



**MINUTES OF MEETING**  
**PA-DE-NJ Coordination Meeting**  
**January 23, 2008**  
**PennDOT District 6-0 TCC**



**Meeting Date:** January 23, 2008  
**Location:** PennDOT District 6-0 TCC  
**Purpose:** Discussion of Development of Business Plans

**List of Meeting Attendees:**

Last Name	First Name	Agency	Email
<b>IN PERSON</b>			
Anastasiadis	Manny	PennDOT 6-0 Traffic	eanastasiadis@state.pa.us
Lou	Belmonte	PennDOT 6-0 Traffic	lbelmont@state.pa.us
Donaldson	Gene	DeIDOT	gene.gonaldson@state.de.us
Smith	Mark	NJDOT/STOC	mark.smith@dot.state.nj.us
Jehanian	Karen	KMJ	kjehanian@kmjinc.com
Caglar	Kivanc	ORA	kcaglar@orth-rodgers.com
Levine	Steven	TransCore	steven.levine@transcore.com

**I. Summary of the Meeting**

The meeting took place in an “open forum” format. The main topic of discussion was the development of a business plan that would allow individual state (DE, PA, and NJ) DOT’s to create a blueprint of needs and requirements for tri-state connectivity.

It was agreed that the consultant team take the lead in preparing a draft business plan for DeIDOT to be circulated to other states. The ensuing discussions led to the development of draft purpose and needs statements. The “Vision” for the effort is set as “seamless transportation experience for external and internal customers.” The goals are defined as Evacuation, Incident Management, Traveler Information, Congestion Management, Homeland Security, Construction and Maintenance – Safety/Security/ Mobility/Communications Redundancy for Emergency Operations.

A similar connectivity effort is under way through the I-95 Corridor Coalition Information Systems Network Project. There are two major systems that include New Jersey, Pennsylvania and/or Delaware: They are RITIS (regional Integrated Transportation Information Sharing) and RIMIS (Regional Integrated Multi-modal Information Sharing). RITIS covers Virginia, Washington DC, Maryland and Delaware, whereas RIMIS covers New Jersey, Pennsylvania and Delaware. It was noted that Delaware is the key state that will make it possible for RIMIS states to communicate with RITIS states.

The following summarizes the discussions held at the meeting:

- Gene Donaldson (GD) pointed out that the Delaware State IT Department is in the mind set of making the tri-state connectivity happen. They are amenable as long as another agency does not try to tie directly into the state network.



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- Manny Anastasiadis (MA) mentioned that the District 6-0 Traffic Management Center (TMC) operates on its own communications network. It is not connected to the statewide network. In that regard, he said that it can be seen as an independent network.
  - Mark Smith (MS) however said that NJ TMCs are connected to the statewide network. In New Jersey, the Office of Information Technology (OIT) is a different state agency that deals with all state agencies from the IT perspective, and not only with NJDOT. He also acknowledged that most of the fiber that is being used in the state was put in place as part of the traffic signal system.
  - In Delaware, if other state agencies want to tap in to the fiber that was laid by DelDOT, and if that that becomes a burden to DOT's operations, then those agencies would be asked to pay for their share since FHWA funds were used to build the fiber network.
  - GD mentioned that connecting other states to DelDOT will not be problem from DelDOT's IT perspective. They will just have to know what the security implications are and what applications will be implemented. They also do not like to be polled. If needed by other states, they would prefer to push the data rather than being polled by them.
  - Delaware is currently working with Maryland on a similar project. They are not planning to access each other's database. A private network will allow them to share voice/data/video.
  - GD emphasized that the importance of having a private network is that it provides a reliable redundancy. This redundancy is particularly important during the catastrophic events when private network providers (such as Verizon) cannot guarantee network uptime. GD stated that the interstate connectivity is a Homeland Security issue with guaranteed uptime. The private FO network between states is a huge difference for Feds from redundancy perspective.
  - The biggest concern about the data to be transferred between states is the voice connection. There are no set standards for VoIP yet. This might be a concern for IT people.
  - MA pointed out that PennDOT D6 and DelDOT TMC have extensive connectivity to emergency management agencies. He said that he is not aware of another state that has as much linkage to emergency management agencies as they do.

**Next Steps**

- ORA team will produce a draft Business plan for DelDOT to later be circulated to other two states to assist them to develop their own,
- Steven Levine mentioned that he is familiar with PennDOT's Communications Plan. ORA will gather information from DelDOT IT personnel. Combining the PennDOT and DelDOT knowledge, the team will make an effort to make the draft document to be as "acceptable" as possible to both states,



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- The Business Plan will also attempt to define the major functional requirements of the system, which later can be modified according to each state's needs and system limitations,
  - Karen mentioned that the Interim Guidelines are published by FHWA on the "Information Sharing Specifications and Data Exchange Formats for the Real-time System Management Information Program." The requirements stated in the guidelines will be closely examined and the relevant parts will be embedded in the Business Plan.

*We believe the foregoing minutes to be an accurate summary of the meeting and related decisions.*

*Minutes prepared by:*

*Orth-Rodgers & Associates, Inc.*

*cc: All Meeting Attendees*  
*PA-DE-NJ Coordination Committee Members*