



## Travel Information Program Track Committee Meeting

June 14, 2005  
Philadelphia, PA

Participants – see attached

### AGENDA

- 10:00 AM Welcome and Introductions (Gene Glotzbach)
- 10:15 to Noon SEPTA's Automated Vehicle Location Program and  
Tour of SEPTA Operations Center
- Noon to 1:00 PM Working Lunch  
Project Updates
- Intermodal ATIS (Bill Stoeckert)
  - Trips 123 Transit Advisor Enhancements (Rob Bamford)
  - 511 Support Services (Scott Cowherd)
- Program Track Name Change (Sandra Check)
- 1:00 to 2:00 Demonstration: Baltimore MMTIS – Cellular Probe data flow demonstration  
(Sandra Check - Introduction)
- 2:00 to 2:45 USDOT Policy – Travel Times on DMS Workshop- update (Bob Rupert)  
(Gene Glotzbach – Introduction)
- 2:45 to 3:15 Other Business
- Year 13 Work Plan (Sandra Check)
  - Performance Measures (Gene Glotzbach)
  - Safety Task Force (Gene Glotzbach)
  - 511 NECTC Interoperability Update (Randy Knapick)
  - 511 National Coalition Interoperability Task Force (Scott Cowherd)
  - Agency 511 Updates (members present)
  - 2005 Meeting Schedule (Bill Stoeckert)
    - September 13 – IMTI Program Track  
Manchester, New Hampshire
    - December 13-14 – Annual Meeting  
Saratoga, New York
  - 2006 Meeting Schedule
    - February – IMTI Program Track  
Location - TBD



## **Welcome and Introductions**

Gene Glotzbach opened the meeting by welcoming everyone and thanking them for attending and especially thanking the Southeastern Pennsylvania Transportation Authority SEPTA for hosting the first of two meetings in their facility. Gene also took a moment to welcome back Program Track Co-Chair, Sandra Check, who had twin girls now six months old. Following self-introductions, Gene gave an overview of the agenda and then introduced John Bukowski of SEPTA to make introductory remarks and conduct the tours.

## **SEPTA Operations Center Tour**

John Bukowski introduced Jack Powers who gave an overview of SEPTA prior to the tour of the operations center. Mr. Powers noted that SEPTA was created about 40 years ago as a conglomerate of several private carriers that went bankrupt in the 1960s and 1970s. Recently, SEPTA has made a heavy investment in communications and now has a state of the art operations center. The agency has automated vehicle location (AVL) devices on most of its buses that includes a route adherence program. The tour of the operations center included the commuter rail, subway and elevated, trolley and bus lines.

## **Project Updates**

### **Intermodal ATIS**

Scott Ornstein, Co-Chair of the Intermodal Program Track was attending this Travel Information meeting and therefore, gave a briefing on the Intermodal ATIS project. This was the first briefing on this project to the Travel Information PTC. Scott indicated that there are three components: Rural Mapping and Transit Itinerary Integration; Adjacent Agency Trip Planner Integration; and, Airport Information Module. Scott also noted that two Year 13 projects are jointly sponsored by the Travel Information and Intermodal PTCs (Multi-state Rural Mapping and Transit Itinerary Integration -- Travel Information is lead -- and Airport Terminal Ground Transportation Access Information Project -- Intermodal is lead.)

### **Trips 123 Transit Advisor Enhancements**

Rob Bamford presented the TRIPS 123 Transit Advisor Enhancements update. He noted that the functional requirements were completed and approved in January 2005, system design was approved in May 2005 and the estimated completion of the project is August 2005. The Transit Advisor provides park and ride information integrated to the transit itinerary and facility location. In response to questions, Rob clarified the following points:

- 1) Capacity at the park-and-ride facilities along with an estimated time of peak demand is provided to the user.
- 2) The itinerary information is provided for the park-and-ride to the transit location rather than point to point.
- 3) The project is following national ITS standards and will be NTCIP compliant.



## **511 Support Services**

Scott Cowherd, Chairman of the Project Team reported on the final activities of the project noting the successful Peer-to-Peer sessions held under the sponsorship of FHWA. He thanked Bob Rupert for his support through the effort and also thanked the member volunteer project team for its support and input. As a final note, Scott indicated that future funding for the 511 support activities would be assumed by the program track. It was also noted that should any member like to be added to the list serve they should give their name to either of the Co-Chairs or Scott Cowherd. (Interested parties are able to sign up for the 511 Email Group by visiting: <http://www.i95coalition.org/511emailgroup.html> . Messages can be posted to the group from this location as well.)

### **Program Track Name Change**

Program Track Co-Chair, Sandra Check led the discussion regarding the name change. She noted that the current name “Inter-Regional Multi-modal Travel Information” is a lot to remember and a simplified name “Travel Information” supports the same goal. Co-Chair Gene Glotzbach moved to endorse the new name. The decision to change the program track name was unanimous.

### **Baltimore MMTIS Demonstration**

Rick Dye of the Maryland CHART program gave a presentation (see attached) of the Baltimore MMTIS (now referred to as the Baltimore ATIS) project. The significance of this project is that it integrates traffic data collected from various devices, such as radar, loops and mobile telephones. Mr. Dye discussed lessons learned regarding procurement issues as well as the project status and deployment schedule. His presentation was followed by a live demonstration of the prototype conducted by Hubert Clay of NET the project contractor. The prototype is scheduled to go into production mode soon. There were a number of questions from a very interested participant group. Responses to the questions were:

- 1) Cell phones must not be actively in use, just turned on to register a signal
- 2) The signal is anonymous, therefore, there is no “tracking” of individual speed or route
- 3) Complex algorithms are able to distinguish phone users walking, riding the train and other non-highway functions. This also includes discerning frontage roads from the major interstate roadway.
- 4) System accuracy is equivalent to the loop detector level.

### **USDOT Policy – Travel Times on DMS Workshop- update**

Bob Rupert reported on the March conference held in Atlanta, GA regarding the posting of travel times on DMS. He discussed the FHWA’s recommended practice with regard to the issue of posting travel times, complexity of the algorithms and experiences of those agencies that have posted travel times. The full presentation can be found at: <http://www.i95coalition.org/meeting-minutes.html> .

### **Other Business**



## Year 13 Work Program

Sandra Check reported on the outcome of the Year 13 projects related to the Travel Information Program Track. She noted that the Travel Information PTC had proposed four track-sponsored projects for the Year 13 Work plan. The four projects were:

- 511 Support for \$40,000
- Multi-state Rural Mapping and Transit Itinerary Integration (joint project with the Intermodal Track) for: \$100,000
- Airport Terminal Ground Transportation Access Information Project (Intermodal is lead)
- ATIS Information Exchange Forums for: \$35,000

Of these projects, two were directly funded (Multi-state Rural Mapping and Airport Terminal Ground Access Information). The 511 Support and ATIS information Exchange forums were supported with funding to come from the Program Track logistics. During this discussion it was mentioned that a possible topic for an ATIS Information Exchange Forum could be Peer-to-Peer session on Best Practices for Travel Times on DMS.

## Performance Measures and Safety Task Forces

Bill Stoeckert reviewed the background, purpose and membership of each task force. He noted that the task forces resulted from the Leadership Conference held in September 2004. Two focus areas of the Performance Measures Task Force are:

- Conduct a programmatic assessment of the Coalition's performance: results and benefits from projects and other work of the Program Track Committees, and
- Review the transportation system performance improvements in the corridor resulting from the Coalition's collaboration.

The goals of the Safety Task Force are:

- Disseminate best practices and lessons learned information about other safety initiatives in region
- Support development of safety-related projects
- Leverage resources and expertise of members to address multi-state safety issues.

Members were encouraged to participate if desired and to contact Bill Stoeckert should they like to do so.

## 511 NETC Interoperability Task Force

Bill Stoeckert introduced Randy Knapick of IBI who presented a draft report on behalf of Paul Shuldiner, the primary investigator for the project. Bill began by stating that the Travel Information PTC had begun discussions with FHWA regarding funding an I-95 Corridor Coalition interoperability study as part of the 511 FHWA grant program. It was decided to wait for the results of the New England Transportation Consortium (NETC) Interoperability Task Force Study. Since that study is now complete, it is appropriate to present the results to the Travel Information PTC for their consideration for a future project if appropriate. The study proposed three primary recommendations:



- Develop a long-term Regional 511 Vision
- Retain Call Transfer capability for misdirected calls
- VXML Data Linking for delivery of corridor information

The presentation can be found at: <http://www.i95coalition.org/meeting-minutes.html>

### **511 National Coalition Interoperability Task Force**

Scott Cowherd reported that the National Coalition Interoperability Task Force is in the process of finalizing its "Quick Tips Guide." A copy of the draft report is attached to these minutes.

### **Agency 511 Updates**

Updates were provided by members present. In addition, members unable to attend also submitted updates. These are presented in the meeting slides. The update session provided an opportunity for members to exchange ideas and assist each other with questions and issues they experience in their respective agencies. A fruitful discussion related to telecom contracts and rates was held.

### **2005/2006 Meeting Schedule**

**September 13 – Travel Information Program Track** (the Intermodal PTC and CVO PTC will meet on September 14 and 15, respectively)  
**Manchester, New Hampshire**

**December 13-14 – Annual Meeting**  
**Saratoga, New York**

### **2006 Meeting Schedule**

February – Travel Information Program Track

While the location for this meeting has yet to be determined, it was suggested that a central location would enable the majority of members to attend.

Meeting was adjourned at approximately 3:00PM.

A copy of the presentations and support material provided at this meeting can be found at <http://www.i95coalition.org/meeting-minutes.html> .



## Participants

### **IMTI Co-Chairs**

Gene Glotzbach, Florida DOT

Sandra Check, NJTransit

### **I-95 Corridor Coalition**

Bill Stoeckert

### **Attendees**

<b>NAME</b>	<b>ORGANIZATION</b>
Emmanuel Anastasiadis	PennDOT, District 6-0
Rob Bamford	TRANSCOM
Bukowski, John	SEPTA
Hubert Clay	NET Corporation
Scott Cowherd	VDOT
Pete Amin	New Jersey Depart. Of Transportation
Rick Dye	Maryland SHA
Arthur Handman	Greater Hartford Transit District
Tim Herlihy	New Jersey Depart. Of Transportation
Jim Hogan	Division of Traffic Operations – NJDOT
Randy Knapick	IBI Group
Gregg Loane	IBI Group
Dennis Motiani	New Jersey Dept. of Transportation
Scott Ornstein	MNR
Mike Pack	PENNDOT
Bob Rupert	FHWA
Tom Batz	TRANSCOM

### **Consultant Support**

Karen Jehanian

KMJ Consulting, Inc.

Joanna Reagle

KMJ Consulting, Inc.