Incident Management and responders stakeholder agreements on IM procedures and operations. 	<p>ROP 001 Establish Incident Management (IM)Team</p> <p>TSOP-03 and 05</p>
<ul style="list-style-type: none"> • Set of Procedures and Protocols agreed for each agency involved in Incident Management, recognition of NIMS and SAFECOM requirements. • 1 ½ hour response time from appropriate incident stakeholders not acceptable. • Pre-deploying vehicles to get ahead of incidents when storm warnings indicate potential problem. • Pre-planning of wrecker availability. • Quicker implementation of detour routes – more rapid criteria for establishing how long a road would be closed. • Greater attention to local routes in developing IM Policies and Procedures. • Improved response time from PennDOT in verification of incident/event before action is taken 	<p>ROP 002 Establish Incident Management Procedures</p> <p>TSOP-04 and 05</p>

<p>in response to PSP call for help.</p> <ul style="list-style-type: none"> • Greater utilization of response infrastructure using volunteer groups (fire, etc.), assets needed to assist such groups particularly during major snow events. 	
<ul style="list-style-type: none"> • Establish open lines/conference calls between responders and communication centers during incident/ event. • Interagency communications not effective better interoperability – NIMS and SAFECOM requirements. • Precise location of incidents still a problem, 911 relies heavily on wireless procedures to assist – marginal in rural areas. 	<p>ROP 003 Establish Incident Management Communications</p> <p>TSOP-05</p>
<ul style="list-style-type: none"> • Enhance and upgrade significantly pre-planned detour routing in region. • Provide storage holding areas for transportable assets for managing detours – program assets required. • Increase number of interstate crossovers for fire and emergency responders over certain stretches of highway in the region. • Improve detour information on local routes. 	<p>ROP 004 Pre-planned Detour Routing</p> <p>TSOP-02, 05 and 12</p>
<ul style="list-style-type: none"> • Improve incident detection and validation of same detection. • Improve and upgrade all alternative routes/detour signs. • More CCTV assets to enhance information flow infrastructure to achieve quicker reaction times. • CCTV to oversee events/incidents, rerouting video to other areas. • Mobile ITS units at pre-deployment areas. • Enhance ITS infrastructure to establish a robust enough system to support Incident Management and Traveler Information objectives, processes and procedures. 	<p>ROP 005 ITS Equipment Gap</p> <p>TSOP-03</p>

<ul style="list-style-type: none"> • Lack of assets; such as, more radio beacons and transmitters for interstates and consideration for major county and local routes. 	
<ul style="list-style-type: none"> • To develop, implement, maintain and staff an up-to-date Traffic Management Center (TMC). • To have a goal to achieve a 24/7 TMC operation at PennDOT (District 4-0). 	<p>ROP 006 Develop and Implement PennDOT (District 4-0) Traffic Management Center (TMC)</p> <p>TSOP-09</p>
<ul style="list-style-type: none"> • Event coordination and planning to address traffic congestion issues that are occurring on a predictable basis. 	<p>ROP 007 Event Venues Traffic Management Plan</p> <p>TSOP-04</p>
<ul style="list-style-type: none"> • To define in detail total protocols and procedures on how, when, what and where to quickly remove major blockages from the traveling lanes. (In support of ROP 002.) 	<p>ROP 008 Quick Clear or Clear-the Road Program</p> <p>TSOP-05</p>
<ul style="list-style-type: none"> • Regular update of traffic characteristics over the region both interstate and major county roads to understand seasonal demographic changes, economic dynamics and developments. 	<p>ROP 011 Traffic Data Characteristics</p> <p>TSOP-16</p>
<ul style="list-style-type: none"> • Highway service patrol vehicles on interstates to assist motorists in difficulties or clear minor hazards from the traveling lanes. 	<p>ROP 012 Service Patrols</p> <p>TSOP-07</p>

Table 2.0: Traveler Information Regional Needs and Projects.

TI Needs	TI Project
<ul style="list-style-type: none"> • To improve information collection and distribution of traffic and traveling conditions. • Incorporate local needs into the 511 system, address requirements locally. • Make better use of media to inform public even before they set out to travel. • Examine funding sources outside of PennDOT to assist in developing program. • Establish agreements or MOUs between Traveler Information collections and distributors on protocols, procedures and processes. 	<p>ROP 009 Traveler Information (TI) Team TSOP-04</p>
<ul style="list-style-type: none"> • Establish best methods to inform the public as quickly as possible. • Achieve reliable and consistent information as close to ‘real’ time as possible. • COLTS operating on county and local routes receives insufficient travel information. • Transit systems have communication equipment in place e.g. buses – possible sources of information – not used. • Increase information spectrum at Welcome Centers. Real time data, PC links, flat panel display systems, weather, local events, etc. 	<p>ROP 010 Regional Traveler Information (TI) Plan TSOP-04</p>

Note: More details and discussions on the above identified ‘needs’ can be found in the Minutes of the Focus Group and Task Force Meetings presented in the appendix to this report.

4. REGIONAL PROGRAM

4.1 Overview

Discussions at the Regional ROP Focus Group and Task Force Meetings following the various presentations on the objectives and goals of the ROP produced a number of projects that regional stakeholders identified as relevant to meet some of the ‘needs’ of the region with respect to transportation operations. These projects were prioritized by stakeholders’ votes at a Joint Task Force Meeting (Incident Management and Traveler Information) and presented to the Metropolitan Planning Organization (MPO) and Rural Planning Organizations (RPOs) for review and comment.

In order to accomplish the mainstreaming of the ROP, these projects should be incorporated into the MPO and RPOs existing planning and programming functions. This would include the 2009 TIP and Long Range Plan updates. Further effort to potentially utilize and build upon existing or proposed other programs for the region would also help to implement the project initiatives defined in the plan. Overall coordination with PennDOT Statewide initiatives through the TSOP projects and cooperation between stakeholder agencies and groups in the region are critical to the success of the implementation of the ROP. Funding will also be a major qualifier in any project consideration.

4.2 Mainstreaming Operations

4.2.1 Project Priorities and Sequences

Individual project priority was determined through the ROP Focus Group sessions. The final Implementation and schedule of these prioritized projects addressed by the ROP will be the decision of the MPO and two respective RPOs. The list of projects and their ranking is depicted in Figure 2 below. It is anticipated that the majority of the projects will require coordination between PennDOT (District 4-0) and Central office and the MPO and RPOs. Many projects will also require the participation of additional stakeholders who are critical to a particular effort. As the two RPOs also work with other PennDOT Districts (NEPA - District 5-0, NTRPDC – District 3-0), opportunities may develop for broader cooperation and participation.

Several projects are focused on the development of protocols and procedures to be agreed between the participating stakeholders and should be readily initiated and near completion within a two-year period subject to acceptance by the respective planning organizations. Others, where physical deployment of assets is required may be integrated into other major construction programs, (i.e. I-81 widening project) and subject to that program’s schedule. The TMC development project, already commenced, will be enhanced by the TSOP projects and the ROP projects as they are deployed. This will lead to increased functionality of the District 4-0 TMC.

Several projects, particularly those in the rural areas, may take two full TIP update cycles and several ROP and PennDOT short-term planning cycles. The full ITS equipment deployment requirements may extend beyond eight years to achieve the implementation identified.

Although the National Incident Management System (NIMS) was raised in the ROP Focus Group, the attendant Emergency Management Plans for the counties were identified as being developed by the Pennsylvania Emergency Management Agency (PEMA) and the State Police with support from PennDOT and interfaced through the Regional Transportation Management Center (Philadelphia). This may present an opportunity to bring additional resources to ROP projects dealing with Incident Management and Traveler Information.

The acceptance by the planning organizations of the projects as presented in this ROP is the prime factor in the implementation of this initiative, followed by the availability of funds. Funding is discussed in Section 5 of this report but in essence funding has been identified and is currently available for a number of these projects should the region decide to proceed and avail themselves of some of these funding options. Equally, the importance of stakeholder cooperation cannot be over emphasized if the ROP implementation is to be successful and achievable within the anticipated time schedules.

FIGURE 2

Priority	ID	Project	Estimated Cost \$
1	ROP - 001	Incident Management (IM) Team	10K Operations and Maintenance (O&M)
2	ROP - 002	IM Procedures	60K Capital/15K O&M
3	ROP - 003	IM Communications	60K Capital
4	ROP - 006	TMC	2.5 Million Cap/1Million O&M
5	ROP - 009	Traveler Information (TI) Team	10K O&M
6	ROP - 011	Traffic Data	300 to 500K Cap/100K O&M
7	ROP - 010	TI Plan	40K O&M
8	ROP - 004	Detour	200K to 350K Cap & O&M
9	ROP - 005	ITS Equip Gap	8 to 20 Million Cap & 2 to 4 Million O&M
10	ROP - 007	Event Management	25K Cap/12K O&M
11	ROP - 012	Service Patrols	130K per Vehicle O&M
12	ROP - 008	Quick Clear	50 to 150K Cap & O&M

4.2.2 Regional Oversight

The projects identified in the ROP cover the region as a whole and therefore encompass all three planning organizations. Also, the projects are diverse in nature, some with different lead agencies, suggesting that oversight will likely be best handled on a project-to-project basis by the nominated and existing coordinating committees already formed by these planning organizations, i.e. MPO and RPOs, and PennDOT (District 4-0).

The Onus for oversight will, therefore, emerge from the planning organizations as the projects are initiated and the particular source of funds identified.

5. DISCUSSION OF FUNDING SOURCES

There are a number of funding sources that can support operations activities and equipment. Funding for system operations traditionally has relied on the discretionary budgets of individual agencies. However, due to the mainstreaming of operations through TSOP and ROP activities, statewide policies now allow several funding sources to be used for regional operations programs. Federal programs are also in place to encourage and promote the safe and efficient management and operation of integrated, intermodal surface transportation systems to serve the mobility needs of people and freight and foster economic growth and development.

5.1 State and Federal Funding Sources

Depending on the project type, various funding approaches may be available for consideration. In the ROP, for priority projects, a project description and high-level scope of the project are developed and defined in terms of planning type projects or deployment-type projects. Planning-type projects are programmatic and policy in nature. If the project is a planning-type project, it may be considered in the MPO/RPOs Work Program. The process for planning partners to consider including operations planning-type projects in the next Work Program will begin in October 2007 and end with the delivery of a program to the PennDOT Program Center by February 2008. Some initiatives, particularly non-deployment projects, may also be eligible for low or no cost support (to the region) through peer-to-peer assistance, training, technology transfer, State planning and research (SPR) funds, etc. through FHWA or PennDOT.

Projects, which lead to specific ITS deployment, and which are consistent with the regional ITS architecture, proceed into the TIP process for funding. In cases where there are discrepancies with the architecture, these need to be captured and documented so necessary changes can be reflected in subsequent updates to the regional architecture. These types of projects can either become stand-alone capital deployment or can be packaged as part of a wide-area deployment or construction project. These deployment projects will be required to follow a PennDOT ITS Project Delivery Guidance, which incorporates FHWA adopted systems engineering process. Using this process will ensure consistency with project definition, integration and consideration of ongoing operations and maintenance requirements. The 2009 TIP update process for each MPO/RPO has already begun and will be completed by each planning partner by July 2008.

At the discretion of each planning partner and PennDOT (District 4-0), projects may arrange pooled funding to achieve multi-jurisdictional benefit. PennDOT's Central Office may also decide to fund multiple cross-jurisdictional efforts using A-140 or other mechanisms to ensure coordinated statewide benefit. These types of pooled funding arrangements are project-specific and can be achieved when coordination and cooperation exists and the benefits of pooled or Central Office funding outweigh the administrative cost.

Federal (FHWA) funding sources potentially are able to fund traffic monitoring, management and control for continued operations of the system, freeway surveillance, incident management efforts, travel information systems and traffic signal control.

Federal funds can be used for operating costs in labor, administrative, utilities, rent and system maintenance associated with hardware and software maintenance (preventive and corrective).

For the use of Interstate Maintenance (IM) funds, eligibility is based on how "maintenance" and the Interstate Maintenance Program are defined in Title 23 (USC 119, 116). If the project is a capital improvement to the interstate highway (such as, deploying field devices to improve the highway) or involves preventive

maintenance on the devices themselves, current FHWA PA Division Office policy is that it would be eligible for IM funds.

Some of the eligible IM costs could include:

- Infrastructure-based improvements; such as, new dynamic message signs, CCTV, detectors and communication systems.
- Replacement or rehabilitation of infrastructure; such as, replacing components of dynamic message signs or CCTVs.
- Preventative maintenance on the roadway traffic management infrastructure.
- Preliminary engineering directly related to infrastructure improvements.

Federal funds from sources such as the National Highway System (NHS), Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Surface Transportation Program (STP) can be used in many cases to support the operations projects championed by planning partners and PennDOT.

Further strong consideration should be given to integrate some of the designated ROP projects into other major transportation projects and programs e.g. I-81 Interstate highway widening and bridge reconstruction.

5.2 Earmark Funds

There are some existing federal earmark ITS funds with the CTTC that are available to PennDOT (District 4-0), which could possibly be used to support some of the ROP Projects as identified, subject to eligibility and approval of FHWA and PennDOT of the Scopes of Work.

Other federal earmarks could possibly be generated on a regional basis and would probably involve partnering between stakeholder agencies, particularly, those involved with emergency and security services and economic development. There are no known federal earmark initiatives identified by the Focus group as relevant to the ROP Projects being pursued at this time.

5.3 Alternative Funding Strategies

The benefits of operations activities and programs extend beyond PennDOT and may impact many of the ROP stakeholders related missions. Opportunities exist for cooperative efforts with PennDOT and the various stakeholders to plan, fund and deploy particular assets which will be of benefit to each participant in a particular project. Efforts by each stakeholder to review the various funding sources available to them can result in identification of new sources of implementation funds for jointly developed projects. The Incident Management and Traveler Information Teams called for in projects numbered ROP 001 and ROP 009 could be a forum in which such opportunities can be identified, discussed and pursued.

This forum has particular regional relevance with respect to the federal National Incident Management Systems (NIMS) and SAFECOM, a communications program of the Department of Homeland Security's Office for Interoperability and Compatibility (OIC). Using NIMS and the OIC leverage for resources and funding could be generated through the relevant State agencies.

Easy starting points for such reviews can be found online at sites; such as, <http://www.state.pa.us> for State programs. Federal programs and other related funding sources can be found at <http://www.usa.gov>. Another related site for Federal funding is <http://www.grants.gov> that allows for subscription to a constantly updated e-mail based service at http://www.grants.gov/applicants/email_subscription.jsp. Budget changes, rate of spend

and other matters cause grant availability among programs to frequently change so current information on the status of individual programs is extremely valuable to project developers.

Appendix D contains examples of two searches done for Intelligent Transportation Systems under the Transportation and Homeland Security areas. While many of the programs listed may not be suitable for any of the specific projects listed in this report, other projects could be. Since grant program windows of opportunity are constantly opening and closing, new searches would have to be done as projects are being developed. The point being that having the various stakeholders working together creatively to implement the ROP will afford opportunities to consider a broader spectrum of funding opportunities to accomplish the objectives of this ongoing program.

Almost every transportation agency identifies inadequate funding as a major concern. At the same time, virtually every agency acknowledges that funding constraints are a major impetus for advancing operations strategies. In many cases, planners become champions for relatively low-cost operations strategies after recognizing that the discrepancy between available funds and the cost of new capital investments to maintain regional mobility is too high. However, irrespective of the source of funding that is identified for a given project, success is highly, if not totally dependent upon a 'Champion' (whether an individual, organization or agency) for the project or program to promote/sponsor with sufficient effort to achieve success.

APPENDIX A - Forum Participants

District 4 Regional Operations Forum Members

Steve Pitoniak – Lackawanna County Regional Planning Commission/LLTS
Adrian Merolli – Luzerne County Regional Planning Commission/LLTS
Nancy Snee - Luzerne County Regional Planning Commission/LLTS
Alan Baranski – Northeastern Pennsylvania Alliance
Kurt Bauman – Northeastern Pennsylvania Alliance
Rick Biery - Northern Tier Regional Planning & Development Commission
Brian Baker - Northern Tier Regional Planning & Development Commission
Sgt. Mike O’Day – Pennsylvania State Police
Keith Williams – PennDOT District 4
Marie Bishop - PennDOT District 4
Karen Russell – PennDOT Program Center
Mike Pack – PennDOT BHSTE
Jim Hunt – FHWA
Brian Langan – NEPA/Focus 81

APPENDIX B - Forum Workshop Meeting Minutes

**Northeastern Region – District 4-0
Regional Operations Plan
Operational Needs Workshop
Minutes
January 17, 2007**

In Attendance:

Brian Baker, NTRPDC
Kurt Bauman, NEPA Alliance
Marie Bishop, PennDOT District 4
Paul Browne, CTTC
Paul D. Cacciamani, Senator Mellow's Office
Edward Coar, Wayne County Planning Dept.
Gregory Cross, Synergist Technology Group
Jim Finan, PNRRA
Jeff Fuhr, PennDOT District 4
Mike Harris, PB
Jim Hunt, FHWA
Terry Johnson, PA Towing Association
Kurt Kempter, COLTS
Jerilyn Luben, PennDOT Traffic
Michael Mrozinski, Pike County Planning
Mike Pack, PennDOT BHSTE
Steve Pitoniak, Lackawanna County RPC/LLTS
Karen Russell, PennDOT Program Center
Debbie Schrader, COLTS
James W. Sharp, CTTC
Kathy Siwinski, PA Towing Assn./Johnson's Towing
David G. Smith, PE PLS, Synergist Technology Group
Joel Ticatch, Televent Farradyne
Giselle Vagnini, NYSDOT
David Williams, PEMA Eastern Area
Keith Williams, PennDOT District 4

Also Attending: Monica L. Gravine, CTTC Recording Secretary

Needs Workshop commenced at 10:30 AM.

J. Ticatch and M. Harris started the Needs Workshop with an introduction and M. Harris mentioned the Regional Operations Plan (ROP) was occurring in nine regions around the State of Pennsylvania. K. Williams gave a brief synopsis and J. Ticatch commented that P. Browne had conducted the two previous Regional Operations Forum meetings but that he would be conducting the PowerPoint Presentation for the Northeastern Regional Operations Plan Needs Workshop today along with M. Harris.

J. Ticatch discussed the background and context involved for this Needs Workshop. He listed four categories:
Context – To engage collectively with all stakeholders.
Define Operations in region
Identify Needs
Designate Task Forces

J. Ticatch defined Operations and how the Regional Operations Plan can help the problem areas in the regions.

He noted a ‘pie chart’ designating Operations and Congestion Issues broken down into the following:

Bottlenecks (40%) - happening on a daily basis, a recurring congestion

Traffic Incidents (25%) – non recurring congestion

Work Zones (10%) – non recurring congestion

Bad Weather (15 %) – non recurring congestion

Poor Signal Timing (15%) – non recurring congestion

Special Events/Other (5%) – non recurring congestion

He discussed means of improving safety stating there are 20% secondary crashes and 80% primary crashes. It is important to take care of the primary crashes foremost in order to help with the congestion, which can occur causing the secondary crashes.

He stated there were several Options to consider; such as:

Managing congestion by adding roads, car pooling, utilizing homework environments, etc.

Managing capacity, which is the focus of the ROP process.

M. Harris stated it was important to mention that TSOP is embedded in the Mobility Plan and J. Ticatch commented that two years ago PennDOT adopted the statewide TSOP. It is posted on the internet at the website www.paits.org

He stated that the TSOP has nineteen (19) Key Projects for statewide initiatives.

J. Ticatch commented that there are nine (9) Operations Regions in Pennsylvania stating that TSOP’s purpose is to ensure statewide direction and consistency, emphasizing sharing information between stakeholders, utilizing metrics, etc. ROP can take statewide directions from TSOP to right-size regional needs achieving uniformity and capabilities throughout the region with prioritization of specific needs for a given region.

J. Ticatch commented that ROP was on a 20-year planning horizon, which is a long-range plan and that this ROP session will be completed by late summer of 2007. He further commented that each ROP will be updated every two years and the projects will go forward if not completed within the two-year timetable. He also commented that PennDOT is updating TSOP in 2007.

J. Ticatch stated that all elements for ROP fit together i.e. Mobility Plan with TSOP and Architecture with ROP.

J. Ticatch stated that the ROP overview consisted of identifying roles and responsibilities for Stakeholders and the CTTC Support Team. He stated that we have gathered the stakeholders here today at this Needs Workshop to acquire input for ROP and further commented that ROP consists of seven (7) Project Tasks. We are at Task 4 today.

J. Ticatch stated that the ROP process consisted of reviewing planning documents and projects in: Kick-off Meeting/Needs Workshop. Today's process of identifying projects. Task Forces. To identify those projects and those assigned to them. Another Meeting. How do we prioritize projects and the overall game plan? ROP will then be documented in a ROP Plan.

M. Harris pointed out the TSOP slide in the presentation consisting of fourteen (14) Key Projects. TSOP was adopted in September, 2005, but the effort goes beyond architectures. It is in getting stakeholders to utilize the TSOP as a tool.

J. Ticatch inquired if any of those present had any questions. No one had any questions and; therefore, he went into the next phase of the Needs Workshop of opening up a dialogue with those present to identify operations areas and the stakeholders needs to be discussed at the workshop.

M. Harris stated that they we were considering the following three categories for discussion:
Incident Management
Work Zones (relating to bridges/building activities)
Traveler Information

J. Ticatch questioned as to what was working well with the region.

J. Finan stated that regarding Traveler Information, key corridors on I81 were good between Clarks Summit and Hazleton, but various corridors between 380 to New Jersey were lacking in information for the traveler. J. Fuhr agreed that leading to the exits in those areas more VMS message boards would be helpful.

M. Harris commented that the telephone number 511, which the FCC has allowed to be used is in the TSOP under Task 4 and that is to be implemented statewide. It will allow the traveler a tool to use to foretell what required information will be helpful enroute and for pre-trip planning. PennDOT plans to provide traveler information on the web by 2008 and via the 511 telephone number by 2009. There, too, is where VMS message boards are very helpful in indicating the number to call for more traveler information.

K. Williams also indicated that he needs more regional assistance in linking to NYSDOT. M. Harris also stated that there are Turnpike issues to consider.

P. Cacciamani concerns were with the emergency construction and bridge services information in knowing how long it would take to get that information to the public through 511.

S. Pitoniak stated that there would be a lag time and we tend to utilize local landmarks; etc. when explaining incidences; whereas, those who are not familiar with the area are at a loss. Therefore, HAR (Highway Advisory Radio) information is key with timelines and location specifics i.e. mile posts and exit numbers.

G. Vagnini stated that in NY their HAR information frequencies are not as strong as in PA and would like a better broadcasting for instance on I84 (HAR 1510, 1640 frequencies).

T. Johnson noted that more speed rate signs in work zones are needed and should be adhered to.

K. Williams commented that travel time between destinations specifically with tractor trailers is important and a goal of FHWA.

D. Williams commented that NY is concerned with evacuation planning and getting information out to the public through Emergency Broadcasting Systems (EBS). This should be linked to PEMA and traveler information should be given for the purpose of security and/or safety issues.

D. Smith stated that web services i.e. yahoo maps can be helpful for commercial sites and third party applications. J. Ticatch did state that third party information is available.

K. Bauman stated that we do have accurate information, but it is not consistent. He further commented that we have partnership problems. Roles and responsibilities need to be strengthened.

K. Bauman further commented that there is not a lead agency nor are there any protocols. M. Harris asked what should be done about this. K. Bauman stated that we should set up letters of agreements (MOUs) to PennDOT and State Police to understand the proper protocols and have it documented in writing and then have staff meetings. M. Harris commented that Harrisburg (PennDOT Central Office) has started to do this, which is right in line with K. Bauman's comments. M. Pack stated that is where MOUs comes in.

J. Ticatch questioned if this was a statewide issue as well as a regional one and K. Bauman stated that it is both statewide and regional.

M. Pack stated that the Information Exchange System (IES) will integrate data from PEMA, Department of Health, PennDOT, Pennsylvania State Police (PSP) and the Pennsylvania Turnpike. The IES project is being managed by the Office of Administration, with PennDOT providing available data from the RCRS.

D. Williams stated that NY has the GATOR system.

It was asked if the PSP were invited; whereas, P. Browne stated that they were but we did not get a response back from them even after several attempts.

S. Pitoniak commented on the Incident Management side is that the PSP are not always the first ones to arrive on the scene. We have to remember that the local responders are the ones there first i.e. Fire Department and they need to be included plus the key stakeholders in the Incident Management process. He further commented that the PSP mainly handle interstates and some times arrive late to other incidents.

J. Ticatch mentioned that there seems to be boundaries between Incident Management and sharing information. The general public comes under Traveler Information.

J. Hunt stated that we need to improve Traveler Information and Work Zone delays. Plus on the Incident Management side we need quicker clearance polices under Safety Service Patrols/Courtesy Patrols.

G. Vagnini commented that under Traveler Information the NYSDOT has a Trans Alert System that can be utilized on cell phones/pagers sending out short messages to the public. With this travelers can select corridors of interest and this has been standardized with NYSDOT. This will be eventually connected to CARS for Transcom Trips and VA -911 CAD but presently is in its first phase of development.

J. Ticatch asked how they were doing with Incident Management regarding Response and Recovery. K. Williams stated that the last two incidences went well. The last one they were involved with dealt with an oil spill where an oil truck flipped over at a main ramp going into Scranton. The clean up or recovery, length of

time of the spill itself lasted approximately twelve hours because of the nature of the incident. However, everyone (PSP, PennDOT, HAZMAT, etc.) participated fully and effectively. The City of Scranton even assisted in the clean-up phase and PennDOT was responsible in the uprighting of the vehicle/towing aspect of the incident. PSP did contact the HAZMAT people, which must be under a subcontracting company; however, they never did call PennDOT. Therefore, PennDOT was unable to place the information on the VMS/ITS boards for the Traveler.

K. Bauman commented that PSP and the 911 Center are obviously not communicating the information to PennDOT. Therefore, a protocol is required in the form of a MOU since some issues are local and not all state related. Also, the question was raised if the media sources check with PennDOT on such incidences. P. Browne commented that an underlying resource needs to be in place for this required information.

S. Pitoniak stated that he was aware of the oil spill in Scranton through the media, but the media only stated that there was an interchange problem, but gave no alternative route to take.

M. Harris stated that the Media should be involved and we should find a Media Representative and invite them to our meetings.

P. Cacciamani asked how we would get information to hospitals from various incidences i.e. chemical, etc. M. Harris stated that was a very good point and victims could be transported to a full hospital with no beds available.

D. Williams stated that in NY the PIER System seems to work well.

K. Williams stated that they have met with Regional Counter Terrorism Information Task Forces and they feel this is more of an Emergency Management Agency (EMA) issue rather than a PennDOT issue especially since hospitals do deal with emergency systems directly. M. Harris stated that we have to get into Task Forces to solve these incidences.

D. Smith commented about the major transportation issue experienced during Hurricane Katrina and Rita. Ground supplies couldn't get in to help people.

M. Harris stated that he knows that District 8 and other areas of the State are concerned with evacuation issues. D. Williams stated that NY is very concerned especially with New York City, etc.

J. Ticatch redirected the workshop to weather issues. G. Vagnini inquired if PA had Road Weather Informations Systems (RWIS). J. Ticatch stated that we do have one somewhat. School Districts have concerns regarding communications with PennDOT with road conditions pertaining to busing the children. He further commented that statewide we have maintenance challenges with RWIS.

K. Williams stated that motorists want to know road weather conditions and each area varies. NOAA was to provide weather information to ground level, but this hasn't been done yet.

J. Ticatch stated that we need to report to travelers the weather conditions. K. Williams stated that we do put advisories on VMS Boards, etc. but people still call PennDOT for further information for their area.

M. Harris inquired if people were calling in for Commuter Transportation issues regarding weather. K. Bauman stated that there wasn't any quick references (emails) from District 4, District 5, etc. Maybe it would be a good

idea to use the Homeland Security color code in emails to designate the level of emergency for weather incidences. He stated that presently the level is not distinguishable.

P. Browne stated that public expectations to travel have changed from the past. No matter what conditions the roads are in, some people will still travel. G. Vagnini stated that we need to have more detailed information to travelers' specific routes.

S. Pitoniak commented that he felt this travel information guide would be very difficult since areas differ from town to town and PennDOT can't adequately assist everyone.

M. Harris stated that businesses are looking for more information and K. Bauman stated that some of those businesses have been to meetings to discuss the situation and they do listen to weather reports.

M. Harris asked if we could use Rangers.

D. Smith stated that a lot of technological advances could go into a framework for future issues.

P. Cacciamani stated that this would be an educational process in educating the traveling public so they understand the process.

We need to be dealing with point of entry for Commercial Vehicle Operators (CVO) and County 911 Center's Coordinator. J. Ticatch stated that we need to add this to Traveler Information.

J. Ticatch asked about Work Zones. K. Williams stated that PennDOT is very concerned with various Work Zones i.e. lane closures, bridge closures, construction activity. We can use ITS components to reroute traffic

J. Ticatch asked if we needed to work on this area in the region. J. Finan thought it would be a good idea to do so.

S. Pitoniak stated that the present Red and Blue Detour information is not understood by the public. We should start using it more in non-emergency issues so when emergency issues occur, the public knows what to do.

K. Bauman stated that Work Zone issues are more controllable than other issues.

T. Johnson suggested that PennDOT needs to educate the public more on Safety Work Zone issues. Suggestions such as headlights and wipers (when warranted) should be on and should be enforced. Also, PennDOT should sponsor First Responders for a short-term work zone (up to 12 hours).

M. Harris commented that there is a Pilot Program being done now in Dubois in the Philadelphia area coordinating signals. D. Smith stated that this should be done.

M. Pack asked K. Williams how quickly is PennDOT informed regarding a work zone issue. K. Williams stated that it could be better. J. Fuhr commented that it depends upon which County is calling. K. Williams added that being informed in a more expedient manner has improved and those involved are not so hesitant to contact us after hours as they were before.

M. Pack asked K. Williams what level they were at regarding special events in coordinating traffic. K. Williams stated that PennDOT has improved and they started with Montage rebuilding the interchange and

traffic flow is much better. Most of the events have not generated large congestion problems where we have VMS Boards available. He further commented that promoters, prior to their events are requested to fill out information sheets and forward them to PennDOT referencing the time of their events to ensure we have adequate amount of police available, etc. However, if there is a concert and a ball game occurring at the same time, that is a problem.

J. Finan interjected into the meeting that there would be an event at Steamtown at 3 PM today promoting the passenger train from Scranton to New York requesting opinions from the general public by filling out inquiry cards as to how they would view this endeavor.

K. Williams commented that we need a Point of Entry Weight Station on I84 on the New York border and I81 on the New York border.

D. Smith stated that relating to Work Zones there is an inconsistency with merging lanes and people jockeying for positions.

M. Harris stated that we need to develop Task Forces i.e. Incident Management, Traveler Information, Foundational Elements and Media Contact for Traveler Information.

Signals and Work Zones would fall under Incident Management.

The group agreed that Incident Management and Traveler Information would be the two task forces in this region.

G. Vagnini stated that MOUs in the NY area is paramount with partners in the TMC. Important to develop relationships in multiple levels, which should be focused on. P. Cacciamani stated that this needs to come from the top level and K. Williams agreed. M. Harris stated it has to be both from what he hears from Central Office.

K. Bauman stated that PennDOT, PSP and the 911 Center needs to work together.

J. Finan stated that he could contact Tommy Dubas who is affiliated with 911 Centers and invite him to our meeting.

Note: Task Force Regional Operations Plan sheets for Incident Management and Traveler Information were distributed to those present to sign up for one or both of the task forces mentioned.

Both J. Ticatch and M. Harris thanked everyone for attending and reiterated the objective for the completion of the Regional Operations Plan in this period is the Summer of 2007.

No further business, the Needs Workshop adjourned at 12:30 PM.

These meeting minutes were prepared to serve as the official, documented account of the meeting that was conducted on January 17, 2007. Any revisions or additions to these meeting minutes should be sent to my attention within two (2) weeks of their receipt. At that time they will become the final official versions of the meeting.

Thank you for your attention to this matter.

Sincerely,

Paul Browne
Executive Director
CTTC

cc: Attendees
 Invitees who could not attend

**Northeastern Region – District 4-0
Regional Operations Plan
Operational Projects Workshop
Minutes
June 5, 2007**

In Attendance:

Kurt Bauman, NEPA
Rick Biery, NTRPDC
Paul Browne, CTTC
Karen Dussinger, PennDOT
Steve Fisher, PennDOT (District 4-0)
Robert Flanagan, Lackawanna County EMA
Jeff Fuhr, PennDOT (District 4-0)
Kurt Kempter, COLTS
Hugh McGowan, PennDOT Central
Michael Mrozinski, Pike County Planning
Sgt. Mike O'Day, PA State Police
Mike Pack, PennDOT BHSTE
Steve Pitoniak, Lackawanna County RPC/LLTS
Karen Russell, PennDOT Program Center
Debbie Schrader, COLTS
James W. Sharp, CTTC
John Skumanick, DeNaples Auto Parts
Nancy Snee, Luzerne County RPC/LLTS
Thomas Walter, PennDOT (District 5-0)
David Williams, PEMA Eastern Area

Also Attending: Monica L. Gravine, CTTC Recording Secretary

Regional Operations Plan Second Workshop Meeting commenced at 10:00 AM.

P. Browne introduced himself and attendees did as well. He informed all present that K. Williams was unable to attend, but J. Fuhr would be attending in his place. He asked if J. Fuhr had any comments and J. Fuhr informed that K. Williams asked him to attend in his place in the event any questions were posed to him.

P. Browne went over the timeline of the Regional Operations Plan (ROP) with the first draft plan going to the Planning Partners near mid-June, 2007, a final draft near the end of June, 2007 and by mid-August, 2007 a completed ROP presentation to the Planning Partners.

P. Browne informed all present that an Agenda and the Prioritized Project List (copies were distributed, also) were e-mailed to everyone prior to the meeting with the goal of voting on the prioritized list today.

P. Browne began conducting the PowerPoint Presentation (copies of it were distributed) for the Northeastern Regional Operations Plan Second Needs Workshop Meeting for PennDOT (District 4-0).

J. Ticatch wanted to make a few comments. They were as follows:

Parameters used – Standardize process statewide.

Project Descriptions – Need to tighten up statements and discuss as we review.

Prerequisites and Dependencies – Require relationship to that project to other projects proposed.

Performance Measures – Now being tackled statewide, but looking for concrete objective measures on how we are accomplishing tasks i.e. travel time – how long over time to move from Point A to Point B. Hopefully, improvement will be seen soon for travel time and travel time reliability.

When we get into Incident Management – Response time regarding an incident after an occurrence and how long to restore order afterwards.

Estimated Costs – To be mindful of the project as a one-time cost. Should distinguish between capital outlays and annual maintenance.

Other Considerations/Issues

Possibly manpower to support program.

24/7 activities being the goal for this region.

At 10:15 AM, P. Browne began to read each of the Project Numbers and Descriptions & Scopes on the list and prefaced to have anyone comment with any questions as needed.

Project ID: ROP 001 - Establish Incident Management Team

S. Pitoniak commented that Local EMS and EMA were omitted from the Key Stakeholders' section.

M. Pack questioned that the areas mentioned were too generalized and should focus more on heavy volume areas or areas prone to incidents. P. Browne specified that the areas would be interstates I-81, I-84 and Route 380 as well as the PA Turnpike, etc. J. Ticatch commented that if our focus is on the interstate system that needs to be specified. J. Sharp stated that areas change according to seasons, etc. K. Bauman stated that we should take into consideration existing statistics and data concerning incident occurrences. P. Browne mentioned that was a very good point and it should be discussed during the first meeting of the group. D. Williams commented that there is already a standardization of process in place for Incident Management. J. Sharp stated that if he was referring to NIMS and SAFECOM, he had to agree. Interoperability to responders is a main issue for the NIMS program and it should be in this report. M. Pack agreed with J. Sharp and further commented that statewide NIMS training program is currently being planned.

S. Pitoniak was confused in that it seemed we were focusing on interstates only. Can't only focus on interstates when alternate routes i.e. 315, etc. need to be considered. P. Browne commented that we didn't emphasize either venues as of this time but should look at interstates as well as local U.S. and PA routes. S. Pitoniak agreed. J. Ticatch commented that we should follow up on S. Pitoniak's suggestions.

Project ID: ROP 002 – Establish Incident Management Procedures

J. Sharp suggested NIMS and SAFECOM need to be inserted and S. Pitoniak stated that Local EMA and EMS as well.

J. Ticatch stated that TSOP-05 focuses on regional as well as local. M. Mrozinski commented that it would be appropriate to have an individual office to handle this and noted that PennDOT is always listed as the 'Lead Agency' specified on the Projects. J. Sharp stated that we could have PSP and others on these, also. P. Browne stated that there aren't any designated groups for each project at this time and J. Ticatch further commented that

it wasn't the intent to be solely PennDOT Central. We need to find a way to integrate others into the process. M. Pack stated that we should also list 'Co-Lead' on the Project Form(s).

J. Sharp stated that PennDOT is listed as the 'Lead Agency' due to their source of funding according to J. Hunt during our last meeting. J. Ticatch offered that various other agencies could be 'champions' in these projects as well. S. Pitoniak stated that it is important to view the entire system. J. Sharp that we could list 'Co-Lead' and/or 'Co-Champion' along side of PennDOT. M. Pack requested that be done and to list "Focus 81" along side of PennDOT and asked K. Bauman if that could be accomplished and he said it would.

J. Ticatch suggested highlighting those agencies that are designated champions for each project i.e. two per project would work fine.

Project ID: ROP 003 – Establish Incident Management Communications

J. Sharp stated that NIMS and SAFECOM should be written in. K. Bauman agreed and stated it should be for the first three projects.

D. Williams stated that this is different and R. Biery commented that we need more MOUs or MOAs with NY State regarding frequencies/communication and should be noted under Description & Scope. Mutual aid or mutual agreement should be addressed and should be addressed with all the projects.

P. Browne asked if the Stakeholders listed were correct. All agreed they were. J. Sharp stated that he would add EMA and EMS to the Key Stakeholders' section.

D. Williams stated that the communication plan needed to be more specific so that everyone would know which channel to utilize. J. Ticatch stated that we would need to disseminate information to the Traveler Information sources and that data that comes out of the process would be shared with Traveler Information personnel. P. Browne added that in turn it would be shared with the public. It was remarked that is something that EMA could handle in relaying information to various radio stations, etc. J. Ticatch further commented that this didn't have to be solved immediately, but the actual information does have to reach the public because an informed public can be part of the solution.

Sgt. O'Day remarked that we appear to be running in circles. NIMS is a federal and state procedure already in place and doesn't need to be redone. J. Sharp stated that however we do need agreements or memorandums of understanding. He further mentioned that we need solutions for protocols and procedures and reinforce it with an increase in the infrastructure. P. Browne stated that our goal is to have other Stakeholders involved so we don't run in circles. Sgt. O'Day wants the Incident Management Team to discuss this first before the process begins. P. Browne understood and stated that early communications are necessary and we could expand as needed.

Project ID: ROP 006 – PennDOT District 4-0 Traffic Management Center (TMC)

M. Pack stated that the kick-off meeting for the TMC Design Project was held recently. M. Mrozinski asked if that would be at PennDOT (District 4-0) and M. Pack stated that it would be.

It was remarked that 'staff' was omitted from the Project Description and Scope. Under Performance Measures, S. Pitoniak stated 24/7 should be listed at PennDOT (District 4-0). J. Fuhr stated that PennDOT (District 4-0) could accommodate 24/7 now. K. Bauman asked if the PennDOT (District 4-0) staff overlaps their hours now. J. Fuhr stated that the daily level of hours worked is 7.5 hours with no overlap in a work period. K. Bauman stated PennDOT (District 4-0) should be operating at 12/7 with emergency responders. S. Pitoniak commented

that needed to be recognized now and inputted into the Project. J. Sharp mentioned that in the Estimated Costs section the \$500,000 did not include 24/7 operations and he would have to recalculate it accordingly. P. Browne asked, “If it is the intent of the group that 24/7 should be listed as a goal to be reached?” The group agreed and J. Sharp stated that he would refigure the cost.

J. Ticatch commented that in the Project Description and Scope section we should specify 24/7 operations, identify costing associated with it and stop the gap for under 24/7. Under Prerequisites and Dependencies, we should require this to be achieved over the next several years. All agreed.

P. Browne mentioned that in the Project Description and Scope section it does state, “To develop, implement and maintain a functional and up-to-date Traffic Management Center (TMC) at PennDOT (District 4-0) facility in Lackawanna County”. We could add ‘staff’ to that with a goal of achieving 24/7 over the next several years. All agreed.

Project ID: ROP 009 – Establish Traveler Information (TI) Team

P. Browne asked if there were any comments. He stated that this is the other key interest area, Incident Management being the first. There is some overlap now but as we incorporate other Stakeholders, a separate group will be needed.

J. Ticatch made a general suggestion that we are not explicitly mentioning roadways or transit.

M. Pack stated that the Media should be added to the Key Stakeholders’ section and K. Bauman requested, also, adding bus companies i.e. NJ Transit.

There were no further comments.

Project ID: ROP 011 – Traffic Data Characteristics

P. Browne commented that this Project would inform and better communicate with the public.

J. Ticatch specified it should be more explicit in the following ways:

Identify possibility of improvements

Access performance

M. Pack stated that travel times should be inserted in the Project Description & Scope section.

J. Ticatch stated that TSOP-16 is mentioned in the Pertinent TSOP Projects section, but it should also be placed in the Prerequisites and Dependencies section for the purpose of setting up a statewide archive. It seems that we need to improve traffic data in our region. M. Mrozinski stated that it seems like we are changing more to a planning aspect. Whereas, J. Sharp stated that it is a deployment of hardware to give data to planning groups as required. P. Browne mentioned it is a collection of data and M. Mrozinski commented that collection of data is not noted in the Project Description & Scope. P. Browne informed him we would add it to that section.

Project ID: ROP 010 – Regional Traveler Information (TI) Plan

P. Browne read through the Project Description & Scope section and no one had any comments.

Project ID: ROP 004 – Preplanned Detour Routing

S. Pitoniak mentioned that an earlier discussion on this project indicated that we would have to deploy equipment prior to incidents. He further commented that he had spoken with K. Williams about the matter and

suggested having storage boxes set up in certain areas where equipment could be easily accessible and ready when required. J. Ticatch commented to include Mobile ITS Units and J. Sharp mentioned Variable Message Signs (VMS). J. Ticatch suggested it should be more specific. M. Mrozinski stated that we need interstate crossovers for fire and emergency responders, which would make a tremendous difference in response time. P. Browne commented that we could place that information in the emergency policies and procedures area. P. Browne stated that we will add a requirement for additional roadway crossovers and K. Bauman stated that coordination would be key. D. Williams also mentioned that traffic signals would have to be adjusted and J. Sharp mentioned that we would require a Memorandum of Agreement from local sources for that to occur.

Project ID: ROP 005 – ITS Equipment Gap

P. Browne read through both the Project Description & Scope section as well as the Technology Components section. M. Pack mentioned that we need to clarify that it should read Highway Service Patrol and not Highway Safety Patrol.

M. Mrozinski commented on the Estimated Schedule section as reading 5 to 10 years and this project would actually be an ongoing one. Therefore, P. Browne stated we should allow it to read 0 to 10 years or just list as 'ongoing'. J. Sharp stated that we could state where certain areas need to be costed. M. Pack mentioned that the current estimate is too low and needs to accurately reflect the ITS device needs in the region. J. Sharp agreed to amend the Estimated Cost.

J. Ticatch noted that we haven't been looking at the Benefits Section thus far and we should have language in there specifying a more-rapid incident performance.

Project ID: ROP 007 – Event Venues Traffic Management Plan

P. Browne read through the Project Description & Scope section and Sgt. O'Day mentioned that there was a parking problem issue, etc. at Montage with the various venues last Saturday evening due to several events occurring simultaneously. He stated that this should not be a PennDOT issue. It should be the venue's personnel's responsibility.

J. Sharp mentioned that we need to place mobile signs up to manage events and actually have Variable Message Signs (VMS) and cameras in place before an event to direct traffic accordingly. The issue is to allow for better planning by placing more signs, etc.

K. Bauman commented that when the volume of traffic is too high, we should be shuttling people and thought this was what was going to be done for this Project ID ROP 007. J. Sharp mentioned that more cameras and mobile units are required and T. Walter stated that in PennDOT (District 5-0) we coordinate this by meeting with venue personnel prior to an event. We may even require more message boards for them to provide, but a meeting needs to be set up prior to any event. Therefore, the responsibility leans more toward the private sector. Thus, the Lead Agency should read Public/Private Partnership and not PennDOT. J. Ticatch agreed and said that we need to rewrite this to read as suggested. Also, shuttle buses are a transit issue. K. Bauman stated we could have shuttle buses but from where would they originate. That is the responsibility of the municipality and the venue personnel, not PennDOT.

K. Kempter mentioned the other option would be to purchase more land to accommodate everyone and N. Snee asked if that would be the responsibility of the municipality to purchase the land. K. Kempter stated that was correct. P. Browne mentioned that all of this had to be considered as i.e. Montage was planned and developed.

However, K. Kempter mentioned that the infrastructure is already in and now doing it piece meal would be more costly. D. Williams commented that this should be done in the planning stages for all events.

N. Snee said presently that there is no consideration between venues and PennDOT. N. Snee stated that a meeting needs to be held with all venues prior to the season to coordinate everyone's events. J. Ticatch agreed that this needs to be required.

Project ID: ROP 012 – Service Patrols

P. Browne read through the Project Description & Scope section and no one had any comments.

Project ID: ROP 008 – Quick Clear or Clear-The-Road Program

M. Pack mentioned that the Co-Leads for this project should be the PA State Police and PennDOT. D. Williams questioned the 'incident and emergency event on the roadways', stated in the Project Description & Scope section. J. Sharp commented that it could be a Hazmat situation or require a towing company to clear a roadway. P. Browne stated that we were trying to be as broad as possible with regards to the wording. K. Bauman stated that it seems like it is almost the same as Incident Management procedures. J. Sharp mentioned it is part of it. Sgt. O'Day stated that we need to have it stand alone for funding purposes. K. Bauman agreed but it will come up with other projects.

NOTE: At noon all present by a show of hands voted unanimously for the Projects with the changes discussed at the meeting and to resend them to all within ten days with said changes.

P. Browne reiterated that a draft plan would be accomplished around mid-June and a final draft sent near the end of June, 2007. The final draft would be submitted in August, 2007.

J. Ticatch stated to be cautious on the June schedule as to not rush it and that a September timeframe would be acceptable.

N. Snee mentioned that they have meetings scheduled on June 13th and June 26th and Northern Tier mentioned they have meetings scheduled on July 9th and August 13th. Thus far, they did not have schedules for September, 2007.

P. Browne presented an overall ROP Process Review and with that thanked everyone for coming and appreciated their inputs into the process, which was very helpful.

No further business, the Regional Operations Plan (ROP) Second Needs Workshop Meeting adjourned at 12:05 PM.

These meeting minutes were prepared to serve as the official, documented account of the meeting that was conducted on June 5, 2007. Any revisions or additions to these meeting minutes should be sent to my attention within two (2) weeks of their receipt. At that time they will become the final official versions of the meeting.

Thank you for your attention to this matter.

Sincerely,

Paul Browne
Executive Director
CTTC

cc: Attendees
 Invitees who could not attend

APPENDIX C – Task Force Meetings Summaries

Northeastern Region – District 4-0 Regional Operations Plan Incident Management Task Force Meeting Minutes March 20, 2007

In Attendance:

Brian Baker, NTRPDC
Paul Browne, CTTC
Tom Dubas, Lackawanna County Dept. of Emergency Services
Jim Finan, PNRRA
Jeff Fuhr, PennDOT District 4
Terry Johnson, PA Towing Association
Jerilyn Luben, PennDOT Traffic
Leo McGowan, CTTC
Michael Mrozinski, Pike County Planning
Sgt. Mike O’Day, PA State Police
Mike Pack, PennDOT BHSTE
Steve Pitoniak, Lackawanna County RPC/LLTS
James W. Sharp, CTTC
Nancy Snee, Luzerne County PC
Joel Ticatch, Televent Farradyne
Doug Tomlinson, PennDOT BHSTE (via conference call)
Laurene Urbanovitch, PennDOT Traffic ITS
Andy Wascura, DeNaples Auto Parts
Keith Williams, PennDOT District 4

Also Attending: Monica L. Gravine, CTTC Recording Secretary

Incident Management Task Force Meeting commenced at 10:05 AM.

P. Browne initiated the meeting with introducing himself and the attendees did as well. He began conducting the PowerPoint Presentation (copies distributed) for the Northeastern Regional Operations Plan Incident Management Task Force and mentioned that an e-mail would be forwarded to all regarding the next Incident Management Task Force meeting for April 30, 2007.

After discussing the various slides of the presentation, P. Browne directed the attendees’ attention to D. Tomlinson who proceeded with his portion of the presentation via conference call.

D. Tomlinson conducted his Statewide Operations portion of the PowerPoint Presentation beginning with the nineteen (19) projects of the State that would directly or indirectly affect the Incident Management Task Force. He highlighted the efforts of this ROP in stating that the TSOP needs more manpower and financial resources in order to accomplish everything intended.

D. Tomlinson commented that PennDOT has various operations in and around the Commonwealth of Pennsylvania and some are running 24/7. Other Districts are 'on-call' for this. The other Districts have basically 7:00 AM to 3:00 PM service and PennDOT is trying with the assistance of the Transportation Systems Operation Plan (TSOP) to detect needs to be done statewide. ITS is integrated into many Districts throughout the Commonwealth, but the software packages differ in many of them. This is an issue. Therefore, much needs to be accomplished for a more widespread statewide service.

D. Tomlinson mentioned that Incident Management is a concern with the agencies within the Commonwealth of Pennsylvania e.g. PEMA, 911 Centers, Pennsylvania Turnpike, etc. They are all dealing with the same situations as PennDOT; however, with TSOP it opens possibilities to join forces in order to make it work. TSOP-9 (STMC and TMC's - Traffic Management) is able to assist a great deal with such efforts; however, what devices are required to make this happen? PennDOT Central will work with the Districts statewide and try to assist the various regions to obtain the necessary devices required.

He further commented that TSOP-2 (Road Closure Reporting System (RCRS)) is a foundational tool. This RCRS is critical for PEMA and 911 Center. Until recently, PennDOT never had this tool. For example, since the Valentine's Day storm, we have been at PEMA five times in the past month. The goal is to be able to share this information with the Districts and public.

D. Tomlinson stated that Geospatial Analysis of Threats and Incident Reports (GATIR) was developed to pull information from various information sources i.e. PEMA, Pennsylvania Emergency Incident Response System (PEIRS); but, we need to build more on to that information tool. Hopefully in the future, the traveling public will be able to ascertain their required information electronically.

D. Tomlinson commented on the RCRS Map slide presented. The red specs on the map signified closures, offering a great visual tool for each agency to see, i.e. PEMA, and detect critical hot spots.

D. Tomlinson further explained that TSOP-1 (Inter-Agency Incident Reporting System (IRS)) through the Office of Administration will get information out through message boards, CCTV cameras, etc., with GATIR connecting the agencies together. PEMA, Pennsylvania State Police (PSP) and various other entities are doing their individual operations, and we want to be able to coordinate everyone together to eliminate duplication of efforts as he indicated on the specified map.

He commented that PennDOT statewide is trying to consolidate TMC operator functions by utilizing the software package in PennDOT (District 11-0). However, PennDOT statewide is hoping to get all information out through the GATIR system so that each individual entity will utilize GATIR only. He further mentioned that this afternoon B. Pento will discuss with the Traveler Information Task Force the 511 System, which is a phone-based system. This system will allow access via phone or through an Internet website. This 511 System is an internal network tool, which is required in order to share information with the public. However, before submitting it to the public, we need to insure that all information disseminated is correct and accurate.

D. Tomlinson directed the attendees attention to the GATIR Map, which specified a number of H's (Hospitals) for the purpose of assisting the public in times of critical situations. He further commented that once everyone is connected with this GATIR system, we will better serve the public by enabling all to view on the same screen, at the same time, all hospital, road closures' information, etc.

He further mentioned that it would take 1-½ years for TSOP-9 (STMC and TMCs) to have the capability to enable functionality on a 24/7 basis and stated that he has met with all PennDOT Districts and related

organizations to come up with a statewide strategy for the Commonwealth of Pennsylvania. He stated that temporarily they came up with a short-term goal for operations and established further long-term goals for 24/7 operations with ITS, etc.

He discussed ITS field devices and a list of potential environments regarding the functionality of 24/7 operations. Presently there are three regional Traffic Management Centers that have this. One is in the Western part of Pennsylvania in Pittsburgh, another in Central Pennsylvania in Harrisburg and the other one in Eastern Pennsylvania in Philadelphia.

Another avenue to consider is the development of these capabilities, the need for a strategy to deploy ITS devices statewide, i.e. more camera coverage at various interchanges. Through statewide and regional venues, PennDOT needs to be able to provide information via message boards, etc. for road closures and the like.

He further commented on the Functions and Operational Environments slide consisting of various colored boxes of red, yellow and green to illustrate the potential effectiveness to control the operational environment. PennDOT is hoping for a fully functional GATIR system with effective 511 capability on both phone and website in order to communicate with the public and other agencies in the not too distant future.

D. Tomlinson reported that the TSOP-3 (Interstate Incident Management Program) is where the field operations are critical. PennDOT is currently working on a development plan with regards to where ITS equipment needs to be, in order to allow better assessment and communications. He further commented that ITS equipment i.e. CCTV cameras, message boards, (RWIS) need to be revamped to give more effective communication. However, due to limited funding for ITS of only \$22 million per year statewide, we are limited as to what can be accomplished in a given time. The state is overlaid with regional ITS devices and more needs to be done. Presently, he commented that we are working with the Transportation Funding Reform Commission for Incident Management, ITS field devices, etc.

Note: D. Tomlinson concluded his portion of the presentation at 10:45 AM.

At this point, P. Browne continued with his portion of the presentation on Regional Needs concerning PennDOT (District 4-0) ITS assets, TMC, additional VMS for detours purposes and future projects. He revisited the reason for the Task Force Meeting and how through the ROP Needs Workshop in January and with the help of the stakeholders present we have come to the point where we are meeting today. He commented that at the next Task Force Meetings both in the Incident Management and Traveler Information sectors we would be discussing and beginning to prioritize projects.

M. Mrozinski commented that we need a set of agreed procedures and protocol for each agency involved in Incident Management and each agency should be informed of what that protocol consists of both locally and regionally.

J. Ticatch stated that TSOP-5 protocol is at the statewide level but we need to define protocols locally and regionally.

K. Williams stated that within PennDOT, Incident Management comes under two different categories. Snow incidents and road closures. PennDOT during snow events, handles snowplowing, etc. but is not allowed to handle traffic management regarding road closures. Therefore, we may possibly need a private company for road closures. Plus, another factor to be considered is the Fire Department and the Ambulance Service for the critically injured. However, PennDOT is available for road closures, outside of snowstorm events.

M. Mrozinski commented that 1-½ hour response time from an appropriate agency is not adequate and in Pike County, which is a small area is one thing and difficult enough, but what about larger areas with more people. That is a definite problem.

J. Sharp stated that communication is a problem. Priorities are not defined. In rural areas ROP needs to be more developed and National Incident Management Systems (NIMS) funding would be helpful for fire and local police departments, but they would have to comply with statewide requirements.

S. Pitoniak commented that PennDOT should look at pre-deploying vehicles to get ahead of incidents. He stated that for example with the Valentine's Day storm, EMA saw more traffic going on Route 6 then exiting it. Subsequently, more information is required.

Sgt. O'Day commented that 911 should be at the top level of communications. Adding that most people will call 911 for assistance when an incident occurs and that has to be in the policies and procedures.

J. Sharp stated PennDOT is at risk if they can't identify the needs at hand and that more CCTV cameras, etc. are required to enhance the information flow infrastructure in order to achieve a quicker reaction time.

Sgt. O'Day commented that the PSP contacts PennDOT and PennDOT sends someone out to verify the situation/incident.

T. Dubas stated that we could do simple, basic things now. He further commented that presently 911 is being contacted first and then 911 has to give the caller PennDOT's number. Those calls should go directly to PennDOT. There are communication problems between the various agencies. He questioned as to why we couldn't have had a conference call, open lines with various agencies to address the incident. ITS assets, etc. would be all a great idea for the future, but we need something now to utilize. J. Ticatch stated that this is a great concept because teleconferencing is very cost effective.

J. Ticatch mentioned that we need to identify and add sections to this ROP to see what various region's needs are and see what operational procedures are needed in those areas. This all points to getting procedures and processes in place.

Sgt. O'Day mentioned that K. Williams addressed the issue of hiring an outside private company to take care of different PennDOT issues. Sgt. O'Day stated that he feels it would be best instead to utilize that outside private company funding and give it to the Fire Department (volunteers) and other sectors that are already aware of what needs to be done, but are not compensated for their involvement. He further stated that the infrastructure is already there, but needs to be categorized i.e. cones, etc.

M. Pack stated that Incident Management trailers do have cones, etc. but are awkward to maneuver around. There are other varieties of tools for first responders and PennDOT is looking into these.

T. Johnson elaborated on a 'quick-win' concept and distributed TRAA Vehicle Identification Guide charts. She further mentioned that there are training tapes available in addition to these charts. If anyone was interested, contact her. These charts are used as an informational tool needed to correctly dispatch towing and recovery units when an incident occurs.

K. Williams stated that PennDOT, ITS or Incident Management can identify issues and the towing companies can do other things. Pre-planning of wrecker availability would support Incident Management.

J. Ticatch commented that we are not going to solve everything today but we are here to address incident detection and validating same detection to see how quickly we are able to process things. We can control our response and give additional information to the public.

P. Browne stated that it is important to communicate with the public. He further commented that the overall goal of Incident Management is to make incidents as small as they can be and avoid any further incidents, if possible.

K. Williams commented that it would be helpful to PennDOT to alert the public to establish a criteria of how long a road will be closed especially in the event of fatalities, etc. One objective would be to see if it were worth implementing a detour route. This is where guidelines for a best timeline would be effective and where policies and procedures are once again important. On a side note, K. Williams did comment that he was very impressed regarding the quick service on behalf of the towing companies in removing vehicles from the previous storm.

J. Sharp questioned if both K. Williams and Sgt. O'Day meet quarterly to discuss such incidents. K. Williams stated that they do not meet quarterly.

P. Browne commented that the key TSOP areas for Incident Management are:

- Inter-agency Reporting
- Interstate-agency Reporting
- Incident Management Processes and Procedures
- Roadway Weather Management
- STMC & TMCs

P. Browne commented that the FHWA workshops are conducted to assist in communication and training and maybe, J. Hunt could elaborate on this.

J. Ticatch stated that these components exist already; however, they need to be implemented by formalizing procedures at a minimum in order to save time.

P. Browne asked the following questions:

Who is usually on the scene of a particular type of incident first?

What type of information do the stakeholders need to do their jobs easier?

Who has the information that you need?

T. Dubas responded that location is the biggest problem; however, we are utilizing a wireless procedure, which assists more accurately in locating incidents and is very helpful for police and fire personnel.

K. Williams stated that PennDOT has one-tenth mile markers on the roadways and are planning to erect more with explicit directions i.e. north, south in order to make it easier for the public when identifying the location of an incident. More ramp numbers, etc. are other real issues, which need to be addressed.

J. Sharp stated that contacting 911 in rural areas i.e. Pike and Susquehanna counties is where wireless doesn't work. Is it getting any better? Route 6 may be getting a little bit better but Pike County is still in Phase I; whereas, Wayne County, Susquehanna County, etc. are in Phase II. Alternative routes/detours (blue/yellow)

signs need to be upgraded for motorists especially who are unfamiliar with the area of travel. He concluded by stating that this was primarily an observation on his part.

K. Williams questioned if D. Tomlinson was still on the telephone conference line and D. Tomlinson stated affirmatively. K. Williams asked D. Tomlinson if all detours will be electronically inputted because it is difficult to keep the one-tenth mile markers erected. D. Tomlinson stated that they will be; however, may have to change detours as situations warrant.

M. Mrozinski stated that he was concerned with detour information on local routes in their area.

J. Ticatch suggested that this is a project to add as a subsidiary to this ROP regarding a detour plan. M. Pack stated that PennDOT should define the detour routes, which are to be implemented. K. Williams stated that J. Fuhr can e-mail CAD information to the various media, etc. to assist the public.

T. Dubas questioned if the State Police notify local police of road closures, etc.

T. Johnson stated that it would be advantageous to distribute state and county maps to the public at Welcome Centers.

S. Pitoniak stated that we need to be reminded that not only interstates are impacted by this; but, also, local routes (subsidiary roads), which need to be taken into consideration with our policies and procedures.

J. Ticatch stated that the Statewide Device Locator Map from D. Tomlinson's presentation would be helpful in a regional manner but information is required to ascertain where these devices should be implemented. D. Tomlinson stated that we definitely would need more devices than funding availability would allow. Therefore, we would need to select those areas, which were most prone to require these devices.

T. Johnson questioned if PennDOT decides where the detour signs should be. K. Williams stated that PennDOT is the deciding factor.

P. Browne asked the stakeholders beyond these categories of Incident Management what could be identified. J. Ticatch stated that we have identified a couple of 'quick-win' projects.

M. Mrozinski stated that TSOP-5 is the reason for him attending these meetings so that we can agree on protocols to follow. He stated that volunteerism is a helpful criterion but we need it resolved and feel this process will help especially in that area.

J. Ticatch suggested that we select a prototype for a region and customize and standardize it. He further commented that possibly two prototypes would be a sufficient way to begin to tackle the TSOP-5 situation.

P. Browne concluded his presentation by stating that we will take all the information inputted today, compile the Minutes and disburse them and draft some projects to be discussed for the next Task Force meeting on April 30, 2007. At that time, we will discuss more projects i.e. 'quick-win' projects and then prioritize them at the next Needs Workshop in June, 2007. From there we will submit our findings to them and the ROP will be submitted for adoption in July, 2007. The ROP process is flexible and we are aiming for the 2009 TIPS. The regional partners will meet in July, 2007 and by August, 2007 the ROP will be finalized. What is not accomplished in this cycle of ROP will go into the next cycle.

J. Ticatch thanked everyone for coming and for their assistance and questioned if there was anything else that needed to be discussed.

K. Williams questioned T. Johnson if towing companies can be contracted and stationed in certain areas during storms or other such emergencies. T. Johnson stated that whoever requests towing capabilities has to pay for the services.

No further business, the Incident Management Task Force Meeting adjourned at 12:00 PM.

These meeting minutes were prepared to serve as the official, documented account of the meeting that was conducted on March 20, 2007. Any revisions or additions to these meeting minutes should be sent to my attention within two (2) weeks of their receipt. At that time, they will become the final official versions of the meeting.

Thank you for your attention to this matter.

Sincerely,

Paul Browne
Executive Director
CTTC

cc: Attendees
 Invitees who could not attend

**Northeastern Region – District 4-0
Regional Operations Plan
Traveler Information Task Force Meeting
Minutes
March 20, 2007**

In Attendance:

Brian Baker, NTRPDC
Paul Browne, CTTC
Jim Hunt, FHWA (via conference call)
Kurt Kempter, COLTS
Leo McGowan, CTTC
Mike Pack, PennDOT BHSTE
Bob Pento, PennDOT BHSTE (via conference call)
Debbie Schrader, COLTS
James W. Sharp, CTTC
Joel Ticatch, Televent Farradyne
Keith Williams, PennDOT District 4

Also Attending: Monica L. Gravine, CTTC Recording Secretary

Traveler Information Task Force Meeting commenced at 12:45 PM.

P. Browne introduced himself and attendees did as well. He informed all present that he conducted the Incident Management Task Force Meeting this morning and noted some attendees at that meeting were still present. He commented that both Task Forces would get together at a later date. He stated that both B. Pento and J. Hunt were attending this meeting via conference call.

P. Browne began conducting the PowerPoint Presentation (copies of same were distributed) for the Northeastern Regional Operations Plan Traveler Information Task Force and mentioned that an e-mail would be forwarded to all regarding the next meeting to be scheduled on April 30, 2007 for this Task Force. After discussing various slides of the presentation, P. Browne directed the attendees to B. Pento at 12:50 PM and he conducted his portion of the presentation via conference call.

B. Pento stated that he wanted to set the context of where the Statewide Operations are heading so that the region's stakeholders can see where the ROP is going. He extended an invitation to all to join the statewide project.

He mentioned the TSOP-4 (IM Traveler Information) recognizing the Traveler Information program statewide. He stated that with the winter storm events we need better statewide information for road closures, weather reports, etc. The feedback they received was consistent regarding weather information for pavement and ambient conditions, construction delays, incidents/road closures, tourism, travel services (food/lodging), mentioning the website www.visitpa.com or via phone 1-800-VISIT PA and intermodal, which would be options for travelers.

B. Pento stated that thus far PennDOT has done a 511 technical feasibility study with the assistance of a federal grant of 511 support funds. The FCC designated 511 nationally for travel information. He further commented that we have been looking at other 511's and their data to detect what is best for the Commonwealth of PA. The baseline information for 511 is consistent with telephone and website communications. The Department of Tourism provides 800 services and Internet links to aid the public regarding lodging and tourism information.

B. Pento stated that this Traveler Information and 511 concept would evolve in two separate waves. The initial wave will be through telephone, website and subscription service e-mail. The second wave would continue through web-enabled devices i.e. kiosks at various locations and website, which could merge into In-Vehicle Systems.

B. Pento highlighted the Timeline for 511's Pennsylvania Deployment as follows:

- Technical Feasibility Study – October 2006
- Complete Development of RFP – July 2007
- Advertise for Contractor – November 2007
- Award Contract and NTP – February 2008
- Web 511 Turn-On – July 2008
- Voice 511 Turn-On – April 2009

With this, the preliminary estimates would be \$2 million for the initial deployment and up to \$1 million per year for operations and maintenance.

B. Pento further discussed the TSOP – 4 (IM Traveler Information) regarding two levels of Project Governance. One is PA 511 Coalition, which would provide strategic guidance and the other would be PA 511 Work Group, which would be the actual hands-on operation. He stated that anyone in ROP that would be interested in becoming involved with this should contact him.

B. Pento recapped that there was a Stakeholder Meeting on January 17, 2007 for the purpose of trying to engage the ROP stakeholders and to define PennDOT stakeholder roles they play in this process. He stated that they defined PA 511 Coalition and PA 511 Work Group and are in the stage to begin the final design/procurement.

B. Pento inquired if there were any questions.

K. Williams inquired as to whom would operate the 511 System. B. Pento stated that it will be an outsource system. The actual database formation, etc. would be contracted.

K. Williams stated that PennDOT disseminates ten to twelve travel advisories daily. He asked if they would have to contact a contractor for that purpose. B. Pento commented that PennDOT is working with D. Tomlinson now to work out the details to coordinate properly. Further commenting that we want more information out to the public and not less.

K. Kempter asked regarding 511 if we are just talking about statewide roadways or are local roadways included in this system. He stated that we are getting information from PennDOT's RCRS information regarding state roads as well as rural routes. Further commenting that the information is very important in Scranton (Lackawanna County), Wilkes-Barre (Luzerne County) especially with the areas of flooding and as in the Valentine's Day storm the public needs more information as to how to use 511. Would the 511 be the same as

911? B. Pento stated that yes it would be but when they call 511 it would not be a live operator as in 911. There will probably be several prompts when dialing 511 asking i.e. region of where the person is interested in. However, we still need to compile more information from RCRS but unsure at this time if a contractor or PennDOT would accomplish this task.

J. Ticatch stated that what B. Pento has described is the initial statewide system for PennDOT. He stated that now what is important is what needs to be addressed in each region.

J. Ticatch stated that the centerpiece will be 511 and the other piece will be the RCRS. The principals involved are:

Need to inform customer.

Once informed then empowered to respond appropriately to the incident.

B. Pento stated that Pittsburgh and Philadelphia are the only accessible 1-800 and website services available from schedules for road closures, etc. Our point is we want to know how we can make this information more accessible through 511.

B. Pento ended his session and P. Browne continued at 1:10 PM with his presentation.

P. Browne addressed the Regional Operational needs in reference to various current Regional ITS Assets, Current Regional Projects and Future Projects. He further commented that we need a Regional Operations Plan consisting of Operations Concepts and Operations Projects. At the April 30th meeting we will identify these projects.

He further addressed Traveler Information needs i.e. VMS being useful. Both work zones and travel times were also discussed for Traveler Information needs. He stated that 511 would start as a web service. Also, commented that the Traveler Information was discussed at the January 17th Needs Workshop where I-81 Key Corridors and 380 to NJ were mentioned as possible areas of concentration.

Then he discussed how to get better information to the traveler to avoid troubled spots i.e. by strengthening partnerships, RCRS, etc.

P. Browne stated that at the Needs Workshop we identified the needs in our region and in our own agencies. Now we ask what type of information is required to help travelers in our region. At that point, more discussion ensued regarding 511.

P. Browne inquired if anyone had any questions or thoughts to add.

K. Williams stated that in-vehicle systems i.e. Onstar would be vital for situations as in directions, construction areas, but we realize that is in the distant future.

B. Baker stated that he felt the best way to disseminate information was through the media i.e. Froggy 101, WNEP-TV Channel 16. The media should be contacted first. He further commented that VMS is informative but would prefer, before driving, to hear about an incident.

P. Browne stated that the HARS System through PennDOT is helpful.

K. Williams stated that the public is frustrated because the information about an incident is not given out quick enough. Plus, information needs to be provided further out away from an actual incident in order to give the traveler alternate route options with time delay information.

J. Sharp asked if this was difficult for ITS to do. K. Williams stated that it is difficult for the ITS operator to quickly disseminate the information. Especially with limited cell phone coverage and if there are no beacons in the area, you are unable to communicate. Thus, we need to consider more transmitters as a possible project.

P. Browne stated that he realized we have troubled spots and; therefore, who are the stakeholders who can handle this and how can this be better transmitted?

K. Williams stated that PennDOT has planned criteria for State roads, but local and county roads are a concern and he didn't know who would be best to handle them.

K. Kempter stated that we have information and equipment in place i.e. buses, but we should be a source to provide more information to customers.

P. Browne commented that this morning at our Incident Management Task Force Meeting we discussed more policies and procedures and believe that the Traveler Information Task Force may have the same needs.

K. Kempter stated that we believe that is the reason why we are here to be able to inform the public in a timely manner of various incidents.

J. Ticatch commented that we should move in the direction of Traveler Information Policies and Procedures and that K. Kempter stated that COLTS would like more information inputted on various incidents. The raw data by the bus driver to the public is all that is available now so how do we get this information out to the public and what are the challenges on the reliability of the information given out?

P. Browne stated that the COLTS bus driver, PennDOT, PSP, local workers have information and could be disseminated and verified with cameras, etc. as much as policies and procedures warrant.

J. Ticatch stated as K. Williams mentioned we have infrastructures; such as, HARS with current information (VMS) but how do we make it more accessible to the public?

K. Williams asked B. Pento if the PA Turnpike would be connected to 511. B. Pento stated that they already have other phone and website information and we would link 511 over to them. B. Pento reiterated that 511 would not replace HARS or Amber Alerts. It will be a fully voiced and hand-free device.

J. Ticatch stated that we have four sets of systems:

- Variable Message Boards
- HARS
- 511
- General media

He further stated that with transit information and having technology on buses (COLTS), this could be a regional aspect.

P. Browne wanted to know how much of the population COLTS provides for. K. Kempter stated that 80% of the population and thirty-two (32) of the forty-two (42) municipalities and three (3) are in Luzerne County but unsure of Wayne or Pike counties. He stated that he believed Stroudsburg would be out of Monroe County.

K. Williams stated that PennDOT tried to post information on VMS and website and subscribed to a text messaging system but unsure of the particulars. The portable ITS Systems would help in safety and PennDOT is looking at that now i.e. variable speed limits, maximize capacity in lanes, etc.

P. Browne stated that this morning at the Incident Management Task Force meeting alternative routing was addressed and needs to be worked on more. This should also be a Traveler Information issue especially in the work zone area.

J. Sharp stated that due to tourism in the area, we need to better inform the public of incidents especially during the summer months, which would be different than other times of the year. Bottlenecks occur in Wayne and Pike counties, which is an issue. Plus, regionally information could be more accessible to the public through i.e. Visitors' Centers.

J. Sharp stated that we have demographic changes in the summer months with the newly developed casinos, vacation camps, etc.

M. Pack inquired as to what information 1-800 VISIT PA provided. J. Sharp stated that we probably would have to utilize the media and as mentioned during this morning's Incident Management Task Force Meeting we need policies and procedures which are consistent.

J. Ticatch commented that in some states, 511 allow hook-ups to other special events. A gateway to other information, which is what 511 is capable of doing.

P. Browne asked if COLTS has priority over anything. K. Kempter stated basically that COLTS assists with bottlenecks, etc. enabling good service to our public. He further commented that COLTS has had GPS for ten years and will have an Intermodal Center in downtown Scranton in the near future with kiosks for bus routes, etc. inter-linking with hotel information, etc.

J. Ticatch stated that by dialing 511, we could get into any system instead of having to remember each individual contact information.

B. Pento stated that Welcome Centers have met with the Commonwealth of Pennsylvania and Media Services; whereas, a flat paneled TV could be utilized to run your own display with weather reports, events, road closure information, etc. P. Browne asked if it would be compatible to share the same information and B. Pento stated that it would be. The kiosks are kind of being slowly eliminated from the public since many people have their own handheld devices to work with. Therefore, it is very important to get information out and make it available to the public via Onstar, etc.

S. Pitoniak stated that Tracy Barone runs the local Visitors' Center. B. Pento stated that we are working with Christine Hall who works statewide with all the Visitors' Centers but that doesn't mean you can't involve someone locally directly as well.

P. Browne stated that he thought it would be best to consolidate both the Incident Management Task Force and the Traveler Information Task Force since the projects discussed in each were similar in nature. All present agreed and P. Browne stated that the next Task Force Meeting would be April 30th with the combined groups. Then either June 1st or June 5th there would be the Second Needs Workshop with everyone and the Operations Plan out in July, 2007 and approved in August, 2007.

B. Pento mentioned that if anyone had any further questions, you could reach him via his e-mail rpento@state.pa.us

No further business, the Incident Management Task Force Meeting adjourned at 1:55 PM.

These meeting minutes were prepared to serve as the official, documented account of the meeting that was conducted on March 20, 2007. Any revisions or additions to these meeting minutes should be sent to my attention within two (2) weeks of their receipt. At that time they will become the final official versions of the meeting.

Thank you for your attention to this matter.

Sincerely,

Paul Browne
Executive Director
CTTC

cc: Attendees
Invitees who could not attend

Northeastern Region – District 4-0
Regional Operations Plan
Incident Management and Traveler Information Task Force Meeting
Minutes
April 30, 2007

In Attendance:

Brian Baker, NTRPDC
Kurt Bauman, NEPA
Paul Browne, CTTC
Karen Dussinger, PennDOT
Jim Hunt, FHWA
Kurt Kempter, COLTS
Steve Fisher, PennDOT (District 4-0)
Brian Langan, NEPA
Jerilyn Luben, PennDOT (District 4-0)
Hugh McGowan, PennDOT Central
Leo McGowan, CTTC
Michael Mrozinski, Pike County Planning
Sgt. Mike O'Day, PA State Police
Mike Pack, PennDOT BHSTE (via conference call)
Steve Pitoniak, Lackawanna County RPC/LLTS
Debbie Schrader, COLTS
James W. Sharp, CTTC
John Skumanick, DeNaples Auto Parts
Nancy Snee, Luzerne County PC
David Williams, PA Emergency
Keith Williams, PennDOT District 4

Also Attending: Monica L. Gravine, CTTC Recording Secretary

Incident Management and Traveler Information Task Force Meeting commenced at 10:05 AM.

P. Browne introduced himself and attendees did as well. He informed all present that since the previous Incident Management and Traveler Information Task Force Meetings on March 20, 2007, it was decided to do a joint meeting with the two task forces since the information was similar in nature.

K. Williams instructed P. Browne to contact M. Pack via conference call in order for him to attend the meeting. P. Browne began conducting the PowerPoint Presentation (copies of it were distributed) for the Northeastern Regional Operations Plan Joint Incident Management and Traveler Information Task Force for PennDOT (District 4-0). He stated that the main focus of this meeting was to prioritize the Candidate ROP Projects, which were e-mailed prior to the meeting with an additional e-mail verifying the projects were not listed in priority order, but simply a list to prioritize during this meeting. He further mentioned that the Candidate ROP Projects sheet (also distributed during the meeting) listed the projects from 1.0 through 11.0.

P. Browne commented that utilizing open lines or conference calls between responders and communications' centers; such as, PennDOT (District 4-0) TIMC and 911, could serve as an early action item as was discussed at the previous meeting. The intent of the ROP is to bring TSOPs to a regional level. PennDOT (District 4-0) Traffic Management Center (TMC) will operate during normal PennDOT (District 4-0) office hours with off-hours being handled by PennDOT (District 6-0).

K. Williams commented that PennDOT (District 4-0) could operate on a 24/7 basis if an actual incident did occur. He further stated that there has been legislation enacted; whereas, the PA State Police has been given the authority to 'clean up' after an incident without the threat of a liability issue. This legislation also helps PennDOT to do the necessary work it requires. Prior to the legislation, this liability issue was a major factor regarding incident 'clean up'.

K. Bauman questioned whether PennDOT (District 4-0) was okay with handling events i.e. July 4th or if PennDOT (District 6-0) would be involved. K. Williams stated that for holidays/holiday weekends PennDOT (District 4-0) would not be directly involved, but if PEMA activates prompting us to be involved, we could be staffed. K. Williams and D. Williams of PEMA discussed emergency activation issues.

Sgt. O'Day commented that having a stronger voice in PennDOT (District 4-0) rather than depending on others (i.e. Philadelphia) is necessary. It is more prudent to have someone in the District who recognizes the region and situation to take charge rather than someone outside the immediate District. He further discussed experiences with Central Dispatch Centers (CDC).

J. Sharp stated that this is why procedures and protocols are so necessary to establish steps and; thus, will reflect what the TMC does.

D. Williams inquired if we had contacted PennDOT (District 6-0) regarding 24/7 operations. K. Williams stated he heard PennDOT (District 6-0) would be taking over District 5-0 and 3-0 as well as District 4-0. M. Pack stated actually PennDOT (District 6-0) would be taking over 5-0 and 4-0 during off-hours and there was a meeting scheduled in mid-May to discuss the matter. He further commented that expanding TMC coverage locally in District 4-0 Monday through Friday through the PM peak and possibly during special events may yield a more viable solution for operations coverage in District 4-0. Sgt. O'Day agreed and stated that the District 4-0 TMC staff would be more effective in understanding the intricacies of the region.

A discussion of the status of Statewide plans regarding TMCs and Regional TMCs, such as District 6-0, took place.

S. Pitoniak stated that District 4-0's TMC should operate 24/7. S. Fisher commented that they initially wanted District 4-0 to run as a 24/7 operation. K. Williams concurred with S. Fisher stating that was the original plan. However, S. Fisher stated that he realized it was a staffing problem.

The experiences at other Districts were discussed, as well as, winter and summer needs in PennDOT (District 4-0).

P. Browne informed the attendees that when they vote today prioritizing the Candidate ROP Projects, they would be able to add on to the ballot for 24/7 operations or holiday operations and place any comments they may have.

D. Williams wanted those present to take into consideration certain levels of staffing from part-time to full time.

J. Hunt stated that Freeway Safety Patrols should be listed on the Candidate ROP Projects list and it was added as number 12 (twelve) during the meeting.

K. Bauman felt that cameras would help in overseeing areas for various incidents and K. Williams commented that we could route videos to other areas and that would help.

J. Sharp stated that the flow of communications from others into the TMC is lacking and that all agencies need to be involved with information and data, which would upgrade the TMC. ITS equipment needs to be used throughout the TMC.

P. Browne inquired if anything else needed to be added to the Incident Management portion. No one had anything to add.

P. Browne continued with the Traveler Information portion of the presentation and stated once again that today we would be taking a preliminary vote on all 12 Candidate ROP Projects as a total group and will finalize the priority listing at the June 5th meeting.

P. Browne inquired if anyone had any thoughts on the Traveler Information and if they wanted to add to the three projects listed on the Traveler Information section of the sheet. No comments or additions were given.

K. Kempter did revisit, from the previous meeting, an issue with COLTS not having enough traveler information. COLTS runs basically on local roads and not interstates. He didn't believe that there was regional input on Incident Management for local roads. P. Browne stated that this was a critical issue when detour routes may have to be utilized. M. Pack stated that Traveler Information regarding local roads would need to be incorporated into the 511 system based on Local TI needs, since this will not be captured from the Statewide level. RCRS will provide data for State roads ONLY. Identification of local roads that need to be included in the TI component (i.e. flooding, types of incidents, etc.) needs to be addressed locally.

J. Sharp mentioned that some routes i.e. Route 6, 390 and 350 are very busy state routes with truckers and local traffic especially during summer months with tourism, casinos, etc. More data is required for congested areas.

P. Browne mentioned that procedures and protocols need to be established for Traveler Information as well as Incident Management and some funding may have to come from a local effort. In other words, all source funding can't fall solely on PennDOT.

At 11:00 AM, P. Browne instructed the attendees that the ballot forms for their votes on prioritizing the ROP Candidate Projects would be passed around. At 11:10 AM all votes were turned in and M. Gravine began the process of calculating them.

Candidate Projects

The vote on the Candidate Projects (Projects 1 through 12) occurred during the meeting.

On the Candidate Projects list, the additional agencies need to be updated for specific projects:

- Project 1.0 needs to be updated to include Local EMA, Pennsylvania Turnpike Commission and DEP.
- The media needs to be added to the Traveler Information projects, but the media does not need to be involved with the Incident Management projects.
- The Vacation Bureaus and Tourist Agencies need to be added to the Traveler Information projects
- The Utility Companies need to be added Project 2.0

Next Steps

The second workshop will be June 5th.

The purpose of this meeting will be to review and approve the priorities for the candidate projects set by today’s vote and the plan to move forward with the highest-ranking projects.

Quick Clear Discussion

On Candidate Project # 8 --- The following question was asked, “Are there any programs planned by PennDOT to contract with the Towers similar to the activities associated with the Storm on March 16th?” At this time, it is not clear if this type of activity is planned for full time implementation.

A question was raised as to what was covered in the “Quick Clear” legislation. This question was -- Does the legislation cover only vehicle accidents or does it cover activities like clearing the roads from down trees and power lines? K. Williams reported the “Quick Clear” legislation (PA Senate Bill 2169, and PA House Bill 863) centers mainly on clearing vehicle accidents from the roadways.

Media

PEMA uses EAS (Emergency Alert System) to send out information.

PennDOT verifies all information prior to distributing it.

The Media Relation person is the starting point for information distribution for PennDOT.

Costs

J. Sharp asked the group if the cost estimates for the “Candidate Projects” seemed correct.

K. Williams stated that the costs appear to be in the ballpark, but the Northeast Regional Terrorism Task force should be consulted with to verify the initial and ongoing costs for Project 1.0

Also, J. Hunt stated the traditional funding source would be available for the projects.

At 11:40 AM all votes were tallied and the results were announced as follows:

Project Priority	Project #/Name
1	1 IM Team
2	2 IM Procedures
3	3 IM Communications

4	6 TMC
5	9 TI Team & 11 Traffic Data
6	4 Detour & 10 TI Plan
7	5 ITS Equip Gap
8	9 TI Team
9	4 Detour & 6 TMC
10	7 Event Management
11	11 Traffic Data
12	12 Service Patrols

No further business, the Incident Management and Traveler Information Joint Task Force Meeting adjourned at 11:45 AM.

These meeting minutes were prepared to serve as the official, documented account of the meeting that was conducted on April 30, 2007. Any revisions or additions to these meeting minutes should be sent to my attention within two (2) weeks of their receipt. At that time they will become the final official versions of the meeting.

Thank you for your attention to this matter.

Sincerely,

Paul Browne
Executive Director
CTTC

cc: Attendees
Invitees who could not attend

Attachments:

- Addendum 1:

The attached spreadsheet contains the actual tally of votes at the April 30, 2007 meeting listing the number of votes in each priority ranking each project received.

- Addendum 2:

The attached spreadsheet contains the suggested priority ranking for each ROP project in order to resolve ties and multiple rankings for several projects that occurred at the April 30, 2007 meeting.

Addendum 1
ROP Project Tally Results
4-30-07
Joint Task Force Meeting

Project
Priority

Project Number

	1 IM Team	2 IM Procedures	3 IM Communications	4 Detour	5 ITS Equip Gap	6 TMC	7 Event Mngmt	8 Quick Clear	9 TI Team	10 TI Plan	11 Traffic Data	12 Service Patrols
1	7	2	1	1		5		1				
2	2	8	4	1		2						
3	1	6	5		1			1	1			2
4	2		3	1	1	4	2	2	1	1		
5			2	1	2		1	2	3	2	3	1
6	1		1	5	1	2		2		5		
7	2	1		1	6	1		1	2	1	2	
8		1	1			1	3	3	4	1		3
9	2			4		2	4	1	1	1	2	
10				2	2	1	4		4	1	1	2
11				1	2	1		3		4	5	1
12							3	1		1	4	5

Addendum 2

<u>Project Priority</u>	<u>Ranked Score</u>	<u>Suggested</u>	<u>Project Name</u>
1	1	1	IM Team
2	2	2	IM Procedures
3	3	3	IM Communications
4	6	6	TMC
5	9&11	9	TI Team
6	4&10	11	Traffic Data
7	5	10	TI Plan
8	9	4	Detour
9	4&6	5	ITS Equip Gap
10	7	7	Event Management
11	11	12	Service Patrols
12	12	8	Quick Clear
	8		

APPENDIX D – ITS Grant Program Searches

TRANSPORTATION SEARCH

Close Date	Opportunity Title	Agency	Funding Number
6/13/06	Demonstration of Enhanced Human Service Transportation Models: Phase 1 -- System Development and Design	DOT/Federal Transit Administration	DOT-FTA-TRI-0002
4/30/07	Intelligent Transportation Systems Operational Testing to Mitigate Congestion	DOT Federal Highway Administration	DTFH61-07-RA-00111
10/20/06	Public Transportation on Indian Reservations Program: Tribal Transit Program	DOT/Federal Transit Administration	DOT-FTA-TTP
6/15/07	OSDBU's Small Business Transportation Resource Centers (SBTRC) under the Minority Resource Center (MRC) Program.	DOT/Office of Small & Disadvantaged Utilization	SBTRC-9414-2
2/16/07	Alternative Transportation in Parks and Public Lands	DOT/Federal Transit Administration	DOT-FTA-PARKS-2007
5/21/07	Commercial Driver's License Program Improvement	DOT/Federal Motor Carrier Safety Administration	USDOT-FMC-CDL-07-002
3/9/07	OSDBU's Small Business Transportation Resource Centers (SBTRC) under the Minority Resource Center (MRC) program.	DOT/Office of Small & Disadvantaged Utilization	9414
6/22/07	Integrating Transportation and Resource Planning to Develop Ecosystem Based Infrastructure Projects	DOT Federal Highway Administration	DTFH61-07-RA-00117
1/14/07	Commercial Driver's License Program Improvement	DOT/Federal Motor Carrier Safety Administration	USDOT-FMC-CDL-07-001
3/31/07	CVISN Grants 2007	DOT/Federal Motor Carrier Safety Administration	FMCSA-CVISN-07
1/10/06	Low Cost Carbon Fiber Production Technology	DOT Federal Highway Administration	DTFH61-06-RA-00002
3/31/07	FY 2007 Safety Data Improvement Program	DOT/Federal Motor Carrier Safety Administration	SADIP-2007-01
1/1/12	FAA Open Solicitation	DOT - FAA Aviation Research Grants	FAA-06-01

12/15/06	Technical Support to the FTA Office of Civil Rights to Organize Stakeholder Outreach Events	DOT/Federal Transit Administration	DOT-FTA-WORK
10/15/04	Regional Transportation Operations Collaboration and Coordination Demonstration Initiative	DOT Federal Highway Administration	DTFH61-04-RA-00006
8/31/07	The Center for Excellence in Project Finance	U.S. Department of Transportation	DTOS59-07-RA-00001
7/3/04	AASHTO Center for Environmental Excellence	DOT Federal Highway Administration	DTFH61-04-H-00008
9/30/08	BROAD AGENCY ANNOUNCEMENT FOR DEMONSTRATION PROJECTS AND TECHNOLOGY ADVANCEMENTS FOR RAILROAD RESEARCH AND DEVELOPMENT PROGRAM	DOT/Federal Railroad Administration	BAA-2007-1
9/30/06	PHMSA Hazardous Liquid 2007 Base Grant	Pipeline & Hazardous Material Safety Administration	DOT-PH-PLL-07-001
5/22/07	Section 5309 Bus and Bus-Related Facilities Discretionary Grant Program To Support Urban Partnerships	DOT/Federal Transit Administration	D2007-BUSP-630-0003

HOMELAND SECURITY SEARCH

Close Date	Opportunity Title	Agency	Funding Number
4/2/2007	Southeast Transportation Corridor Pilot (SETCP)	Office of Procurement Operations - Grants Division	DHS-07-DNDO-077-001
8/1/2005	Subsystem Risk Reduction Research	Department of Homeland Security	DHS-GRANTS-071905-001
8/29/2005	Maritime Vehicle/Passenger Onsite Terminal Screening	Department of Homeland Security	HSTS02-05-R-RED287
4/19/2007	Future Attribute Screening Technology (FAST)	Office of Procurement Operations - Grants Division	BAA07-03A
	Demonstration Laboratory		
3/6/2007	FY 2007 Infrastructure Protection Program: Transit Security Grant Program: Amtrak Security Supplemental	Preparedness - OG&T	DHS-07-OGT-075-1549
7/26/2004	Bioinformatics and Assays Development Program (BIAD)	Department of Homeland Security	BAA-04-03
2/22/2007	BAA07-01, Advanced Technology Demonstration -	Office of Procurement Operations - Grants Division	DHS-07-DNDO-077-002
	Stand-Off Radiation Detection Systems		
4/17/2007	Tunnel Detection Technologies Project	Office of Procurement Operations - Grants Division	BAA07-01A
3/6/2007	FY 2007 Infrastructure Protection Program: Transit Security	Preparedness - OG&T	DHS-07-OGT-075-1551
7/9/2004	Automated Scene Understanding (ASU) Technology and Prototypes	Department of Homeland Security	BAA-04-05
5/6/2005	Fiscal Year 2005 Transit Security Grant Program	Department of Homeland Security	DHS-GRANTS-040605-001
12/15/2004	Cyber Security Research and Development (CSR)	Department of Homeland Security	BAA-04-17
1/15/2003	Boating Risk Analysis Information System (BRAINS)	Department of Homeland Security	DOT-GRANTS-120202-004
3/14/2005	Pre-Disaster Mitigation Program	Department of Homeland Security	97-017
6/20/2007	Law Enforcement Officer Reimbursement Agreement	Transportation Security Administration	DHS-TSA-07-090-001

Program		
4/23/2004	Detection Systems for Radiological and Nuclear Countermeasure (DSRNC)	Department of Homeland Security
7/1/2005	FY 05 Homeland Security Prevention & Deterrence Exercise Pilot Project	Department of Homeland Security
2/2/2005	Instantaneous Bio-Aerosol Detector Systems (IBADS)	Department of Homeland Security
5/6/2005	FY 2005 Intercity Passenger Rail Security Grant Program	Department of Homeland Security
		BAA-04-02
		97-006
		BAA-04-18
		DHS-GRANTS-040705-001