

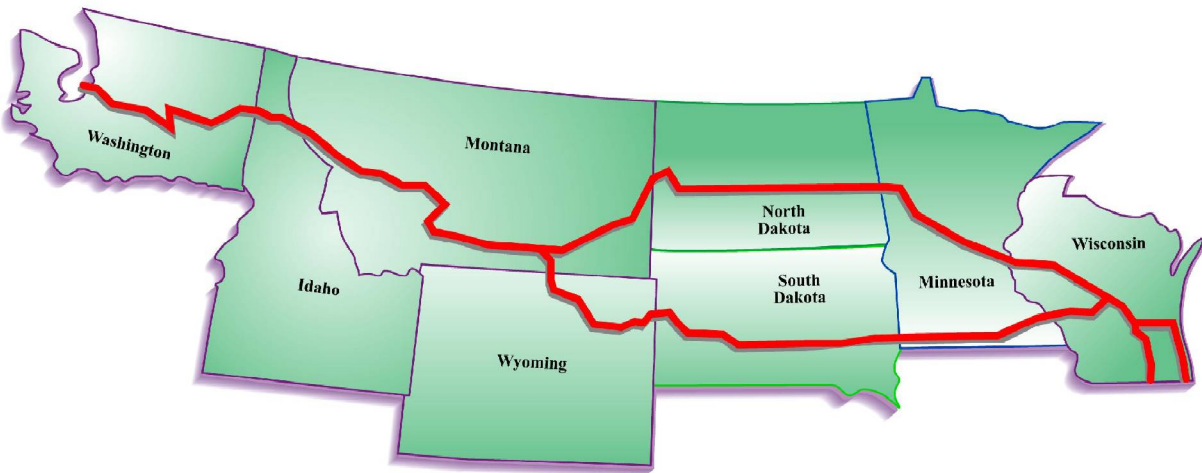


## North/West Passage 2008 Progress Report May 12, 2008

### North/West Passage Pooled Fund Study

Interstates 90 and 94 between Wisconsin and Washington function as major corridors for commercial and recreational travel. Extreme winter weather conditions, prevalent in the northern states within this corridor, pose significant operational and travel-related challenges. Idaho, Minnesota, Montana, North Dakota, South Dakota, Washington, Wisconsin, and Wyoming are predominantly rural and face similar transportation issues related to traffic management, traveler information, and commercial vehicle operations.

Recognizing the value of coordinated, cross-border collaboration for ITS deployment to address these issues, Minnesota initiated a meeting in 2002 with representatives from each of the states within the corridor. The group established itself as a Transportation Pooled Fund in 2003 through the Federal Highway Administration (FHWA).



### Vision

The vision of the North/West Passage Corridor is to immediately influence ongoing standards development and utilize effective methods for sharing, coordinating, and integrating traveler information across state borders. While travel information reflects the initial destiny, maintenance and operations and planning and programming are long-term visions. The vision provides a framework to guide the states' future projects in the corridor.

### Status

The states have completed several projects in the years since their establishment as a pooled fund. In Work Plan 1, several projects were funded to include significant construction or equipment purchases, and the North/West Passage pooled fund served as project initiator, helping to launch the projects. In Work Plan 2, the states identified the need for a strategic plan. The ITS Integrated Corridor Strategic Plan was developed to guide future collaboration in the corridor. The plan focuses on center-to-center information sharing opportunities, includes a high-level architecture for the corridor, presents an inventory of existing systems, and identifies a coordinated deployment and operational concept for traveler information systems across state borders. Building on several projects recommended in the strategic plan, Work Plan 3 continued to develop concepts, expand implementation, and evaluate integrated traveler information systems. In Work Plan 3,

member agencies also continued to gain an understanding of a vision for coordinated maintenance operations across state borders. Currently the North/West Passage states are identifying a Work Plan 4.

### **Benefits and Successes**

The North/West Passage member states have identified the following benefits they have gained from participating in the pooled fund:

- Provided important contacts
- Served as a forum to share lessons learned
- Led to the revamping of one state's 511 system
- Provided topics and addressed issues that have been timely and important before moving forward with a project
- Led to an evaluation of the way business is conducted in our state
- Assisted in making revisions to road condition reporting phrases
- Promoted exchange of traveler information with neighboring states
- Provided the opportunity to share ITS experiences as well as operation and maintenance experiences
- Promoted data sharing between state agencies and public safety
- Developed a corridor wide tangible website to provide travelers with road conditions along the entire corridor

The tables on the following pages identify the project results and overall outcomes of major activities performed in the initial three work plans.

## North/West Passage – Project Results and Outcomes

### Work Plan 1

NWP Project	Results and Outcomes
<b>Integrate Reporting Systems</b>	<ul style="list-style-type: none"> <li>• Travelers in North Dakota and South Dakota can select to receive Minnesota's 511 traveler information.</li> <li>• An Interface Control Document (ICD) was also created to identify the process to allow the North Dakota condition reporting system (IRIS) to send data, and for the Minnesota Condition Acquisition Reporting System (CARS) system to receive the data.</li> <li>• Other North/West Passage states using a different condition reporting system could simply edit the ICD to one that specifically supports exchanges with the other North/West Passage systems.</li> </ul>
<b>Condition Reporting System Trial in Wisconsin</b>	<ul style="list-style-type: none"> <li>• The project alleviated fears about the time demands of a reporting system, and demonstrated the value that will be achieved when such a system is operational within Wisconsin.</li> <li>• Recently Wisconsin has selected a consultant to assist in deploying a statewide reporting system.</li> </ul>
<b>Provide Integrated Communications Capabilities for ND DMS</b>	<ul style="list-style-type: none"> <li>• North Dakota received grant money to complete this project.</li> <li>• Through this project North Dakota staff is able to communicate and coordinate use of DMS and messages displayed for the traveler.</li> <li>• This project provided other states with the steps to upgrade signs to NTCIP compliance.</li> </ul>
<b>Concept of Operations for DMS Deployment at the ND/MN border</b>	<ul style="list-style-type: none"> <li>• ConOps addresses issues between North Dakota and Minnesota operating and maintain DMS at the borders.</li> <li>• The ConOps includes a draft MOU that could be applied to other bordering states</li> <li>• The document also includes operations guidelines for coordinating message when closing I-94 Westbound and Eastbound at the border that could also be applied to other North/West Passage bordering states</li> </ul>
<b>Concept of Transportation Operations document for providing Traveler Information Tomah Split in WI</b>	<ul style="list-style-type: none"> <li>• The Concept of Transportation Operations document provides a high level perspective of providing traveler information at the Tomah split.</li> <li>• The document was coordinated with other planning efforts in Wisconsin to ensure the focus of providing traveler information at the Tomah split fit into Wisconsin's statewide plan.</li> <li>• This document could assist the North/West Passage to identify key traveler information dissemination points along the corridor.</li> </ul>
<b>Develop a North/West Passage Program Website</b>	<ul style="list-style-type: none"> <li>• Website provides easy access to North/West Passage information worldwide and to communicate and educate users about the North/West Passage Transportation Pooled Fund (TPF) study.</li> <li>• The website provides easier communications for those working on the North/West Passage Project.</li> </ul>
<b>RFP for the Anti-Icing System on Red River between Minnesota and North Dakota</b>	<ul style="list-style-type: none"> <li>• Developed one RFP to deploy an Anti-Icing system on the Red River Bridge that would be operated and maintained by both Minnesota and Wisconsin.</li> <li>• Other North/West Passage states can use the RFP as an example of hiring one contractor to perform work in two different states.</li> </ul>

<b>Lessons Learned Document Comparing Reporting Systems</b>	<ul style="list-style-type: none"> <li>• Developed a document to identify and compare reporting systems.</li> <li>• North/West Passage states can use the document as reporting systems continue to be updated and deployed.</li> </ul>
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## Work Plan 2

<b>NWP Project</b>	<b>Results and Outcomes</b>
<b>ITS Integrated Corridor Strategic Plan</b>	<ul style="list-style-type: none"> <li>• The plan was developed to help the North/West Passage achieve their vision by identifying the next projects and steps to move forward in Phase 3 and after Phase 3.</li> </ul>

## Work Plan 3

<b>NWP Project</b>	<b>Expected Results and Outcomes</b>
<b>Corridor-Wide Consistent Major Event Descriptions</b>	<ul style="list-style-type: none"> <li>• First step to define a set of consistent event description phrases to be used when sharing messages corridor-wide.</li> <li>• Next step may include using the consistent event phrases on a corridor website or with state to state message exchanges.</li> </ul>
<b>CAD to Reporting System Integration Workshop</b>	<ul style="list-style-type: none"> <li>• Provide the opportunity to discuss future working relationships between public safety agencies and DOT's</li> <li>• North/West Passage states can use the information gathered to identify the next steps to integrate their CAD and reporting system.</li> </ul>
<b>North/West Passage Traveler Information Website</b>	<ul style="list-style-type: none"> <li>• Create a first generation basic travel information website for the entire North/West Passage corridor that is expected to be enhanced and expanded upon as use and budget allows.</li> </ul>
<b>Cross Border Operations and Maintenance Collaboration Workshop</b>	<ul style="list-style-type: none"> <li>• Provide the opportunity to discuss potential collaboration benefits corridor-wide (efficiency of maintenance operations, seamless travel for motorists, reduced duplication of equipment and system deployments, improved traveler information, and reduced overall costs).</li> </ul>
<b>Clarus</b>	<ul style="list-style-type: none"> <li>• Concept of Operations document Developed to demonstrate an integrated surface transportation weather observing, forecasting and data management system, and to establish a partnership to create a Nationwide Surface Transportation Weather Observing and Forecasting System.</li> <li>• Example of all North/West Passage states working together to develop a ConOps.</li> </ul>