



**Space Coast TPO – ITS Master Plan  
Stakeholder Meeting #5**

**MEETING MINUTES**

**January 7, 2015 from 10:00 AM – 12:00 PM**

Government Center - Building C, Third Floor, Atlantic Room  
2725 Judge Fran Jamieson Way, Melbourne, FL 32940

**Attendees:**

|                    |                                   |
|--------------------|-----------------------------------|
| Steven Bostel      | Space Coast TPO                   |
| Dale Cody          | Metric Engineering                |
| Renata Caetano     | Metric Engineering                |
| Jessica Moses      | Metric Engineering                |
| Travis Hills       | Kittelson & Associates            |
| Jack Freeman       | Kittelson & Associates            |
| Katrina Morell     | Space Coast TPO                   |
| Georganna Gillette | Space Coast TPO                   |
| Kwabena Ofori      | City of Palm Bay                  |
| Ed Wegerif         | City of Cocoa                     |
| Bob Torres         | City of Cocoa Beach               |
| Jeff Ratliff       | City of Cape Canaveral            |
| Scott Morgan       | City of West Melbourne            |
| Jenni Lamb         | City of Melbourne                 |
| Scott Arnold       | City of Melbourne                 |
| Alton Robinson     | Brevard County Traffic Operations |
| Corrina Gumm       | Brevard County Traffic Operations |
| Devin Swanson      | Brevard County Traffic Operations |
| Mark Warner        | Canaveral Port Authority          |
| John Denninghoff   | Brevard County Public Works       |
| Manny Rodriguez    | FDOT – D5                         |

**Previous Task, Overview and Meeting Introduction**

- Today's workshop is to get comfortable with Operations & Maintenance (O&M) levels and to discuss where stakeholders would like to see devices – get input prior to any design or construction
- Task 2 Update – Metric received a few comments from stakeholders and will finalize the document
- Task 3 Update – Stakeholders have until the 15<sup>th</sup> of January to review and provide feedback



- Stakeholders are encouraged, when reviewing documents, to ask questions and speak their minds. Review documents with the idea: “ITS is a Traffic Operations tool.”
- Reminded that some corridors may receive fiber or devices due to redundancy. A resilient network is the key and US 1 may get fiber because it allows devices to not drop, if something were to happen to the network.

#### **Task 4 Discussions**

➤ *Briefly discussed overall preliminary costs:*

\$2.5 million – TMC

\$5 million/year – staffing (O&M) – includes existing staff and ITS equipment

\$7.7 million – life cycle replacement costs

➤ *Some questions/comments from stakeholders to start the workshop conversation:*

1) How can we get O&M costs down? Regional resource sharing

2) How does the O&M “pie gets sliced”? Density versus number of signals?

- A lot of the traffic is caused by non-residents. Visitors are the main cause of Cocoa traffic. How does the ITS benefit our locals? How are we justifying the money spent?

3) How can we phase O&M funding and make it work for the Space Coast area?

- Start with a few priority corridors, do this well and then expand out
- What are tiers of operations we need?
- Reports and performance measure evaluation

➤ *Overview of maps and legends provided on workshops agenda.*

➤ *Overview of the redundancy fiber - not necessarily used for devices on that corridor*

➤ *Responsive System to be included in maps*

➤ *Master Plan was broken into phases*

#### **Workshop**

The group broke into small groups to look over the maps and mark up with comments, edits, suggestions and overall input regarding Task 4 (device/fiber placement). (See stakeholders comments attached)

#### **Post Workshop – O&M Discussion**

➤ Phase 1A is higher priority corridors and TMC deployment – TMC is assumed to be resource-sharing network

- Cost of O&M includes staff and maintenance of already existing ITS/ATMS equipment



➤ Levels stakeholders need:

Maintenance Level

- Basic preventative maintenance
- Regular inspection
- Keep everything up and running

Basic Traffic Operations Level

- Regular retiming
- Normal day operations

Active Arterial Management (AAM) Level

- We want to get to this level – operating at the highest possible level and actively managing Space Coast traffic

TMC Level

- Gathering data and reporting – important when it comes to politicians because they see the reports showing benefits and improvements (gets more funding)

➤ Master Plan Funding

\$5 million O&M (per year) - Master Plan costs could initially be a tough sell; how are we going to spend the phase(s) money and sell the use of this money?

- A Space Coast TPO appointed Coalition Group to handle this
- Propose 1 TMC with access for all agencies
- TPO employs/funds – that way all stakeholders are “in agreement”

➤ TMC Discussion

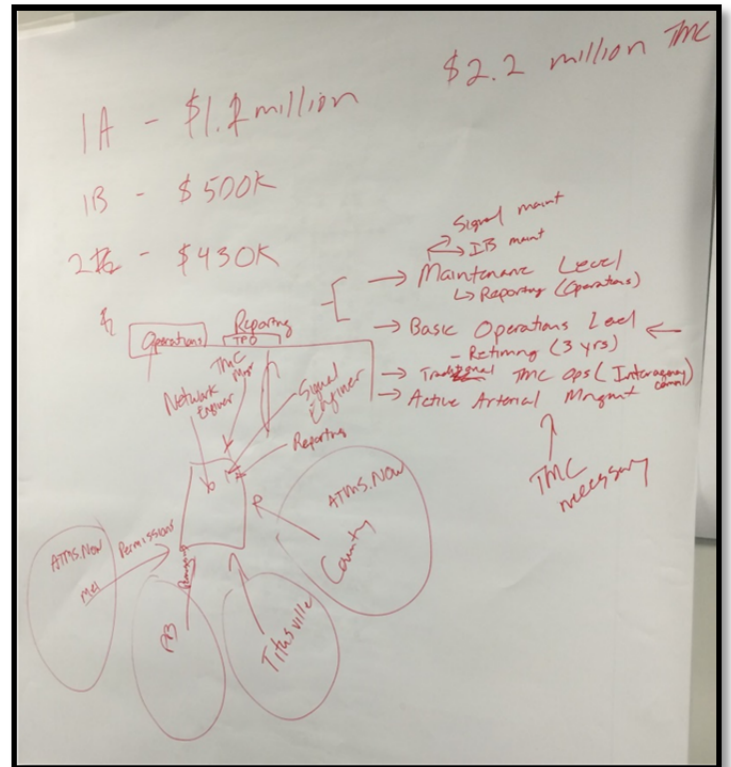
- Paying for a large TMC now is not a cost solution
- Needs to be a co-located “administrative space”
  - Existing building?
  - TPO funded people
    - Network Engineer
    - TMC Manager
    - Signal Technician Engineer
  - Different phases to bring different levels
    - Perhaps a TMC “cloud” that everyone can access and then move to a co-located space and onto a full-blown TMC building.

Add a "Suggested" Implementation Plan

- Include this in the ITS Master Plan in order to sell the high costs
- Capital + O&M + Lifecycle = Need for the money
- Include staffing within this plan & the different levels
- See picture to the right

Action Item List

- Look at recommended technicians for lighting and signals maintenance
- Add a "suggested" implementation plan – to be included in Task 5
- Send hard copies of updated maps to Corrina Gumm (Brevard County) and Laura Carter (Space Coast TPO)



Suggested Implementation Plan initial notes