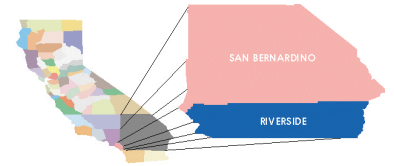


**Inland Empire Regional ITS Architecture Project  
Disposition of Comments  
Draft Inventory Report**

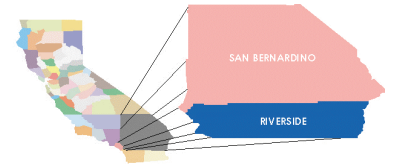


Reviewer Name Michelle Kirkhoff			Representing SANBAG	Phone # (909) 884-8276	Email address mkirkhoff@sanbag.ca.gov
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	General	All	Can we do an appendix or attachment, with general acronyms and the definitions? Probably in each section, acronyms will first be spelled out; but it may not hurt to have a general list that we keep adding to, and attach it to every document.	1	
2	1.4.1	5	3 <sup>rd</sup> full paragraph, end of sentence; I just don't like contractions like "don't" in a formal document, please spell out	1	
3	1.4.2	8	Paragraph in middle of page, 2 <sup>nd</sup> sentence, is not quite correct; suggest changing to:  Currently, CHP dispatching activities for the Inland Empire are operated by four CHP Communications Centers located in San Bernardino, Barstow, Indio and San Diego. There is no current CHP dispatching co-location with Caltrans, at the interim TMC. It is anticipated that when construction of the new TMC is complete, some of the CHP dispatching personnel from the above-mentioned CHP communication centers will be located at the TMC. In addition to housing some of the pertinent CHP dispatching and Caltrans personnel ...."	1	
4	Table 1.4.2-2	8	Call Box description – change to four CHP com centers.	1	
5	1.4.3	9	CMS section at bottom of page: the text in the [ ] doesn't make sense to me, perhaps it should be: [Changeable Message Signs, or CMS, are standard ....]	1	
6	Table 1.4.3-1	11	San Bernardino to the far left column, forget the "r"; also, what about the City of Yucaipa and City of Grand Terrace, they are missing	1	
7	For all Maps	All Maps	Can you put a footer with the page number on each map; also, can we also show a North, South, East and West symbol, or who just a North ↑ for those geographically challenged?	1	
8	1.4.5	20	I would suggest expanding the bullet that says "SCAG's TranStar System" to "Transit Trip Planning "; I'll describe why below	1	

**\*Comment Disposition Key**

1=comment incorporated 2=general statement 3=to be addressed by future task 4=comment not incorporated (with explanation)

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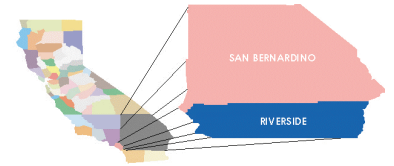
Reviewer Name			Representing	Phone #	Email address
Michelle Kirkhoff			SANBAG	(909) 884-8276	mkirkhoff@sanbag.ca.gov
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
9	1.4.5	21	2 <sup>nd</sup> paragraph, instead insert:  “Transit trip planning systems allow the retrieval of a transit itinerary for travel in Southern California, and include all bus, rail and Amtrak schedules for the Inland Empire, but also for Los Angeles, Orange and Ventura counties. These systems rely on static transit scheduling data, but there is a potential to provide these systems with real-time dynamic data to provide even more accurate trip plans. Systems currently in operation include the Los Angeles County Metropolitan Transportation Authority’s (MTA’s) Transit Trip Planner, as well as TranStar, currently operated by SCAG. The Inland Empire ITS Architecture may consider system interfaces in its Plan.”	1	
10			Missing info on RidePro, soon to be regional rideshare database and information dissemination. See Marilyn Williams for a write-up.	1	

Reviewer Name			Representing	Phone #	Email address
Mauricio Diaz			City of Chino	(909) 591-9828	mdiaz@cityofchino.org
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	1.4.3	11	Show EVP as Existing	1	
2	1.4.3	11	Show Advanced TMS as planned	1	
3	App. A	1	City of Montclair listed twice	1	
4	“	2	RCTC listed twice	1	
5	“	2	CARB listed twice	1	
6	“	2	CTC listed twice	1	
7	“	2	CAATS listed twice	1	
8	“	3	Omnitrans listed twice	1	

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Reviewer Name			Representing	Phone #	Email address
Chalap Sadam			City of Montclair	(714) 992-2990	chalap@albertgrover.com
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	1.4.3	11	In the coming months, the City of Montclair will be installing a Traffic Management Center, primarily a QuicNet/4 signal system in the City Hall. Revise Table 1.4.3-1 to show a planned Traffic Management Center in Montclair	1	

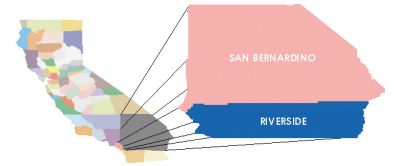
Reviewer Name			Representing	Phone #	Email address
Clyde Sweet			Rialto	(909) 882-7802	traffic24@cs.com
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	1.4.4	18	Rialto Police Department has future plans for an A. V. L. system.	1	
2	1.4.3	11	Rialto does have emergency vehicle pre-emption, Opticom city Std.	1	
3	Appendix A		Rialto is listed twice.	1	
4	1.4.3	11	Rialto is looking toward a traffic control computer to monitor all of the signals. The SANBAG Tier III and IV hardware recommendations would complete the monitoring/control system.	1	
5	1.4.3	11	Opticom has the capability of transit priority if buses are equipped and City Council approves the operation.	2	
6	1.4.3	11	City Standard is Autoscope Solo Pro with video capability and networking of cameras.	2	

Reviewer Name			Representing	Phone #	Email address
David Soffa			California Highway Patrol	(909) 388-8038	dsoffa@chp.ca.gov
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	1.4.1	5	The State TMCs are referred to as <b>Transportation</b> Management Centers as opposed to Traffic Management Centers	1	

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Reviewer Name			Representing	Phone #	Email address
David Soffa			California Highway Patrol	(909) 388-8038	dsoffa@chp.ca.gov
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
2	1.4.2-2	9	FSP – FSP is a Statewide program with local government participation. The majority of funding comes from Caltrans (80%) with the rest of the funding provided by the local agency. CHP handles the day to day operations which includes supervision of the tow trucks.  FSP is not in San Bernardino County. There are plans to implement FSP in San Bernardino County within 2-3 years.	1	

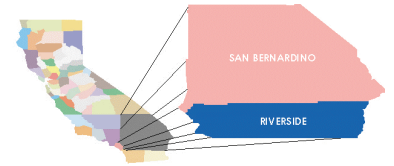
Reviewer Name			Representing	Phone #	Email address
Mark Diercks			City of Palm Desert	(760) 776-6450	mdiercks@ci.palm-desert.ca.us
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	1.4	13	In Table 1.4.3-2 - ITS Inventory information for City of Palm Desert Should indicate an ‘E’ in the “Traffic Management Center” column and a ‘P’ in the “Advance Traffic Management Sys.” Column.	1	

Reviewer Name			Representing	Phone #	Email address
Cindy Peterson			Omnitrans	(909) 379-7211	Cindy.Peterson@omnitrans.org
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	Table 1.4.4.-1	20	Omnitrans does already have electronic fareboxes (E not P) which read and record electronic fare media (including a swipe card reader) and do issue electronic media.	1	
2	Table 1.4.4.-1	20	We also do plan on sharing info with other entities once we have the technology in place and are in the process of purchasing such equipment that may make it reasonably possible in the future (so add a "P").	1	

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Reviewer Name Steve Smith			Representing SANBAG	Phone # (909) 884-8276	Email address ssmith@sanbag.ca.gov
Comment #:	Section:	Page:	Comment:	Disposition of Comment:*	
1	1.1.1	2	We should have a definition up front stating what Intelligent Transportation Systems are. They are described later on, but never defined. There used to be a somewhat standard definition of what ITS consists of.	1	
2	1.2	2	You should probably either leave out references to any individual city in this paragraph, or list them all in a table. It wasn't clear why you listed the ones you did. If in a table, list them by geographic subregion.	1	
3	1.3	3	Was a survey sent to the CHP?	1 – yes	
4	1.4.1	5	2 <sup>nd</sup> Paragraph Should read: “The metropolitan planning organization (SCAG) and transportation commissions (SANBAG and RCTC)” Also, might be better to say “planning and programming ITS” (rather than promoting) Not clear who you mean by Riverside and San Bernardino Counties. Do you mean the unincorporated county or do you mean the commissions? 4 <sup>th</sup> Paragraph Should mention Metrolink here.	1	
5		7	We haven't addressed local law enforcement systems, which is another big area that we may or may not want to get into. It would be nice at least to have an understanding of how CHP interfaces with the local emergency services information and communications network, if possible. It is an incident response issue, but may be outside the realm of FHWA's rule. There was at one time a pager-based incident notification network among the emergency services agencies in the Coachella Valley. Not sure if it still exists.	2 – Core CHP transportation management activities are covered in this Inventory Report. Additional CHP interactions will be addressed to a limited degree through documentation of architecture interfaces and interconnections.	

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