

Central Region - Travel Efficiency and Reduced Maintenance Intelligent Transportation Systems Project **FY2014 Request: \$350,000**
Reference No: 54306

AP/AL: Allocation **Project Type:** Construction
Category: Transportation **House District:** Southcentral Region (HD 7-30)
Location: Southcentral Alaska **Contact:** Pat Kemp
Impact House District: Southcentral Region (HD 7-30)
Estimated Project Dates: 07/01/2013 - 06/30/2019 **Contact Phone:** (907)465-3900
Appropriation: Surface Transportation Program

Brief Summary and Statement of Need:

Improve capabilities of the Central Region (CR) Traffic Management Centers (CR Headquarters and Maintenance Stations) with interconnect including improvements for security, reliability, capacity, Pan Tilt Zoom (PTZ) cameras, timing plans, adaptive control, detection, Ethernet compatible electronics, and related items. Fill in gaps in existing PTZ camera network and detection to permit better signal timing. Provide training, maintenance, and operational funding as allowed by Intelligent Transportation Systems (ITS). Provide related items. Integrate with other ITS programs.

Funding:	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>Total</u>
Fed Rcpts	\$350,000						\$350,000
Total:	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input checked="" type="checkbox"/> Phased - underway	<input type="checkbox"/> On-Going
9% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Prior Funding History / Additional Information:

Sec1 Ch17 SLA2012 P144 L6 SB160 \$1,000,000

Project Description/Justification:

Existing systems should be made more secure and reliable with additional secure routing, switching, backup devices, and communications links. Additional devices and timing plans are required to implement the traffic adaptive (dynamically adjusting coordinated timing plans by taking into account the actual volumes and conditions) capability of existing system. Public would benefit from being able to view the intersection timing cameras via the internet to see congestion and roadway conditions.