AUSTIN REGIONAL ITS ARCHITECTURE UPDATE WORKSHOP MINUTES

MEETING DATE: July 23, 2014

MEETING TIME: 10:00 AM – 12:00 PM

MEETING LOCATION: Combined Transportation, Emergency, and Communications Center (CTECC), Austin, TX

ATTENDEES:

- Sabas Avila, City of San Marcos
- Charles Booker, Texas Department of Public Safety (DPS)
- Rachid Breir, Capital Area Rural Transportation System (CARTS)
- Brian Burk, Texas Department of Transportation (TxDOT)
- Bruce Byron, TxDOT
- Brian Craig, City of Austin
- Jack Doebbler, Texas DPS
- Adrian Elliott, CARTS
- Alesia Gamboa, TxDOT
- Shane Glasier, City of Round Rock
- René Guajardo, (CARTS)
- Joe Iannello, Capital Metro
- Bob Kett, City of San Marcos
- Alex Kone, Capital Area Metropolitan Planning Organization (CAMPO)
- Ali Mozdbar, City of Cedar Park
- Marisabel Ramthun, TxDOT
- Paul Schulze, DPS
- Robert Turner, City of Austin
- Chris Wallace, Travis County
- David Walther, City of Round Rock
- Catherine Wolff, TxDOT
- Chad Wood, City of Round Rock
- Tom Fowler, Kimley-Horn
- Vivek Deshpande, Kimley-Horn
- Terrance Hill, Kimley-Horn

SUBJECT: Austin Regional ITS Architecture Update – ITS Architecture Workshop

Introductions and Workshop Overview

Tom Fowler of Kimley-Horn began the workshop by welcoming everyone and thanking the stakeholders for their participation in the update of the Austin Regional Intelligent Transportation System (ITS) Architecture. Individuals in attendance were then asked to introduce themselves and identify the agency or organization they represent.

Tom Fowler and Terrance Hill of Kimley-Horn presented on the progress of the update to the Austin Regional ITS Architecture which included discussions on the Regional ITS Architecture components, operations concepts, and ITS projects. Attendees were informed that the majority of the initial stakeholder interviews had been completed and that information gathered in those meetings would be used to revise the architecture. Once completed, the first draft of the architecture will be posted on the project website for all stakeholders to download and review. Additional stakeholder interviews geared toward specific projects will also be conducted in advance of the next workshop to be held in September.

Presentation Overview

Tom briefly discussed the objective of the architecture update in addition to the remaining deliverables which include the following:

- The draft, revised draft, and final Regional ITS Architecture Update and Deployment Plan Report
- Executive Summary
- Turbo Architecture Database
- Project Website

Additionally, several regional goals and objectives that were identified during the stakeholder in-person and telephone interviews were presented. Some specific regional goals and objectives include improving communication and coordination among agencies (State-Local, Local-Local) for traffic operations and incident management, expanding emergency vehicle movements with signal preemption, improving data sharing among agencies for both operational and planning initiatives, ensuring that the Austin Region remains at the forefront of new technological advancements in transportation, optimizing transit passenger travel times, and establishing coordination among transit agencies.

Regional prioritization of service packages was also discussed, and key high priority service packages were reviewed in further detail by Terrance. Of the 97 existing service packages from the National Architecture, 55 were chosen from the architecture for the Austin Region. The stakeholders were urged to comment on whether or not new or existing service packages should be categorized as high, medium, or low priority.

Existing ITS agreements between various agencies was presented by Tom, and stakeholders were asked to identify any agreements that were needed. Tom also reviewed the importance of systems engineering and how it relates to the ITS architecture in addition to the Use and Maintenance Documentation Form. Systems engineering is an approach that is required by the USDOT for ITS projects, and the process includes demonstrating conformance to the Regional ITS Architecture. The Use and Maintenance Form outlines any changes that are to be made to the 2014 Austin Regional ITS Architecture, and individual forms must be completed for each change that is made to the architecture. There was also discussion on who should maintain the architecture and spearhead the next update.

Finally, Tom reviewed several project types that could be included in the deployment plan, many of which would require local and state coordination. Some of those projects include additional CCTV cameras, transit signal priority, freeway service patrols, road weather information systems, archive data warehouse, and integrated corridor management.

Stakeholder Comments

The following includes specific comments voiced by stakeholders during the workshop:

- Communications between TxDOT and the City of San Marcos regarding traffic signal maintenance and dynamic message signs (DMS) displays needs to be improved. San Marcos would like to notify motorists of traffic flow changes near the outlet malls during heavy shopping events. Some of the DMS on I-35 near San Marcos are run by TransGuide in San Antonio and some by CTECC in Austin. Additionally, The City of San Marcos will work with TXDOT to create a list of which traffic signals TxDOT owns and which signals belong to the City of San Marcos. The City of Austin expressed a similar issues in regard to identifying which agency is responsible for which traffic signals.
- The time required for equipment and personnel to travel from one side of Austin to the other creates additional delay for commuters; therefore, geographic location should be a consideration for emergency management in relation to primary responders for incidents.

- Although discussion and agreements among agencies are great first steps, the execution of those coordinated efforts needs to improve.
- There is a need for more regional training for operators and dispatchers. This would include identifying roles and responsibilities in addition to determining the appropriate contacts within agencies and compiling and disseminating their contact information to all interested stakeholders.
- Although there is no specific package for integrated corridor management (ICM), there several service packages that include components of ICM.
- Possibly move the data archive service package locations to high priority instead of medium priority as multiple stakeholders have stated there is a clear need for data archiving.
- Describe in more detail the high, medium, and low prioritization of service packages.
- Open source sharing among agencies is a need and real-time data sharing would also be beneficial.
- The following are agreements between agencies that are existing:
    - MOU that defines the procedure to request toll waivers for jurisdictions during an incident. The MOU has been signed by TXDOT, Austin-Travis County and its municipalities, and CTRMA. However, the goal is to have additional municipalities along toll routes sign the MOU as well.
    - Agreement between TxDOT, police departments, EMS and the medical examiner's office which allows for a deceased person(s) to be removed from the roadway to reduce the effect on traffic. TxDOT, law enforcement, and EMS are aware of the medical examiners procedures if they unable to arrive at the incident in a reasonable amount of time.
    - San Marcos has an agreement for the maintenance of traffic signals that they retained responsibility for from TxDOT.
- A proposed regional agreement for on-going training of key personnel of all agencies regarding various issues including incident response, maintenance, and dispatching procedures.
- It is crucial that agreements not just be signed, but they must be implemented and adjusted if necessary on a continual basis.
- Many of the interagency coordination problems that were mentioned could also be addressed by the AIMHIGH group.
- CAMPO will work with TxDOT to determine who should lead the maintenance and update of the Austin Regional ITS Architecture.
- Stakeholders agreed that every 4 to 5 years should be the goal to update the architecture.
- Roadway service patrols are funded through the MPO and through local involvement. However they operate exclusively on state owned routes such as I-35. Consider listing the roadway patrols as a local project.
- There is a concern projects categorized as either local or state promotes separate efforts instead of regional cooperation. For example, one regional website should disseminate information instead of individual websites maintained by various agencies.
- Other projects presented should also be shown as a regional effort such as incident management and integrated corridor management.
- Although there are no specific projects at the current time in the Austin Region, the deployment plan should include connected vehicles as a place holder for the future.
- Perhaps electric vehicles and the associated infrastructure (charging stations) may need to be included in the architecture. Infrastructure for electric vehicles should be considered as discussions and plans for the reconstruction of the I-35 proceed.

Concluding Comments and Next Steps

Tom Fowler thanked everyone for their participation and reiterated that stakeholders will be contacted in the coming weeks for follow-up interviews. Additionally, a draft of the Austin Regional ITS Architecture will be uploaded to the project website for everyone to review and provide comments. Stakeholders were encouraged to contact any of the project team members if they had any questions. Contact information is included below in addition to the project website:

TxDOT – Austin District:
Brian Burk
brian.burk@txdot.gov
(512-974-0899

Kimley-Horn:
Tom Fowler
thomas.fowler@kimley-horn.com
(615) 564-2710

Vivek Deshpande
vivek.deshpande@kimley-horn.com
(512) 418-4536

Terrance Hill
terrance.hill@kimley-horn.com
(615) 564-2869

www.AustinITSArchitecture.com