



- Ada County Highway District
- ADDCO, Inc.
- Adesta, LLC
- Alliance for Transportation Research
- Carter & Burgess, Inc.
- City and County of Denver
- Daktronics, Inc.
- Douglas County Public Works
- Federal Highway Administration
- HELP, Inc.
- Kimely-Horn and Associates, Inc.
- Meridian Environmental Technology, Inc.
- Meyer, Mohaddess Associates, Inc.
- Montana Department of Transportation
- Nebraska Department of Roads
- New Mexico Dept. of Transportation
- Northrup Grumman Mission Systems
- Oregon Department of Transportation
- Skyline Products, Inc.
- System Innovations, Inc.
- ThomTech Design, Inc.
- URS Corporation
- Utah Department of Transportation
- Utah Transit Authority
- Western Transportation Institute, MSU
- Westwood One
- Wyoming Department of Transportation

Message from the President



Welcome to our Fall newsletter. The mission of the Rocky Mountain Chapter is to “develop partners for the effective deployment of ITS across all surface transportation modes, thus providing a viable and sustainable system for the Rocky Mountain Region that will benefit all users.” This issue of the newsletter focuses on Transportation Management (specifically, emergency service integration) and Training opportunities.

It features articles from Wyoming, Utah and Colorado as well as national updates and training opportunities.

Transportation management systems and approaches are the core of ITS. The Rocky Mountain region differs from most of the rest of the nation only in our concentration of activity in urban centers that are separated by great distances, and our need to respond to growing rural and “edge city” demands.

The article from the Utah Department of Transportation describes the preparations for a Field Operational Test of dispatch center-to-center communications that is of interest around the nation. Interagency cooperation and coordination is highlighted in the article by Brian Jordan from the Colorado Department of Transportation. Wyoming is preparing an aggressive push for a Transportation Management Control Center under the guidance of their newly created ITS/GIS program led by Vince Garcia; and as a reminder, ITS Rocky Mountain Chapter’s sponsorship of the ITS Telecommunications course is coming up on November 3rd, 2003 in Denver (see article and register now!).

Additionally, Rocky Mountain Chapter members had great attendance and a great deal of attention at the recent 511 Deployment Conference in Fort Mitchell, Kentucky with discussions and presentations

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featuring ITS Rocky Mountain members from Utah, Montana, North Dakota and our associates from Nebraska and elsewhere. Details can be found on the ITS America website.

Lastly, we are currently preparing for our 2004 Annual Meeting. As soon as details are finalized the information will be sent to you.

Thank you to those who submitted articles for this issue. Finally, we would like all members to become involved in the chapter and help get the word out about the quality of work being done in our region. Tell your peers, business and political contacts that the Rocky Mountain Chapter is an excellent source for networking and information exchange. Please phone, fax or email any comments, suggestions and opportunities to me or to our Chapter web site www.itsrm.org.

- Richard Hodges, Chapter President (RHodges@uta.cog.ut.us)

CITE offers "Blended" Courses

The Consortium for ITS Training and Education (CITE) has had transportation professionals from nearly every state participate in their courses with very positive results. They now have two new courses that have proved very successful.

The courses currently being offered are "blended" versions of two recently released courses. A blended course is an exciting concept that combines the best features of both instructor-led and web-based instruction. These features include:

- Live discussions with the instructor through the use of conference calls,
- Convenient, flexible web-based learning,
- A specific time schedule in which to complete the course, and
- Interaction with other students through the use of class problems posted on a discussion board.

The two courses and the links for more information are listed below.

1. Managing High Technology Projects - \$50 (fee subsidized by FHWA's PCB Program)
<http://www.citeconsortium.org/courses/2mod11-blended.html>
2. Traffic Signal Timing - \$150
http://www.citeconsortium.org/courses/traff_signal_timing-blended.html

You can register for both of these courses through the CITE web site at www.citeconsortium.org.



Computer-Aided Dispatch Systems: The Future for Utah's Emergency Responders

Through a competitive bidding process, the Utah Department of Transportation (UDOT) was awarded a grant from the U.S. Department of Transportation to develop and test computer-aided dispatch (CAD) systems integration. This project, totaling \$1.3 million, is unique in that the results are to be a nationwide model for integrating multiple emergency response centers with transportation management centers, while preserving data integrity and proprietary secrets of respective CAD vendors.

Richard Manser
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UDOT's partners in this endeavor include the Utah Department of Public Safety (DPS), Salt Lake City Police and Fire Departments, Valley Emergency Communications Center (VECC), and the Utah Transit Authority (UTA). The proven relationship of these partner agencies significantly increases the odds for success of this project.

Goals and Objectives

CAD systems provide dispatchers and response units with real-time incident information. They typically track data on unit assignments, address and equipment locations, utility and special hazards. Interagency coordination and ownership transfers are usually achieved via phone or fax. The primary goal of the Utah field operations test is to automate the sharing of information through electronic data interfaces using standard protocol based on IEEE 1512. Once developed, this interface will be adopted by participating vendors, who will in turn make the neces-

sary data translations to preserve the proprietary integrity of their software. By including a transportation agency in what was primarily a public safety incident reporting mechanism, fields such as severity, lane identity, traffic impacts and incident status will now be available.

UDOT and DPS recognized early on the importance of partnering in providing this service, as was evidenced in the decision in 1999 to house both the DPS dispatchers and the Traffic Operations Center (TOC) operators in the same building. This joint location provides both agencies the ability to share information and technologies with compatible systems, and has increased safety and

reduced duplication of similar duties. Armed with like goals, the agencies are able to provide a quicker response time to incidents, faster incident clearing, and a reduced delay in travel time. Through the grant, these activities will now be expanded into other emergency dispatch centers for similar benefits and results.

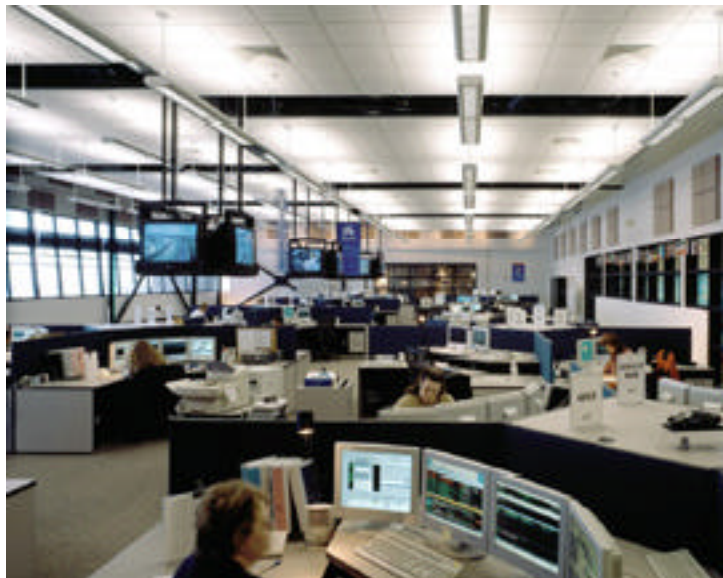
CAD Systems - Integration

The project will integrate three CAD platforms, Advanced Traffic Management Systems (ATMS), Automated Vehicle Location (AVL), and Geographic Information Sys-



The UDOT Traffic Operations Center serves as the hub for Department of Public Safety dispatchers and TOC operators.

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Valley Emergency Communications Center serves as the Primary Safety Answering Point for 911 police, fire and medical dispatch for all of Salt Lake County excluding unincorporated areas and Salt Lake City.

tem (GIS). Data set functionality is structured so that each agency receives only relevant information. Receiving agencies will be able to select the type of information they wish to receive, and sending agencies will have the ability to define sensitive data filters, providing a secure information sharing environment. AVL and GIS integration allows dispatchers to track location of their units, providing a real-time estimation of their arrival time and closest response unit.

Project Status

A major focus continues to include the coordination of various agencies and vendors with the day-to-day project goals. This task has included introducing agency representatives and their respective vendors to the data used to interface between agencies, in particular, new data fields in response to the needs of the traffic management center.



Utah Department of Public Safety Dispatcher operating advanced traffic management systems.

Accomplishments/Plans:

- Mapping the ATMS data to the IEEE 1512 messaging is complete.
- The CAD – ATMS Interface Specification is complete.
- DPS CAD to ATMS interface design has begun and will be distributed to respective CAD vendors for comment prior to finalization and formal FHWA approval.
- Briefing reports are presented to the Federal Highway Administration (FHWA) on a quarterly basis.

Future of CAD Integration

The Field Operational Test of this project is slated for completion in January 2005. Upon its completion, Utah will have documented and furnished groundbreaking, information sharing technology to other states as we continue to improve real-time emergency response—saving time, lives and money. ■

Submit an Article...

You can submit an article for publication in the ITS Rocky Mountain Newsletter! Articles must be no more than 3 pages in length and must contain contact information for the author. While any article may be submitted, publication priority will be given to articles that match the respective Newsletter's theme. Graphics and photos are welcome!

2004 submission deadlines are as follows;

January/February/March (Winter) - January 23rd. Theme: "Operations Integration and Coordination"

April/May/June (Spring) - April 23rd. Theme: "Techniques and Best Practices in Work Zones"

July/August/September (Summer) - July 23rd. Theme: "Traveler Information"

October/November/December (Fall) - Theme: "Conference Proceedings" **no articles accepted**



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Wyoming DOT advances Plan to build ITS focused TMC

A future transportation management control (TMC) center for Wyoming will likely be located in Cheyenne, with Wyoming Department of Transportation's increasing deployment of ATIS devices providing much of the impetus for establishing the center. The TMC would operate around-the-clock.

"The traveling public wants more and more information, and they want it current, and they want it accurate," says WYDOT's Tim Hibbard, who manages the department's Technical Services Division, which includes the newly created ITS/GIS Program.

Hibbard was among nearly two dozen participants from WYDOT and FHWA who attended a mid-September ITS stakeholder meeting held to examine issues related to the TMC center plan. During the meeting, a number of TMC-related issues were discussed, with the basic question, "What functions should be incorporated into the center?," being posed to the group first.

Suggestions which emerged among the numerous responses fell into seven categories, namely:

- Road and weather monitoring via devices such as web cams, automated weather reporting stations and speed monitors, as well as communication with field district dispatch centers and the traveling public;
- Control of roadside devices including HAR, DMS, VMS, beacons and automated road closure gates;
- Dissemination of ATIS information through the various methods such as media outlets, Wyoming Road Reports, road construction reports, kiosks, visitor centers, truck stops and the possible future 511 system;
- ITS administration, including receiving reports, initiating maintenance requests on devices, tracking statistics and archiving data;
- Coordination with neighboring community traffic and transit systems such as local, county and other state agencies with possible linkage to the private sector; for examples, motels and the OnStar subscription service;
- Supplemental DOT dispatch to back up existing field district dispatching; and
- Incident detection and management for events including hazmat spills, crashes, avalanches, runaway trucks, emergency vehicle dispatches, Amber alerts and homeland security issues.

In deciding to recommend a single center, rather than multiple centers, the participants favored building it with the capacity to potentially be expanded to work adjacent to Highway Patrol dispatch. Also, WYDOT's five field districts will need to provide additional training for their dispatch staff to facilitate coordination with TMC staff.

Cheyenne and Laramie emerged as the leading candidates for locating the center, and the perceived advantages and disadvantages of each city were identified. Although both locations had significant advantages, the availability of ready technical support and infrastructure, plus the presence of a more dependable and diverse work force and the proximity of Patrol dispatch swung

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the decision in Cheyenne's favor.

The consensus of the group was that a goal of having the existing disparate functions of the TMC coordinated within a year was a good place to start, but that time frame will have to be refined in the strategic business plan to be developed by the ITS/GIS Program.

“Cheyenne and Laramie emerged as the leading candidates for locating the center...both locations had significant advantages, the availability of ready technical support and infrastructure plus the presence of a more dependable and diverse work force and the proximity of Patrol dispatch swung the decision in Cheyenne's favor.”

In considering operating details of the center such as how to staff and manage it, consensus emerged that it is too early to make a recommendation whether the operation should be “outsourced” to a consultant or if it should be kept within WYDOT, and this type of decision would come later as the TMC concept further develops.

Potential funding sources mentioned by the meeting participants included Planning funds to be used for tailoring the strategic plan and for start-up, earmarked funds for future construction and operation, and Construction funds. ■

Chapter to host ITS Telecommunications Course

The ITS Rocky Mountain Chapter will host the ITS Telecommunications Overview Course on Monday, November 3, 2003 in Denver, Colorado. Offered through NHI, the course will introduce participants to the fundamentals of wire-line and wireless telecommunications systems and will conclude with a brief discussion of the telecommunications technology acquisition process.

Who should attend? The course is for transportation managers and engineers involved in policy making, procurement, planning, program development, and legal aspects of ITS infrastructure deployment. Upon completion of the course, participants will be able to:

- Distinguish between the uses of different telecommunications technologies for traffic management applications.
- Determine which technologies best meet the needs of the regional plan.
- Explore ownership and leasing options.
- Describe uses for the Global Positioning System (GPS).
- List issues relating to the availability of radio frequencies for public radio applications and data exchange standards.
- Describe how Dedicated Short-Range Communications (DSRC) are used in ITS applications.
- Describe how different telecommunication technologies are used to convey travel information.

When/Where? A continental breakfast will be offered at 7:30 am with the course beginning at 8:00 am. All functions will be held in Room 4F6 of the Webb Building located at 201 West Colfax. Seating is limited and will be assigned on a first-come, first-serve basis. Questions can be directed to Meetings Northwest at (406) 273-7224.

Registration. All registrations must be received by **Tuesday, October 28, 2003**. No registrations will be accepted after this date. To register, please go to www.itsrm.org/meetings.htm, download and complete the registration form found there. The cost of attending this course is **\$50.00** and includes both the continental breakfast and lunch.



Brian Jordan
Colorado Dept. of
Transportation

This article was originally published in the Fall 2003 (Vol. 3, No. 4) issue of *TripQuarterly*, a publication of the ITS Branch of the Colorado Department of Transportation.



A Tale of Two TOCs

It was a tragic accident right in the middle of the afternoon of July 30, 2003, right in the middle of Colorado Springs on Interstate 25 and it was the job of TWO TOCs to help travelers off the clogged highway and through a jammed city street system. Authorities say excessive speed and some fast lane changes caused a semi to jackknife before crushing a small car with fatal results.

One of the first to call Colorado Springs 911 was Will Dobbs, Public Information Officer for the Colorado Springs Traffic Operations Center (TOC). A Colorado Department of Transportation technician happened to be working on the Dynamic Message Sign (DMS) near I-25 and Briargate when the accident happened. He says the truck had nowhere to go.

Back in the TOC Dobbs saw the immediate aftermath of the accident from a closed circuit camera located near the accident scene and from his viewing screen and he was able to determine that the right lane was open, and some traffic was getting by. Nonetheless the backups were massive, stretching up to 7 miles at one point and it was the job of both TOCs, the one in Colorado Springs and the one in the Denver area, to try to get people to avoid the area and use alternate routes.

One such route was to take Academy Boulevard straight through town to Colorado State Highway 83 on the north end of town. All northbound signs were fired up, as far back as Academy Boulevard on the south end of town, the beginning point of the recommended alternate route. Dobbs sent out media notifications to all stations in the Springs and by watching several cameras to the south he could see that a lot of people were bailing off I-25 and using the alternate. Dobbs said there seemed to be an extraordinarily high number of campers and RVs stuck in the jam. Traffic numbers confirm that there is a huge influx of out-of-staters every summer and the week when July turns to August is prime.

After a call by Dobbs to Denver, usually about an hour's drive to the north, another CDOT TOC swung into action. On this website viewers could see the cleanup efforts on the closed circuit TV. Because of this Dobbs was careful to keep the camera zoomed OUT to avoid any unseemly images beaming around the World Wide Web. As Dobbs notified local media outlets, the TOC in Denver got word out to numerous sources along the I-25 corridor statewide about the massive delay. Truck stops, visitor centers and media outlets in Denver and Pueblo helped get out the word. Fellow PIO Paul Peterson and I put the dismal story on the road and weather conditions website and telephone hotline. We were fielding numerous calls from cell phone users caught in the jam, as was Dobbs. Will said, "I think we warned a lot of folks. The media outlets use the notifications religiously."

The accident happened in what can be described as a sort of no-man's land between and cutting through four jurisdictions. The Colorado Springs city police, El Paso County sheriffs, Colorado State Patrol and the Air Police stationed at the nearby United States Air Force Academy were all part of cleanup and investigative efforts. In years past the investigation alone could have stretched into the late evening hours, but ITS tenets to move things quickly prevailed and the closure lasted under 3 hours, from about 2 pm until 4:20 pm. All lanes were fully clear before the magical commuter hour of 5 pm. While drivers caught in the jam heard directly about what was going on through Springs media, family, friends and business associates heard the latest on Denver media. There were a lot of people late for dinner that night. ■



WYDOT beefs up ITS Staffing

A new program to focus on ITS was organized within WYDOT earlier this fall, in what amounted to a formal organizational response to the increasing pace of ITS device deployments in and along the state's highways.

"This critical new program is needed to coalesce all of the varied department-wide efforts to move from the planning and development stage to actual installation and implementation of these critically important and developing transportation systems," WYDOT Director Sleeter C. Dover said in announcing formation of the ITS group, which had an October 1st start up.

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Vince Garcia, formerly WYDOT's Information Technology (IT) Program Manager, heads up the new program, located within the agency's Technical Services Division. The new program, which also incorporates geographic information systems, is officially known as the ITS/GIS Program

Joining Garcia as charter members of the ITS Program are Kevin Cox, formerly of the Traffic Program, and Jim Nelson, Brian Peel and Ben Saunders, all formerly with the Information Technology Program.

An initial priority for Garcia and his staff will be creating a strategic plan for designing and implementing WYDOT's future ITS management center, likely to be located in Cheyenne.



Left to right: Vince Garcia is WYDOT's new ITS/GIS program manager, reporting to Tim Hibbard, Technical Services Engineer. Brian Peel will guide ITS applications development while Kevin Cox is the ITS systems engineer.

For Garcia, the new position has somewhat of a sense of déjà vu. Nearly 10 years ago, he was one of two charter members of WYDOT's then-fledgling IT program. (IT staff now numbers about 25 employees.)

"In the mid-1990s, the impetus for establishing and growing the IT program was a direct reflection of the fast changing business environment driven by explosive growth in technological capabilities," Garcia said. "There are a certain number of similarities where we are now with ITS/GIS."

"It's a big challenge, to be offered this opportunity to build up this program," Garcia said. "This agency already has a lot

of resources invested in ITS and GIS-type devices and an increasing number of our functions fall into the realm of ITS and GIS, and this trend will continue, so the time is right to begin a more concentrated effort to integrate our efforts.

Garcia is a Casper native who holds a bachelor's degree in civil engineering

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from the University of Wyoming. He began his WYDOT career in 1986 working part-time while still an undergraduate at UW. Following his graduation in 1987, Garcia went to work full-time for the agency as a bridge design engineer and later was a road design squad leader.

“At the outset, I want to recognize Jim Gaulke of the Traffic Program for all he accomplished to lay the groundwork during the past several years that he served as ITS coordinator for WYDOT. Thanks to Jim, we’re much further ahead in this process than we would otherwise would be, and for that he deserves a lot of credit. As expected, Jim has already proved to be a great resource as we begin the transition to a full-fledged ITS/GIS Program and I look forward to continuing to work with him,” Garcia said.



Ben Saunders heads up the GIS portion of the new ITS/GIS group.

“Indeed, I’m very fortunate to be able to bring this much expertise on board at the inception of the program. Between them, the four new staff members have more than 40 years of agency experience under their belts, with of a lot of the experience directly related to the tasks at hand for the ITS Program,” Garcia added.

Brian Peel, who will steer ITS applications development in the new program, had been a senior programmer analyst with IT, and as such, played a major role in developing the Wyoming Road Report, an important component in WYDOT advanced traveler information systems. Peel earned his B.S. in Computer Science from UW in 1984.

Kevin Cox will continue as the ITS Systems Engineer, the same position he held while in the Traffic Program. He is a Cheyenne native and a 1993 civil engineering graduate of UW. Following his graduation, he initially joined WYDOT as an engineer in the Engineering Services Program and later worked as a project engineer on a field construction crew based in Laramie.



Jim Nelson is a GIS specialist.

Ben Saunders, who will manage the Geographic Information Systems section, has been a GIS coordinator with WYDOT since 1999, the same year he completed his master’s degree in geography at UW. He is originally from Westwood, Mass., and he holds a bachelor’s degree (geography) from Dartmouth College.

Jim Nelson, a native of Burlington, Iowa, has been a GIS specialist in IT since early 2000. He has been the Department since 1980, starting out in the Photogrammetry Program as a drafter and later working as a stereo plotter operator. He was promoted to mapping supervisor in Planning in 1993. ■



A Special Thank You

The ITS Rocky Mountain Chapter would like to extend a heartfelt thanks to Jim Gaulke, Wyoming Department of Transportation for his years of service to the Chapter as a Wyoming State Senator. His insight and direction have helped the Chapter double in size since the year 2000.

When told of the changes at the Wyoming Department of Transportation, Chapter President, Richard Hodges stated, “It has been both an honor and a pleasure to serve with Jim on the ITS Rocky Mountain Board. He has done a tremendous job in setting a promising course for ITS in Wyoming and has served the Board with a high degree of professionalism, effort and good humor.”

Best wishes for the future, Jim!



The 2003 Urban Mobility Study is sponsored by the American Road and Transportation Builders Association's Transportation Development Foundation and the American Public Transportation Association. A consortium of 10 state transportation departments has participated in the methodology enhancements. The full report can be found at <http://mobility.tamu.edu/ums/>.

The Texas Transportation Institute, based at Texas A&M University, is the nation's largest university-affiliated transportation research agency in the nation.

New congestion study shows remedies working, but traffic jams still growing

COLLEGE STATION, TX – Traffic congestion nationwide continues to worsen, but the burden would be far greater without a handful of remedies already in place, according to the nation's longest running study of traffic jams.

Researchers have spent years refining their understanding of America's traffic problem. This year, those same experts for the first time have a clearer understanding of the magnitude of the problem facing urban America, and what will fix it.

The annual Urban Mobility Report, published by the Texas Transportation Institute, this year measures the effect of five congestion remedies in the cities where they are being used. Specifically, the study illustrates the effect of public transportation service and bus and carpool lanes, and three types of roadway operating efficiencies – traffic signal coordination, freeway incident management (clearing crashes and disabled vehicles) and the use of freeway entrance ramp meters (signals that regulate traffic flow onto the freeway). Estimates of the effect from those improvements are reflected in this year's study, which uses 2001 data, the most recent available.

As in years past, the study looks at 75 cities measuring factors such as hours of travel delay per person and the Travel Time Index – a measure of the extra travel time per trip. But with additional analysis, researchers Tim Lomax and David Schrank have produced a new set of mobility measures that gauge traffic problems and their potential solutions.

Using the national average 25-minute one-way commute trip to work as an example, the researchers found that a combination of all five remedies reduced the total amount of annual congestion delay per commuter from 58 hours to 50.5 hours. Complete use of the five remedies in all 75 study cities would cut that commute trip delay to 45 hours.

Those findings tell the researchers two things. "First of all, we can save a significant amount of time with solutions we now have available, and we can do so at a cost that's very low in comparison to what it costs to build a transportation system," Lomax says. "But second, even with widespread use of cost-effective solutions, we need to add more capacity, manage the demand and seek improvements in land development patterns as well."

The operational solutions – ramp meters, incident management and signal coordination – account for a delay decrease for all peak period trips from 26 hours in 2001 to 24 hours. This despite the relatively low deployment rates – from zero for some treatments in some cities to averages between 20 and 60 percent nationally. The delay for these trips – which includes commute trips, shopping, school, medical, freight travel and all the other trips that take place during busy travel times – is up 4 hours from 1996, and is an increase of 30 minutes from 2001.

And if the same remedies were put to use on all of the major roads in all 75 of the study cities, total travel delay would fall to 22 hours per person – a 15% improvement and equal to the delay in 1996, buying us a 5-year improvement in

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congestion growth.

Researchers also examined the effect of public transportation systems in two ways. The annual effect of eliminating public transportation service in all 75 cities, while hopefully not a realistic alternative, would have the effect of adding the equivalent of 1 billion hours of annual travel time. If the mobility provided to the nation's 8 billion daily public transportation riders were included in the Travel Time Index, the 2000 national average value declines from 1.39 to 1.34, the equivalent of 5 years of congestion growth.

While the nation's traffic gridlock problem is in fact growing, Lomax and Schrank contend that it would be growing even faster were it not for the various remedies measured for the first time this year.

"Congestion is worsening, no doubt about that," Lomax says, "but it would be a much greater problem if not for these and other remedies. Daily commuters may notice that their trip times are more reliable on some public transportation routes or roadway corridors where operational treatments have been deployed. This year's study reinforces our belief that the best solution is actually a combination of solutions," Lomax continues. "Each city needs its own 'bag of tricks' to address this growing problem."

In addition to offering the new rankings, the 2003 report provides fresh statistics to illustrate a pair of familiar trends:

- The cost of congestion continues to climb. 5.7 billion gallons of wasted fuel and 3.5 billion hours of lost productivity resulting from traffic congestion in 2001 cost the nation \$69.5 billion, \$4.5 billion more than the previous year.
- The extra time needed for rush hour travel has tripled over two decades. The national average Travel Time Index for 2001 was 1.39 (meaning a rush hour trip took 39 percent longer than a non-rush hour trip). The national average in 1982 was only 1.13. ■

WASHINGTON - *The following is a statement by Intelligent Transportation Society of America (ITS America) president and CEO Neil D. Schuster in response to the September 30th release of a study by the Texas Transportation Institute (TTI).*

TTI's annual "Urban Mobility Report" is one of the most respected benchmarks of traffic congestion across the U.S. This year's report, released at a press conference on Capitol Hill, for the first time highlights various remedies to congestion, such as operational treatments that include intelligent transportation system (ITS) deployments.

Schuster offered the following response to the report:

"The study released yesterday by TTI shows us that ITS works. Where ITS technologies are deployed, delays are being reduced, lives are being saved and traffic systems are running more efficiently. And, with ITS at work in only a fraction of our traffic systems, our nation's safety and mobility can only get better as ITS deployments increase and information networks and technologies become more sophisticated.

"ITS and other operational improvements clearly are a valuable part of the cure for our nation's transportation woes. As we continue educating Congress and the administration about the benefits of ITS, we have an opportunity now—with a potential increase in federal transportation funding—to see significant movement toward a smarter, safer, more efficient transportation system."



TRAX Medical Center Line Opens

Marti Money
Utah Transit Authority
www.rideuta.com

The Utah Transit Authority (UTA) announces the grand opening of the TRAX Medical Center line which began service on September 29th. The public and members of the media joined UTA, local elected officials, community leaders, University of Utah representatives and public transportation officials from across the country to celebrate the occasion.

Following a program of distinguished guest speakers, everyone in attendance boarded a TRAX train to take the first ride on the new line. Regular service on the new line began at approximately 1 p.m., immediately following the ceremony and inaugural ride.



John English, UTA General Manager, addresses the crowd at the opening ceremony.

The 1.5-mile Medical Center project extends the University Line from Stadium Station to the University's Health Sciences Center. The line includes three new stations: University South Campus Station, Fort Douglas Station and the University Medical Center Station.

Speakers on the opening ceremony program included:

- Jim Matheson, U.S. Congressman, Utah (D)
- Jennifer L. Dorn, Administrator, Federal Transit Administration (FTA)
- William W. Millar, President, American Public Transportation Association (APTA)
- Rocky Anderson, Mayor, Salt Lake City
- J. Bernard Machen, President, University of Utah
- John M. English, General Manager, Utah Transit Authority
- Wesley Mortensen, University of Utah medical student

The Medical Center line completes the connection between two of Utah's largest traffic generators: downtown Salt Lake City and the University of Utah. The new line will serve a wide variety of groups, including University of Utah students, faculty and staff, military personnel at Fort Douglas, sporting events at the Huntsman Center, cultural attractions such as the Utah Museum of Fine Arts, and area businesses and residents.



UTA Med Train "breaks" through sign during opening of new TRAX Medical Center Line.

In addition to increasing TRAX service to more than 45,000 University students, faculty and staff, the Medical Center line will serve more than 9,000 health services employees and more than 350,000 annual outpatient visits.

The \$89.4 million Medical Center project is opening more than one year ahead of schedule. Construction began in May 2002, and the project was originally scheduled to be complete in late 2004.

UTA is opening the Medical Center line as it hosts the 2003 Annual Meeting of the American Public Transportation Association (APTA). More than 1,500 public transportation industry officials are in Salt Lake City for the conference. ■