



PIMA ASSOCIATION of GOVERNMENTS (PAG) REGIONAL CONCEPT for TRANSPORTATION OPERATIONS

Talking Technology & Transportation (T3)
Webinar

July 25, 2007



Prepared by
PIMA ASSOCIATION of GOVERNMENTS

CONSULTANT TEAM

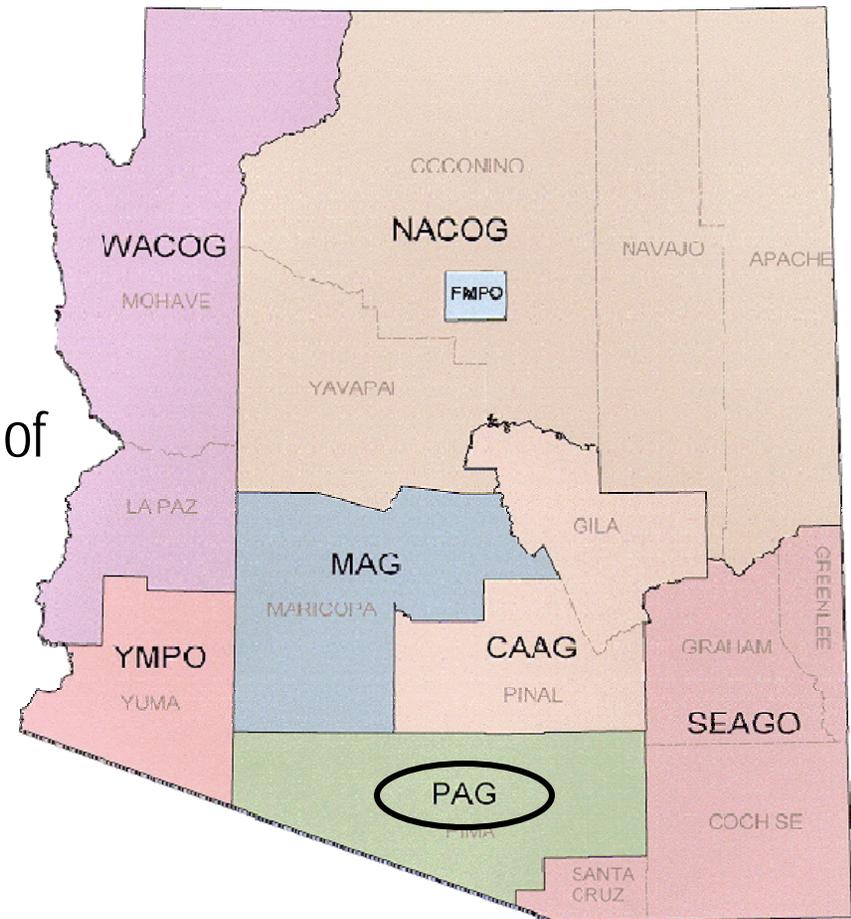


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Regional Context

- Pima Association of Governments (PAG) is MPO for Tucson, Arizona
- 9 member agencies:
 - 2 cities, 3 towns, 1 county, state, 2 Indian tribes
- Tucson metropolitan area consists of approximately 1,000,000 people
- Current collaboration:
 - Regional Transportation Authority
 - PAG committee structure
 - Strong ITS planning
 - Single traffic signal system (i2)





Motivation for RCTO

- Region is highly dependent upon arterial system
- Interstate-10 reconstruction over next 3-years
- Regional ITS Strategic Plan and Architecture
- Potential passage of ½ cent sales tax for transportation



Development Process

- Establish framework for a multi-year RCTO program
- “Drill-down, target approach”
- Began wide, narrowed in on immediate needs
- Greater detail on immediate needs
- Other needs will be addressed over time

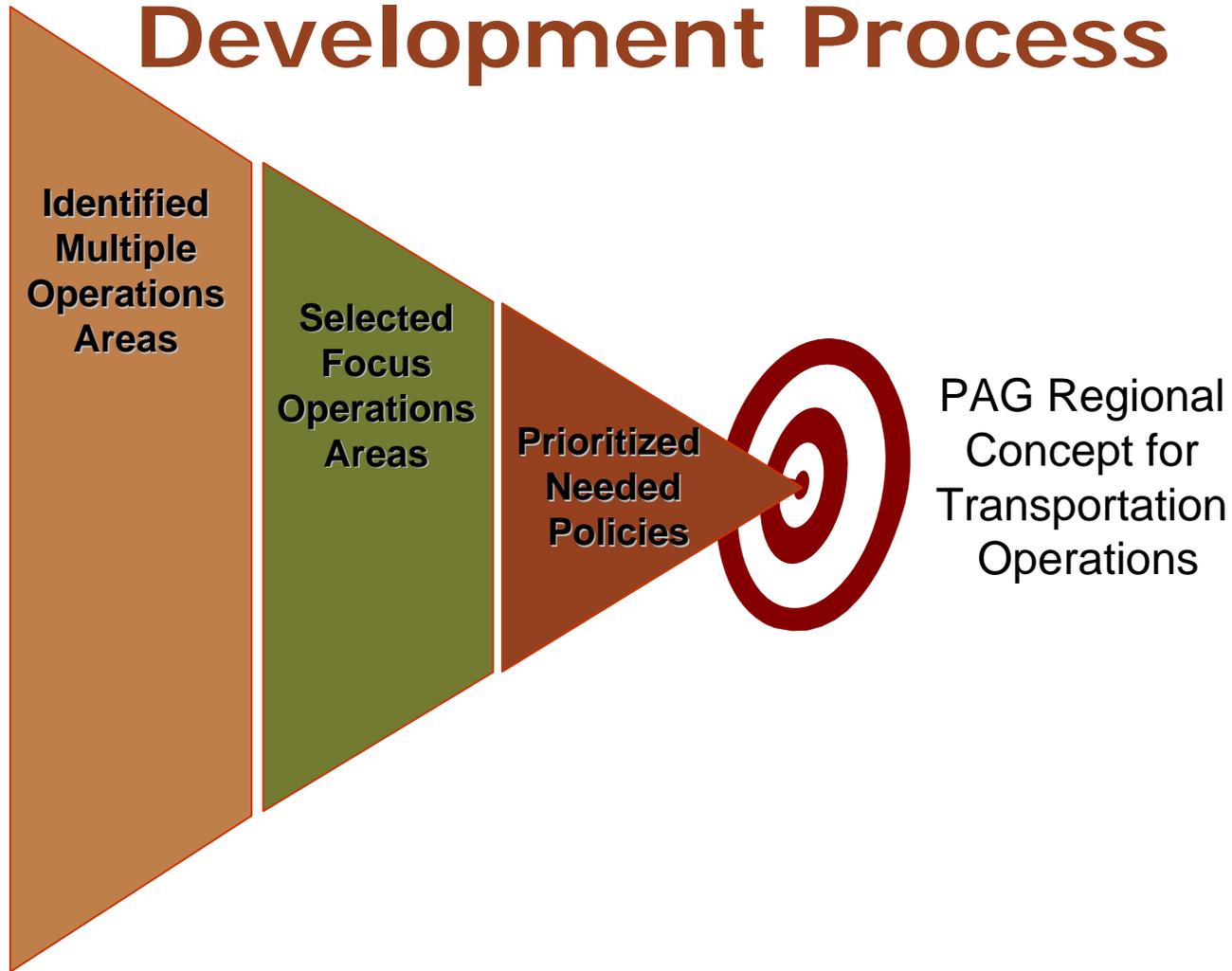


Operations Areas

- Traffic Incident Management
- Arterial Management
- Freeway Management
- Work Zone Management
- Traveler Information
- Others Category (transit, homeland security)



Development Process





Development Process

Identified Multiple Operations Areas

- ▣ Vision Statement
- ▣ Conducted Inventory
- ▣ Established Goals and Performance Measures

Selected Focus Operations Areas

- ▣ Developed list of needed policies, practices, or procedures for focus areas
 - 1) Arterial management
 - 2) Work zone management
 - 3) Traveler information

Prioritized Needed Action Plans

- ▣ Develop high-priority action plans
- ▣ Identify Resources and Institutional Relationships
- ▣ Update Tucson Area Operations Manual



Example Action Plan Template

Introduction:
<ul style="list-style-type: none">Establish a regional traffic signal operations program
Need:
<ul style="list-style-type: none">Enhance ability to proactively manage the region's traffic signal system
Institutional Arrangements:
<ul style="list-style-type: none">Guided by PAG SubcommitteeConsultant contracts managed by PAGProject-level working groups established on a project-by-project basis
Roles and Responsibilities:
<ul style="list-style-type: none">Agencies retain control, but have certain participation obligations to the region
Resources Required and Estimated Costs:
<ul style="list-style-type: none">Agency staff time commitmentOn-call consultant programIdentify funding mechanism
Status:



Development Partners

- ADOT
 - Traffic Operations Center (FMS, Phoenix)
 - Tucson District, traffic engineering and project management
- Local jurisdictions:
 - Traffic engineering
 - Construction managers
 - Information technology



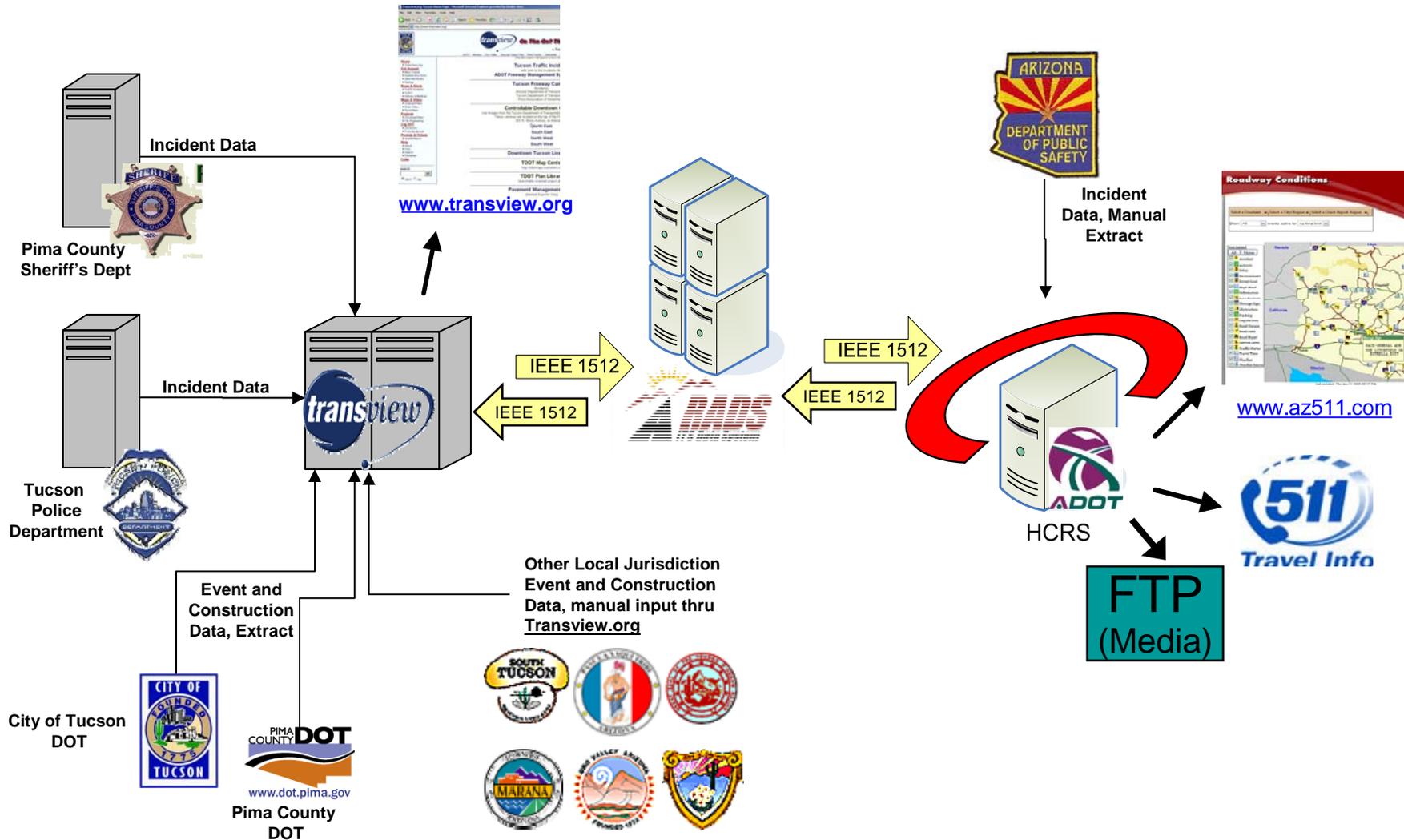
Development Partners

- Outreach to the following on a case-by-base basis (it's more difficult to keep their attention throughout RCTO development process):
 - Arizona Department of Public Safety
 - Fire Chiefs Association
 - Tucson Police Department
 - SunTran (transit)
 - Indian Communities



Achievements and Implementation Activities

- Traveler information
 - Achieved agreement on regional traveler information framework/integration with existing statewide 511 system
- Regional program for gathering, producing, distributing traveler information.
 - Building block for regional archived data center
 - Funded through MPO work program





Achievements and Implementation Activities

- Arterial management
 - Planning and programming for regional traffic signal program. Physical infrastructure and services.
 - Regional traffic signal services on-call program
 - Provide assistance to local agencies to implement coordinated timing plans, etc.



Achievements and Implementation Activities

- Work zone coordination
 - Initiated monthly/bimonthly regional construction coordination meetings
 - Developed region wide map of existing and planned construction projects. Developing update and maintenance protocols.



RCTO and the Planning Process

- Challenge:
 - 2 to 3 year timeframe does not fit in with traditional 5-year TIP cycle
- Solutions:
 - Introduced TIP projects for future years
 - Identified funding from recent sales tax initiative
 - “Regionalizing” operations related projects
 - Use existing resources, (MPO staff & work program funds)



RCTO Implementation

- Implementation an important part of the RCTO process
- Stakeholders must remain engaged
 - Money
 - Tangible outcomes
 - Sense of ownership
 - Follow through on concepts - champions



Insights and Observations

- Utilize existing committee structures
- RCTO is an evolving document - scaleable and can be expanded upon over time
- Initial operational objectives should be attainable
 - "low-hanging fruit"
- Most successful meetings are in smaller settings, rather than larger, more formal settings
- Operators natural tendency is to focus on the 'equipment'
- Fight for operations projects/programs in TIP and RTP,
 - look to local agencies to help get you there



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