Minnesota TMCs & State Patrol Dispatch Centers

- **RTMC** – Regional Transportation Management Center
  - Shared Operations Center
    - MnDOT Signal Operations
    - MnDOT Freeway Operations
    - MnDOT Maintenance Dispatch
    - State Patrol Dispatch
  - Located in the Twin Cities (Roseville, MN)

- **SRCC** – South Regional Communications Center
  - State Patrol Dispatch
  - Located in Rochester, MN
Two Operational Models

- Twin Cities Metro Area
  - MnDOT Responsibilities
    - Traffic Operations
    - Traveler Information
    - Freeway Service Patrol
    - Maintenance Dispatch
  - State Patrol Responsibilities
    - Emergency management and dispatching

- Greater Minnesota
  - State Patrol Responsibilities
    - Traveler Information
    - Maintenance Dispatch
    - Emergency management and dispatching
Transportation Operations and Communications Centers (TOCC)

- Co-location of Minnesota Department of Transportation and the Minnesota State Patrol
- 9 locations in Greater Minnesota
- Started in 2000.
- MnDOT provides and maintains TOCC facilities and IT systems
- MSP provides communications operators to staff the TOCCs and provide TMC and Maintenance dispatch services
- Consolidated to 2 centers in 2012/2013
TOCC Benefits

- Better utilization of state resources by having State Patrol staff provide MnDOT services.
- Commons technologies for better communications between MnDOT and State Patrol.
- Consolidation allowed for additional savings of state resources:
  - by allowing dispatchers to support other districts more efficiently.
  - by reducing facilities and system needs.
TOCC Challenges

- Geographical Boundaries between MnDOT and State Patrol
- Growing Pains
  - Additional DMS
  - Additional cameras
  - Expanded 511/CARS
- Discussions about MnDOT taking over statewide TMC duties
# MnDOT ITS Devices

## TABLE 3-1: MnDOT ITS Assets

<table>
<thead>
<tr>
<th>ITS System</th>
<th>District</th>
<th>Total</th>
<th>Distribution of ITS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>DMS</td>
<td>23</td>
<td>5</td>
<td>29</td>
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<tr>
<td>Cameras</td>
<td>29</td>
<td>0</td>
<td>54</td>
</tr>
<tr>
<td>Detectors*</td>
<td>0</td>
<td>0</td>
<td>94</td>
</tr>
<tr>
<td>Ramp Meters</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Signals</td>
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<td>63</td>
<td>166</td>
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<tr>
<td>RWIS</td>
<td>21</td>
<td>15</td>
<td>8</td>
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<tr>
<td>RCMVS</td>
<td>4</td>
<td>2</td>
<td>13</td>
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<tr>
<td>Fiber (miles)</td>
<td>9</td>
<td>0</td>
<td>85</td>
</tr>
<tr>
<td>Managed Lane Miles</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

*does not include traffic signal or ATR detectors
Staffing Levels

- Minnesota State Patrol
  - 24/7 Operations
  - RTMC has approximately 50 staff
  - SRCC has approximately 25 staff

- MnDOT Metro Maintenance Dispatch (RTMC)
  - 24/7 Operations
  - 8 dispatchers and 1 supervisor
  - Annual budget of $1M

- MnDOT Metro Signal Operations (RTMC)
  - 1 operator during AM Peak
  - As needed during PM Peak
Staffing Levels

- MnDOT Metro Freeway Operations (RTMC)
  - Monday – Friday, 4:30 AM to 10:00 PM
  - Saturday 11–7 and Sunday 10–6
  - 6 full-time dispatchers and 1 supervisor
  - 3 part-time student workers
  - Fill-in staff
  - Annual budget of $1M
Dispatchers
- Dispatch FIRST Program
- Coordinate with MSP and Maintenance dispatch
- Relay information to media partners
- Monitor cameras
- 2 dispatchers

Operators
- Deploy CMS and LCS for Metro freeways and arterials
- Monitor 511
- Monitor cameras
- 2 operators during peak
- 1 operator during off-peak
TMC Staffing in Minnesota
Public Sector Staffing Model

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