

**DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE**

**September 1, 2004
MAG Cholla Room, 2nd Floor
302 North First Avenue**

Phoenix, Arizona

MEMBERS ATTENDING

**Jim Book, City of Glendale
Alan Sanderson, City of Mesa
Mike Mah, City of Chandler
Mike Sutton for Bruce Ward, City of
Gilbert
Nicolaas Swart, Maricopa County
Bob Steele, City of Phoenix
Mike Nevarez for Bob Ciotti, RPTA
Iven Wooten for Terry Conner, DPS
*Bob Maki, City of Surprise
*Carrol Reynolds, Town of Buckeye**

**Paul Porell for Bruce Dressel,
Scottsdale
Jim Decker, Tempe
Tim Wolfe, ADOT
Scott Nodes, Peoria

Ron Sievwright for Don French,
Goodyear
*Mary Kihl, ASU
*Alan Hansen, FHWA
*Dennis Murphy, Phoenix Aviation
Michael Smith, Avondale**

OTHERS PRESENT

**Raymond Parmigiani
Amara Ibeji, CK Engineering
Chuck Eaton, DMJM & Harris
Art Levario, Arizona Trucking Assoc.
Pierre Pretorius, Kimley Horn Assoc.**

**Mohammad Rahman, CK Engineering
Pankaj Gupte, ADOT
Xiao Qin, MAG
Paul Ward, MAG**

*** Not present or represented by proxy**

1. Call to Order
Chairman Jim Book called the meeting to order at 10:05 AM.
2. Approval of July 7, 2004 Meeting Minutes
Alan Sanderson moved and Mike Mah seconded, and it was unanimously carried to approve the amended minutes of the July 7, 2004 ITS Committee meeting.
3. Call to Audience
Chairman Book made a call to the audience providing an opportunity to members of the public to address the ITS Committee. There was no comment from the audience.
4. Program Managers Report

The following is a summary of the report provided by Xiao Qin, in the absence of Program Manager, Sarath Joshua:

- **TSOP Program Update - A total of 11 signal timing projects are underway. A webpage to depict project information has been established at the MAG website. The page also shows project location and other information on a map of the region.**
 - **TS1 Avondale project – CK Engineering has completed all the traffic counts and half complete with model for signal timing. They will also be holding a SYNCHRO training workshop soon.**
 - **TS2 Mesa SYNCHRO Network –There is a delay due to Mesa testing of new signal cycle lengths. As soon as that is completed the project will move ahead.**
 - **TS3 Phoenix SYNCHRO Network – has been completed**
 - **TS4 & TS5 – Paradise Valley Blvd have both been completed by Lee Engineering**
 - **TS6 – Bell Road Signal Optimization. This has been completed by Lee Engineering. This is one of two ITS evaluation projects. The project will be evaluated by TransCore. They have gathered “before” data and will gather “after” data following implementation of new signal timing shortly after Memorial Day.**
 - **TS7 – This is a MCDOT project at Buckeye Road and Avondale Blvd. Kimley-Horn has completed this project.**
 - **TS8 – Signal Optimization on Bell Road through Surprise. This has been completed and the city is reviewing the timing plans.**
 - **TS9 – I-10 corridor project involving ADOT, Phoenix and Chandler. This is the second project that will be evaluated. CK Engineering has developed the SYNCHRO model and signal timing will be delivered to the agencies next week. Kimley-Horn will be doing the evaluation.**
 - **TS10 and TS11 are both Goodyear projects. The projects are Phase 1 and Phase 2 of the timing plans for Litchfield Road. It is at final review stage. Implementation expected at end of September.**
- **In general most TSOP projects will be completed by end of September.**
- **ITS Evaluation Projects – Two projects, TS6 and TS9, have been launched to evaluate two TSOP projects. Both projects have completed the “before” data collection and are now awaiting signal timing implementation to gather “after” data.**
- **ITS Outreach Project – This is another consultant project by DKS Associates to develop outreach material on ITS. This project has developed preliminary draft documents that are being reviewed by MAG staff. The committee will be requested soon to review these documents starting with the next draft.**

5. Freeway Management System Implementation Schedule

Tim Wolfe presented the four-phased plan for FMS implementation. Each of the phases is 5 years in length. ADOT used MAG data, both speed and volume, generated from the regional model. Assuming that sales tax passes in November, ADOT is planning to do one PA for all four phases. He noted a few changes to this plan. In Scottsdale some segments are already programmed. Also, there are three other segments that are currently programmed based on recommendation of this committee. These projects are going forward as partial FMS projects. The ADOT

recommendation is that full FMS be implemented instead of partial FMS on these segments.

Mike Mah asked what was the difference between partial and full FMS. Tim Wolfe pointed out that partial FMS projects provided fiber backbone on one side of the freeway, links to existing sensors and local agencies. Jim Book asked ADOT explore obtaining redundancy through fiber links provided by local agencies.

Xiao Qin, pointed out the discrepancy in estimated mileage for FMS, as stated in the RTP and the four-phased plan presented by ADOT. This was due to some double counting of funds already programmed for FMS in 2006 and 2007 and also due to the per mile cost basis for FMS used in the RTP estimate. Tim Wolfe stated that the per mile basis used by ADOT was \$1.1m per mile. He said that due to existing basic FMS infrastructure (or plumbing) on all new freeways the cost figure could drop to \$850,000 per mile, the number used by MAG in the RTP estimate. The MAG cost basis was derived from recent ADOT bids that did not include design costs. He also pointed out that when design costs, construction administration and inflation is included, and the \$1.1m per mile would be a good conservative estimate for planning purposes.

Nicolaas Swart commented that there was \$50m for arterial infrastructure and suggested that how that money should be spent be discussed at the AZTech Operations Group and brought back to the MAG ITS Committee.

6. Submission of Projects for FY2006-2010 TIP and Funding for ITS Projects

Paul Ward explained that the current TIP would only be programming projects for 2008, 2009 and 2010. The discretionary funds of \$50m available for arterial ITS have yet to be determined. This works out to \$2.5 m per program year. Mr. Ward stated that if MAG received double the amount of federal funds estimated for the RTP, ITS will still receive ONLY \$2.5m per year. In response to a question on where additional funds would go, he said that street projects would receive 13.4 percent of CMAQ funds that come to the region. He suggested that the ITS Committee may want to work out a percentage for ITS projects. Projects are due on September 10th at MAG. The actual recommendation of projects is up to the ITS Committee. In response to a question whether \$2.5 m will be programmed for each year, Paul Ward replied in the affirmative. He explained that if Proposition 400 does not pass the entire RTP is up in the air. How much flexibility is there in \$2.5m? Could we program \$4m in 2008 and the rest later? Mr. Ward stated that \$2.5m is within the street program firewall. There could some flexibility between street projects and arterial ITS projects. He also stated that there would be closeout processes for 2005, 2006 and 2007. There are opportunities for advancing new programmed projects for any funds that may become available in these years. This is all contingent on reauthorization. On the amount of anticipated CMAQ funds to the MAG region, he said that reductions are expected due to many factors.

Chairman Book Q: If RTP projects are advanced to 2005, 2006 or 2007 what happens to the funds in RTP years?

Paul Ward A: Whatever is left from \$2.5m is likely to be left for arterial ITS projects. Of the \$22m programmed in closeout this year (2004) about 4.5m were funds from

uncommitted sources. About \$18m was from deferred projects. How the closeout process will affect firewalls have not been fully figured out.

Tim Wolfe Q: How much ability is there in RTP to change the flavor or source of funds to help expedite project implementation.

Paul Ward A: He could not answer that question.

Chairman Book said that large projects should go through the federal projects and leave smaller city street projects for State funds. Chairman Book pointed out that many of the street projects can and should include ITS elements, and it is up to the ITS professionals to advocate that. He also suggested that the ITS Committee meet with the Streets Committee to discuss this very issue. Paul Ward stated that Street Committee has little discretion over the funds. Paul Porrel suggested that the committee work towards a solution. Streets Committee Chairman was identified as Don Herp, City of Phoenix.

Tim Wolfe Q: Would it make sense to wait after the election in November?

Jim Book will have preliminary discussions with Don Herp on this subject.

Mike Mah Q: About \$2.5m funding for ITS, can it only be used for new infrastructure or can they also be used for operations or consultant services to implement ITS.

Paul Ward A: It was his understanding that CMAQ can only be used for new infrastructure. If funds are used directly to result in air quality benefits then they will qualify. Planning will not qualify but pre-design will qualify.

Paul Porell indicated that CMAQ funds are being used for design on a Scottsdale ITS project. In response to a question on whether the local match requirement will change for ITS projects starting in 2008, Paul Ward indicated that ITS projects would not be affected.

Alan Sanderson asked MAG to clarify MAG TIP Application forms reference to Appendix C for ITS data entry at the website. Xiao Qin responded that MAG would look into that and get back to the agencies.

Mike Nevarez Q: Is it only \$50m is allocated for arterial ITS in the RTP?

Paul Ward A: There was \$1.3 billion for roadway improvements compared with \$50m for ITS – some of those street projects could include ITS components.

Tim Wolfe Q: Is it is only up to the local agency to scope the projects. For example, could they include extra money for ITS features?

Paul Ward A: If the project goes over the 30 percent required local match amount, any extra cost will all have to be locally funded.

Jim Book Q: How will the geographical firewall work?

Paul Ward A: Streets Committee is not responsible for the regional Arterial program.

These decisions of who gets what are being decided by a quasi-subcommittee of TRC. The division of RTP funds into projects by agencies will stay in the arterial program and also remain under that agency. The question as to what happens when a jurisdiction has got sufficient RTP funds for their RTP projects but may want to carry out unspecified new projects, has not been addressed yet.

7. ITS Project Rating System

Xiao Qin pointed out that two e-mails have been sent out to committee members requesting suggestions on any changes or revisions to the ITS Rating System. He summarized the responses received. Alan Sanderson indicated that the current Rating

System's project cost limit was set due to limited availability of funds dedicated for ITS. That approach has served well in past years, and the limited amount of money available in the RTP presented a similar funding scenario.

Jim Book said that if a project is proposed at 50 percent match and is included in the TIP, you could bring that project forward with closeout funds. Alan Sanderson indicated that we could only program a maximum of \$ 7.8m. Jim Book agreed and said that local agencies can propose higher matching amounts. Alan Sanderson stated that the ITS Rating System limited the federal funding to \$1m per project and that criteria should still work. He recommended that the limit on the number of projects that any one agency can submit be deleted. That would allow an agency to submit a number of smaller projects.

Nicolaas Swart indicated that it might be important to consider regional integration and operation of the project, so that deserving projects get recognized for having a plan for operations. Jim Book mentioned that Alan Hansen had indicated in the past that ITS funds could be used for operations. Tim Wolfe clarified that CMAQ can only be used for 3 years as was used in the Freeway Service Patrol program.

Faisal Saleem stated that when attempting match projects with the ITS Strategic Plan that it was a yes OR no question. Xiao Qin explained that you should be able to find the applicable ITS User Needs in the Plan. Jim Book stated that every strategic plan must have a method for amending that. He urged members that they need to consider ways to amend the Plan.

Alan Sanderson moved that the ITS Rating System be left as is without any changes. Mike Mah seconded the motion and it passed unanimously.

8. Status Reports by Committee Members

Alan Sanderson reported that the Stapley Drive Conduit and Fiber project obligated on time. Tim Wolfe reported that the vacant project manager position would be filled soon. Paul Porrel reported that in discussions he has had at Scottsdale with his Human Resources about ITS Operator position, they are now writing a job description. Alan Sanderson also reported that Mesa is also engaged in a study by Human Resources on a similar topic. He indicated IT professionals at Mesa are paid very well, but ITS staff doing the same functions plus traffic signal timing are NOT paid a commensurate amount. Paul Porell asked if the committee could develop a model job description. Jim Book commented on the need to work closely with Human Resources folks to address this challenge. Pierre Pretorius commented that the ITS Strategic Plan did address this need and included the sample job descriptions in a Technical Memorandum.

9. Next Meeting Dates

Next meeting date was announced as 10:00 AM on Wednesday October 6, 2004.

8. Adjournment

Chairman Jim Book adjourned the meeting at 11:30 AM