ITSVA Journal
Intelligent Transportation Society of Virginia March 2011

New Report Lists Top 50 Transportation Priorities in Virginia

A recently-released report by The Road Information Project (TRIP), a national transportation research group, lists the 50 top transportation priorities needed for Virginia's future economic growth.

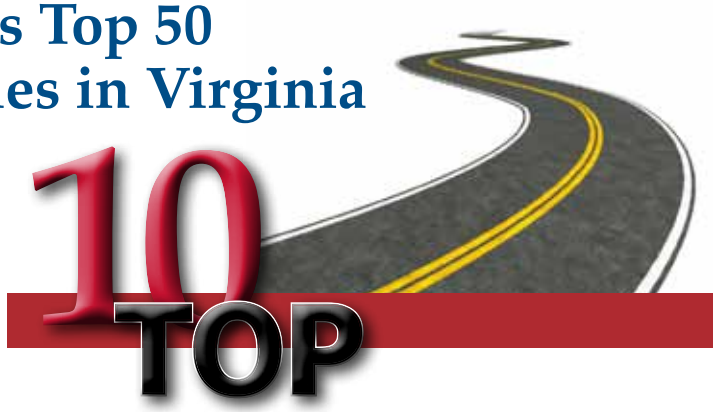
Researchers analyzed information provided by VDOT, DRPT and federal agencies to determine which projects are most important in terms of economic benefit, job creation, and improved mobility for residents. The list includes 36 highway projects, eight railway improvements, and six projects to improve public transportation.

Each project was ranked based on a rating system that considered short-term economic benefits, including job creation; the level of improvement in the condition of the transportation facility, including safety improvements; the degree of improvement in access and mobility; and the long-term improvement provided in regional or state economic performance and competitiveness.

Not surprisingly, five of TRIP's top 10 priorities are in Northern Virginia and four are in the Hampton Roads area. Topping the TRIP list are $2.4 billion project that would add from two to four lanes on sections of I-95 between Washington and Richmond and another $2.4 billion project to construct four additional lanes as part of the Hampton Roads Bridge Tunnel expansion.

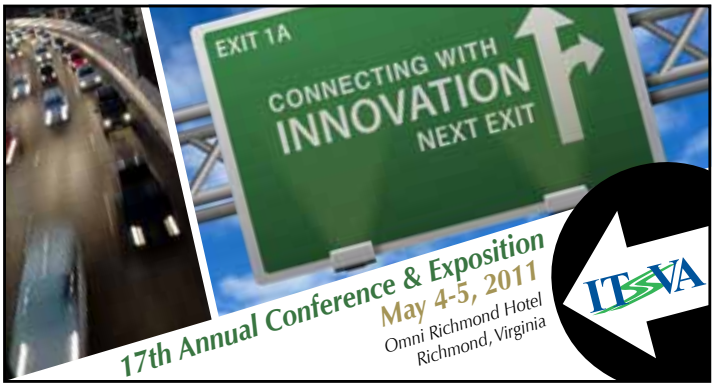
The HOT lanes project is listed fourth and extension of Metrorail to Dulles and Loudoun County is listed ninth. The list also includes addition of HOV lanes to the Fairfax County Parkway, enhanced commuter rail between Manassas and Gainesville/Haymarket and providing high speed rail between Richmond and Washington, D.C.

Construction estimates show that Virginia would need at least $44.7 billion to finance the top 25 projects. More information is online at www.tripnet.org. ■



Rank Top Ten Projects For Virginia's Economic Growth

1. Widening I-95 between Washington, DC and Richmond
2. Hampton Roads Bridge Tunnel expansion
3. Widening I-64 from New Kent to Hampton to six lanes
4. Constructing HOT lanes and transit improvements on I-95/I-395 in Northern Virginia
5. Hampton Roads Third Crossing/Patriot's Crossing
6. Widening I-64 in the City of Chesapeake/replacing High Rise Bridge
7. Widening I-66 in Prince William County, Fairfax and Vienna
8. Adding two lanes to multiple sections of I-81
9. Extending Metrorail from Fairfax County to Dulles Airport and beyond to Ashburn
10. Widening portions of Rt 29/adding two lanes to the Eastern Bypass in Warrenton



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officers|directors

Iteris Acquires Meridian

Iteris, a leader in traffic management focused on the development and application of advanced technologies, recently acquired Meridian Environmental Technology (MET). MET is a leader in 511 advanced traveler information systems, as well as Maintenance Decision Support System (MDSS) management tools that allow users to create solutions to meet roadway maintenance decision needs. Meridian's state-of-the-science MDSS provides detailed and accurate information at the route level enabling the efficient maintenance of roads and highways while optimizing resource use and reducing costs.

"In addition to an attractive customer base within weather and traveler information systems, MET provides Iteris with key capabilities in the emerging performance measurement and management market," said Iteris CEO Abbas Mohaddes. "With MET, our company is better equipped to empower travelers and traffic management authorities with more accurate and real-time information, and network performance management."

MET president Leon Osborne commented, "Our companies have worked very well together on various projects in the past, including 511 travel information and weather forecasting services. Iteris offers a leading platform in the Intelligent Transportation System market that will help leverage our services into new geographies and market opportunities." ■

Tennessee Legislation Deliberates Traffic Camera Standards

During their 2011 legislative session, Tennessee lawmakers are taking another look at cities' use of traffic cameras to catch speeders and red-light runners and considering guidelines to make sure camera programs boost safety rather than serve as high-tech, money-grabbing "speed traps."

"We've got to have some standards in place that will be statewide and will prohibit companies from setting up 'legal' speed traps," said Rep. Vince Dean, R-East Ridge, vice chairman of the House Transportation Committee.

Senate Transportation Committee Chairman Jim Tracy supports a "flat rate" program like that being used in Florida, which would eliminate the per-ticket fees most camera vendors negotiate in their contracts. Instead, local governments can set a flat monthly rate for each intersection, regardless of how many tickets are issued.

An attorney for camera vendor American Traffic Solutions Inc. -- which has the traffic-camera contracts in Red Bank and Chattanooga -- said the per-ticket fee is done "primarily to pay for the equipment and it allows local governments not to foot the bill up front."

In the cities that use traffic cameras, the maximum ticket amount is $50, but court costs can significantly boost the total that motorists must pay. Tickets from cameras don't count against motorists' driving records.

Since Chattanooga began using speed cameras in 2007 on the once-deadly S curves section of Hixson Pike, the number of crashes plummeted from 20 in 2006 to only four last year. The number of tickets issued in the curves dropped from 1,878 in June 2007 to 340 in November 2009. ■

Dulles Corridor MetroRail Project Update

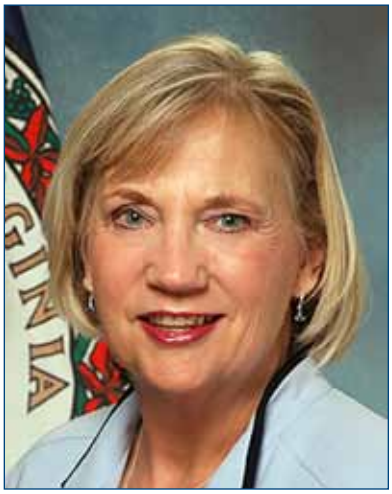
The Metropolitan Washington Airports Authority (MWAA) is constructing a 23-mile extension of the existing Metrorail system from East Falls Church to Washington Dulles International Airport and then west to Ashburn that is projected to be completed in late 2013.

The extension will serve Tysons Corner, Virginia's largest employment center, and the Reston-Herndon area, the state's second largest employment concentration. It also will provide a one-seat ride from Dulles International Airport to downtown Washington. The project will include 11 new stations and is being built in two phases. Phase 1 will run from East Falls Church to Wiehle Avenue on the eastern edge of Reston and include four stations in the Tysons Corner area. Phase 2 extends the line another 11.6 miles from Wiehle Avenue in Fairfax County to Washington Dulles International Airport and on to Route 772 in Loudoun County, with new stations at Reston Parkway, Herndon-Monroe, Route 28, Dulles International Airport, and in Loudoun County at Routes 606 and 772. According to Mike Harris of DRPT, the project is currently running near schedule on budget. Preliminary Engineering is currently underway for Phase 2 that will result in the preparation of a Design-Build construction solicitation that will be issued later this year. Phase 2 of the Project also includes a major rail yard at Dulles Airport, and station parking garages. When complete, the expanded Metrorail service along the Dulles Corridor provide a viable alternative to automobile travel to downtown D.C. that will also support future transit-oriented development along the corridor. ■

DRPT Workshops Support Demonstration Grant Program

Over the past year, the Virginia Dept. of Rail and Public Transportation has hosted seven regional workshops around Virginia to promote the role of Intelligent Transportation in developing future transit solutions, as well as investigate ITS needs and share information on the latest trends in transit technology. The workshops were attended by 20 transit agencies, with attendees that had both a wide range of ITS deployment experience and a strong interest in leveraging technology to improve operations and customer service. The ultimate goal of the outreach events is to promote greater understanding of ITS and coordinate statewide activity. DRPT offers a Demonstration Grant Program to encourage the use of ITS in transit. These grants are 95% state funded, with a required 5% match from the locality. The Demonstration Grant can be used for planning and systems engineering preparation as well as deployment and limited operating activity. The Grant application deadline for FY 2012 funds (that begins July 1st, 2011) ended February 1 and applications are expected from Fredericksburg, Pulaski, Loudoun, Arlington, Charlottesville, Williamsburg, Virginia Regional Transit, Fairfax, and PRTC, among other localities. ■

Interview with DRPT Director Thelma Drake



Thelma Drake

What do you see as the most pressing transportation issue currently facing our state?

Virginia is in a wonderful but challenging time of increased demand for transportation choices, but decreased revenue from sources that provide transportation funding. The Department of Rail and Public Transportation (DRPT) has worked with many localities around Virginia to study potential new transit service. We are working to expand our passenger rail system, and two of the largest transit projects in Virginia's history – the Dulles Corridor Metrorail Project and The Tide light rail system in Norfolk – will be coming online in the next few years. The expansion of transit and rail in Virginia is exciting, but we must examine our transportation funding to ensure that we can meet the increase in demand for service. At the same time, we must ensure that the services we have today are operating as efficiently as possible. That is where ITS comes in.

How has DRPT been advancing intelligent transportation solutions?

In 2009, DRPT completed the first statewide Intelligent Transportation Systems (ITS) Strategic Plan. The plan builds on the current transit ITS use in Virginia to outline a coordinated approach to deploying transit ITS technologies throughout the Commonwealth. The recommendations in the plan will help coordinate transit systems' use of these technologies and collaborate research opportunities to realize the highest benefit for investment. The main goal of developing the statewide plan was to help bring ITS technologies to transit systems in Virginia faster so users can reap the benefits of technologies like automated fare collection systems, scheduling software, interactive information systems and remote access sooner, making our existing and future transit systems more efficient.

Do you envision a larger role for public transportation for Virginia in the future?

DRPT's mission is to improve the mobility of people and goods while expanding transportation choices in the Commonwealth. From our perspective, public transportation must take a larger roll in Virginia's future. By 2035 Virginia's population is expected to grow to 10.9 million. Four regions in Virginia - Northern Virginia, Hampton Roads, Richmond and Fredericksburg – will be responsible for approximately 81 percent of this growth. These regions are already some of the most congested in Virginia. As the population increases, so too does the importance of transportation choice. We cannot pave our way out of congestion, but rather we will have to shift the way we look at our commutes and embrace options such as bus, carpool, vanpool, telework and passenger rail to help reduce congestion on the highways and to reduce the number of single occupant vehicles travelers on the highways.

"Governor McDonnell in the 2011 General Assembly session introduced a transportation funding bill that would create an Intercity Passenger Rail Operating and Capital Fund."

What transportation improvements should we be making to ensure that Virginia's economy will continue to grow?

While all areas of the Commonwealth can benefit from increased transportation choices and mobility, we have to place the bulk of our focus on those areas that are expected to experience the highest population growth. Virginia cannot afford to allow Northern Virginia, Hampton Roads and Richmond to become parking lots. It is for this reason that DRPT is working to expand transportation choices in these regions through initiatives such as the Dulles Corridor Metrorail Project, The Tide, an extension of Amtrak Virginia service to Norfolk, the Broad Street Rapid Transit Study in Richmond, and many others that will help deliver congestion relief in these key regions. While we advance these initiatives, we must take a look at our current funding system to ensure it can sustain the service we have today as well as support the systems of the future.

The 2011 General Assembly approved Governor McDonnell's transportation funding bill to create an Intercity Passenger Rail Operating and Capital Fund. This fund is essential to Virginia's ability to continue to support and expand our passenger rail network. Also, Senator Yvonne Miller introduced Senate Joint Resolution 297 which passed both houses of the legislature and is awaiting the Governor's signature. This resolution instructs DRPT to study Virginia's current transit funding methodology to determine if there is a more efficient manner in which transit projects and services can be funded in Virginia. Both of these pieces of legislation are significant steps to help Virginia address essential transportation funding needs so we can support the key initiatives underway today, as well as the projects of tomorrow, that will help reduce congestion and provide expanded mobility in Virginia. ■

VDOT Uses Smart Technology to Deliver Traffic Solutions for Less

On February 28th, 2011, Governor Bob McDonnell cut the ribbon on the I-66 HOV lanes at Monument Drive and Stringfellow Road in Fairfax, opening the ramps during off-peak hours to ease traffic in one of the worst congested areas on the East Coast. This coordinated effort between FHWA and VDOT is "adding quality of life for very little money," said Governor McDonnell. Opening the ramps will clear the way for more than 8,000 more cars every day, demonstrating the innovative way that Virginia's government is tackling our ever-increasing traffic problems.


Photo courtesy of VDOT

Making smarter use of existing roadway capacity has been the central theme of VDOT's Intelligent Transportation Systems program. With the General Assembly's overwhelming support for the Governor's transportation agenda, which includes $40 million in smart technology projects, it is clear that Virginia continues to prioritize smart technology and its use of intelligent transportation systems. Today, VDOT's five Traffic Operation Centers across the state use ITS to collect and share real-time information across stakeholders and the traveling public, to manage incidents, reduce congestion and enhance mobility.

Northern Virginia's operations center, the McConnell Public Safety and Transportation Operations Center, has become a national model for the integration of ITS systems, emergency responders, 511 traveler information and data collection that is operated with the Advanced Management Transportation System (ATMS), OpenTMS Enterprise Suite™. Open Roads Consulting, a Virginia Women-owned Business Enterprise, has designed and deployed this off-the-shelf ATMS to support real-time traffic management for VDOT at urban and rural operations centers throughout Virginia.

First deployed in Richmond over nine years ago, this turn-key ATMS is designed around an open, scalable architecture that easily integrates a wide range of ITS technologies and systems, making it the ideal choice to coordinate the sharing of mission-critical information with all stakeholders. Barbara Skiffington, President of Open Roads Consulting, observes that "facilitating cooperation and coordination of partner agencies is essential for effectively managing incidents and reducing adverse impacts on the traveling public."

Open Roads is currently partnered with VDOT to deploy OpenTMS Version 7 in four of the five regional operations centers. New modules in Version 7 add Shoulder Lane Control, HOV Gate Control, Ramp Metering and Travel Time to its Active Traffic Management (ATM) Suite. In a time when elected officials must deliver more for less, Intelligent Transportation Systems like OpenTMS Enterprise are being recognized as a win/win for government and the citizens it serves. For more information about Open Roads Consulting and its technology solutions, call 757.546.3401 or visit us online at www.openroadsconsulting.com. ■

UVA's Center for Transportation Studies Seeks Applicants

The University of Virginia's Center for Transportation Studies is currently accepting applications for the 3rd annual Transportation Project Management Institute (TPMI). This nine-day residential training program will be held May 10-19, 2011 in Charlottesville and is specifically designed to enhance the project management skills of transportation professionals in design, operations, and maintenance. Over the past few years, VDOT has made a significant investment in the development of this program and has sent many participants to the Institute over the past two years. Because of the critical role that private sector and local governments play in developing and delivering transportation services in Virginia, the remainder of the participants in the 2011 TPMI program will ideally represent firms and local government agencies that work with VDOT on transportation projects.

TPMI's goal is to educate and enable transportation project managers to effectively lead the development and delivery phase of projects by immersing these professionals in a project management learning experience that is comprehensive, essential, transportation-focused, hands-on, and collaborative. Participants will learn from UVA Engineering and Business faculty who are leaders in the industry as well as the public sector, and will work collaboratively on a series of challenging, hands-on case study exercises. TPMI has been designed specifically for mid-level project managers with demonstrated capability and relevant experience in project management. It is not intended for entry-level professionals, nor is it designed for seasoned, veteran project managers. In short, TPMI is designed to strengthen the skills and competencies of mid-level professionals who are expected to assume greater levels of responsibility in project management. TPMI is an outstanding opportunity to invest in the future leaders of our profession. Openings in the institute are expected to fill-up quickly. Visit www.cts.virginia.edu/tpmi. ■

Televent Announces Partnerships with IBM, Peek Traffic

While large urban areas have well-known traffic issues, congestion is also common in smaller cities or around college campuses, where traffic can spike during rush hour or weekend football games.

Today, transportation agencies are largely reactive to traffic issues and focus on isolated incidents and single areas of congestion. Taking advantage of predictive analytics and real-time information from road sensors allows agencies to be more proactive in dealing with traffic and mobility issues.

Telvent and IBM recently entered into a partnership to develop smarter traffic solutions that are affordable and customized for small cities, university and government campuses and business districts. The solution will apply IBM's advanced analytics and Telvent's traffic management expertise to give small urban areas visibility for better traffic control and improving congestion.

Telvent also is partnering with Peek Traffic Corporation, to streamline road operations for mid- and large size cities' traffic operations by combining Telvent's intelligent transportation systems with Peek's innovative traffic control equipment.

Additionally, Peek and Telvent will conduct joint research and development efforts towards designing the "Next Generation Traffic Control System" that will allow operators to optimize the traffic control in real-time. This next generation system will assist operators in preparing to quickly and effectively respond to any emergency situation occurring within the infrastructure, which will lead to a decrease in accidents and an increase in user safety.

With congestion costing Americans more than $78 billion a year in lost productivity, transportation managers, no matter the size of their networks, are grappling with how to manage traffic, get more capacity out of existing infrastructure and create more sustainable transportation solutions.

The U.S. Department of Transportation estimates that combining the best practices in operational strategies, such as incident management and optimization of traffic signal control, can reduce total urban travel delay by 500 million hours per year. Both the PEEK alliance and the IBM alliance are designed to further enhance our offerings, lessen congestion, and to provide the very best to our customers and citizens of Virginia. ■

HOT Lanes Beginning to Take Shape in Northern Virginia

The Virginia Department of Transportation (VDOT) recently announced a new I-95 High Occupancy Toll (HOT) lanes project that will create 29 miles of HOV/HOT lanes along the stretch of I-95 from Garrisonville Road in Stafford County to Edsall Road on I-395 in Fairfax County.

It will also include:

- Constructing two reversible HOV/HOT lanes for nine miles from Route 610/Garrisonville Road in Stafford County to Route 234 in Dumfries, where the existing HOV lanes begin.
- Widening existing HOV lanes from two lanes to three lanes for 14 miles from the Prince William Parkway to approximately two miles north of the Springfield Interchange near Edsall Road.
- Making improvements to the existing two HOV lanes for six miles from Route 234 to Prince William Parkway.
- Adding new access points in the areas of Garrisonville Road, Joplin Road, Prince William Parkway, Fairfax County Parkway, Franconia-Springfield Parkway, and I-495 near Edsall Road.

The new HOV/HOT lanes project will no longer include the originally planned construction of six miles of HOV/HOT lanes on I-395 in Alexandria or Arlington County or upgrades to key interchanges at Shirlington and Eads Street in Arlington County. Those lanes will continue to be restricted to HOV, transit, eligible hybrids and motorcycles during rush hours.

However, VDOT is advancing plans to construct a new ramp at I-395 and Seminary Road for the Mark Center, concurrent with the HOV/HOT lanes project. The ramp will be open to HOV and transit only. Construction on the ramp could begin as early as 2012.

VDOT will also expand park-and-ride lots and fund other local transit improvements to maximize the benefit of the new HOV/HOT lanes network.

Secretary of Transportation, Sean T. Connaughton said, "VDOT previously developed the I-95/395 HOV/HOT Lanes project to expand highway capacity, enhance carpooling opportunities, and fund transit in the corridor. Unfortunately, the project has been severely delayed due to a lawsuit filed by Arlington County. The delay has had a detrimental impact on the timing, scope and private finances of the project as originally envisioned. VDOT has initiated a new HOV/HOT Lanes project so that we can move forward and deliver critical improvements to the region quickly."

The goal is to link the I-95 HOV lanes to new HOT lanes on the Capital Beltway (currently under construction), creating a network that will span more than 40 miles and provide direct HOV and transit services to major Virginia-based employment centers including Tysons Corner, Merrifield, Fort Belvoir and Quantico.

The project is expected to receive a majority of its funding and financing from the private sector. Once complete, the area's HOV and HOT lanes will keep traffic moving by using dynamic tolling that will adjust tolls based on real-time traffic conditions, video technology to identify accidents, a series of electronic signs to communicate with drivers and state troopers to ensure enforcement.

Joan Morris, the Public Affairs Manager for VDOT's Northern Virginia District Office, said that the typical rush hour trip may cost about $5-6," adding, "Most HOT lanes customers are likely to only use these lanes a couple of times a week when they need a faster or more predictable trip and really need to be somewhere on time."

Construction along the I-95 portion of the project is expected to get underway as early as 2012 and support more than 8,000 local jobs, taking up to three years to complete.

Capital Beltway HOT Lanes

Construction of the 14-mile project on I-495 that started in July 2008 is more than 50 percent complete and will open to traffic by 2013. At this point, the new outer Beltway lanes along I-495 from Springfield to just north of the Dulles Toll Road are clearly visible behind Jersey barriers near several interchanges, including Braddock Road and the Little River Turnpike. The HOT lanes project will add two new lanes to the Beltway in each direction, north and south. Later this spring, VDOT will shift traffic to the newly created lanes so that work can begin on the inner lanes, which ultimately will become the HOT lanes.

When the lanes open, drivers will be able to use them if they pay a toll, or if they have three or more people in their vehicle. Tolls will rise and fall based upon real-time traffic conditions. The idea being that people will decide when to use the lanes based on price and their personal schedules, and traffic will be able to continue moving.

Tolls will be collected using an E-ZPass to allow traffic to keep flowing. The operator of the lanes, Fluor-Transurban, expects to keep a minimum speed of 45 miles per hour.

Transit advocates are also championing the lanes as a way to move buses quickly between different points on the Beltway, since traffic flow is supposed to be predictable. ■

ITSVA Member Profile: Greg Pieper

Greg Pieper

What is your current position?

Vice President of Sales for SmarTek Systems, Inc.

Where did you grow up?

On a farm in the North Platte Valley in western Nebraska.

How did you get started in this industry?

A division of AT&T Bell Labs had the charter to try to convert some of the AT&T defense technology to non-defense use. The New Jersey Turnpike Authority asked AT&T if they had any applicable technology to get away from using loops in the highway. I was assigned to the team to explore that request. We considered video, lasers, and radar technology before setting on passive acoustic as a cost-effective means for characterizing vehicles moving past a sensor on the side of the road. When the AT&T break-up occurred in 1995, the development effort was halted and the existing single lane acoustic sensor was sold/licensed to IRD, Inc. Three members of the AT&T development team decided to resign and start SmarTek Systems.

Who do you consider a mentor in your career and why?

Instead of having a career-based mentor, my father still inspires me. A farmer's life is not an easy one, but Dad taught us that if you work hard, do your best, remain optimistic and pray a bit, things usually work out in the end. And a smile always helps.

Tell us about your family.

My wife and I have three daughters, two of whom are married. We currently have four grandchildren and are hoping to welcome another grandchild to the crew in early May!

Do you have a favorite vacation spot?

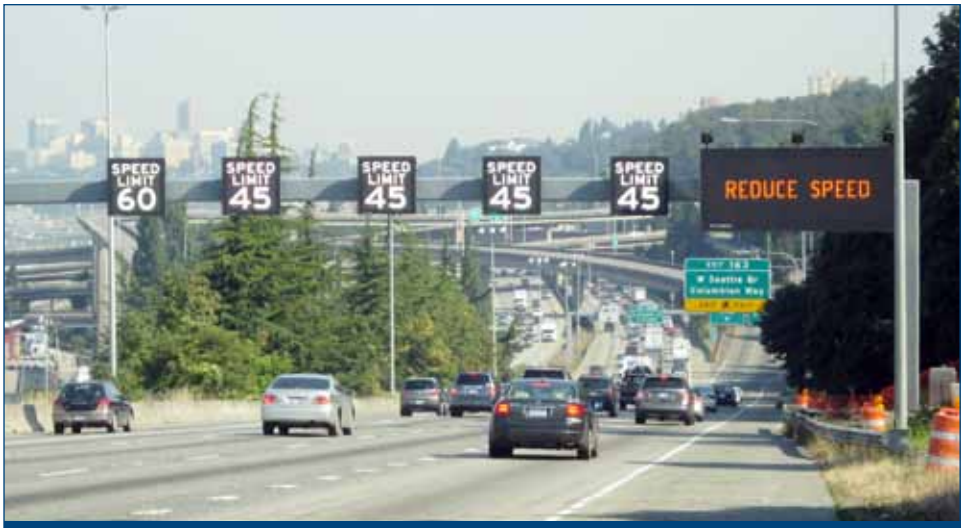
Any beach, mountain or open stretch of water where cell phones get damaged if they accompany the vacationer.

How do you like to spend your free time?

Biking, sailing, and attending Navy sporting events, as well as our grandchildren's activities. ■

Caution to the Wind

In this year of people taking unforeseen chances (democracy protesters taking their stand against dictators in the Middle East and Midwest governors trying to overthrow public sector unions, with union organizers responding by occupying the state capitols), we have seen the first signs of courage among public leaders in acting to repair the transportation infrastructure and its operations, which have been starved for several years. Who would have thought that Virginia would be taking the lead in this with, of all things, a program receiving bipartisan support?



Active Traffic Management of I-5 in Seattle

It's a start – not a new permanent dedicated source of transportation funding, but a huge jump start. The Governor has proposed tapping into the state's ability to sell bonds to set up seed money in a Virginia Transportation Investment Bank. As a result, up to $4 billion could be made available for transportation improvements in the next four years. Of course, bonds and loans have to be paid back, and that issue will have to be addressed over time. But unlike the ill-fated regional transportation taxing authority that was declared unconstitutional in 2008, this one leverages current statutes. Being the cynic I am, I'm still looking for the other shoe to drop, but so far it's not happened. And this may be the jump start opportunity for ITS that we've all been hoping for.

VDOT is currently readying initiatives in Northern Virginia and Hampton Roads to implement roadside travel time information – fixing detectors and dynamic message signs and tapping into speed data from private sources using GPS probes.

VDOT is also planning to become the first state on the East Coast to deploy Active Traffic Management (ATM) – the miraculous traffic management concept from Europe that has seen early implementations in Washington State and Minnesota, and that we talked about in my last column. ATM includes real-time variable speed limit strategies and advance queue warning displays, as well as lane management controls for HOV operations, incident-related lane closures, and shoulder running.

These strategies, when deployed in Europe, have consistently led to reduced accident rates, less congestion and improved travel time reliability. The Washington State application has already been credited with reducing accidents by more than 50 percent along the segment of Interstate 5 where they have been deployed.

ATM is first being proposed for I-66 in Northern Virginia, a facility containing a segment in Fairfax County with existing shoulder running strategies during peak periods, as well as peak hour HOV lane operations throughout the corridor. It's the proverbial New York moment – if it can make it here, it can make it anywhere.

The excitement here in Virginia renders almost secondary the Federal moves on transportation. While the President is proposing an unheard-of $556 billion in the next 6-year program (already a year behind schedule), Congress is proposing $250 billion, a nearly 20% drop in funding compared to the last 6-year program. It doesn't help that no new means of funding has been proposed for the President's program.

Some find it most likely that a 6-month or 1-year extension of the current program will happen, which would end up being $40-50 billion or less on an annualized basis, about the same or less than before. Other initiatives including "Smart Communities" have some degree of support, but without another funding source beyond the Federal gas tax, it is questionable how far any of this will go.

On the national level, transportation infrastructure improvements frequently get bashed both from the sustainability-concerned left and the fiscally-concerned right. Operations and ITS initiatives often get criticized for supporting continued dependence on automobiles or resulting in "induced demand". The jobs these different initiatives may create seem to almost be a secondary concern even with the persistent unemployment rate of more than 9 percent.

ITS research (in large part relating to the program formerly known as IntelliDrive) has been fairly safe with its $100 million annual funding, but it may be too much to expect things to get jump-started at the national level if no one wants to pay for it.

But private and state initiatives could help things forward. With the HOT lanes public-private initiative on I-495 taking shape and the other ITS initiatives underway in Virginia, finally the good news is starting to outweigh the bad. But being cynical as usual, I invite you to tune in next time for the latest in our saga. ■

Glenn N. Havinoviski is Associate Vice President for Transportation Systems with Iteris, Inc. in Sterling. He was President of ITSVA from 2006-07 and has been a columnist for the ITSVA Journal since 2002.


The reception as seen from above

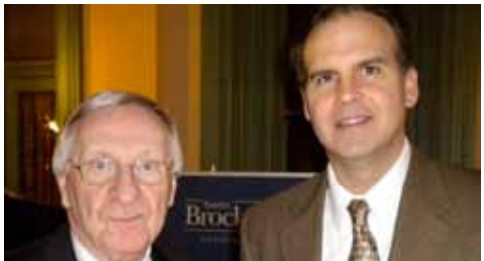
Exhibitor Kevin Barron of Trafficland from Fairfax, VA

Exhibitors from the Elite Contracting Group of Petersburg, VA


Delegate Betsy Carr with Connie Sorrell of VDOT


Delegates Algie Howell, Luke Torian and Joe Morrissey


ITSVA's Ken Jennings with Sean Connaughton


Del. Ken Plum with ITSVA board member Mike Harris


Senator Creigh Deeds with Lennie Tierney of VDOT


Cathy McGhee with Jeff Adler of Open Roads Consulting