

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

September 2, 2015
MAG Ironwood Room, 2nd Floor
302 North First Avenue
Phoenix, Arizona

MEMBERS ATTENDING

Reza Karimvand, ADOT	Luke Albert, City of Goodyear
# Yingyan Lou, ASU	Nicolaas Swart, Maricopa County
Chris Hamilton, City of Avondale	# Avery Rhodes, City of Mesa
Jason Mahkovtz, City of Buckeye	# Ron Amaya, City of Peoria
Mike Mah, City of Chandler	Marshall Riegel, City of Phoenix
Captain Burley Copeland, DPS	* Steve Ramsey, City of Scottsdale
Bryce Christo, City of El Mirage	Albert Garcia, City of Surprise
* Toni Whitfield, FHWA	David Lucas, City of Tempe
# Leslie Bubke, Town of Gilbert	Abhishek Dayal, Valley Metro
* Debbie Albert, City of Glendale	

OTHERS PRESENT

* Rob Dolson, City of Maricopa	Dan Hartig, Ayres
Sergeant John Paul Cartier, DPS	Tim Wolfe, Dibble
Lisa Burgess, Kimley-Horn	Sarah Simpson, UCG
Anita Johari, ASJ	Scott Kelley, AMEC
Jeff Jenq, OZ Engineering	James Adamec, MAG
Srini Goundla, PB	Margaret Boone, MAG
Sandra Thoms, Jacobs	Ryan Gish, MAG
Don Tappendorf, TEC	Micah Henry, MAG
Arnab Gupta, AECOM	Sarath Joshua, MAG
Don Wiltshire, YSMA	Eric Nava, MAG

- * Not present or represented by proxy
- # Participated by teleconference
- + Participated by videoconference

1. Call to Order
Chair Marshal Riegel called the meeting to order at 10:00 a.m.

2. Approval of the June 3, 2015 ITS Meeting Minutes
Chair Riegel requested approval of the meeting minutes from the August 5th ITS Committee meeting. **Reza Karimvand from ADOT moved, Bryce Christo from City of El Mirage seconded and it was unanimously carried to approve the minutes of the meeting held on August 5, 2015.**

3. Call to Audience

Chair Riegel made a call to the audience providing an opportunity for any members of the public to address the ITS Committee. No comments were received.

4. Program Manager's Report

Chair Riegel invited Sarath Joshua from MAG to present the Program Manager's Report. Mr. Joshua addressed the following items in his report:

➤ Status of TSOP Projects:

For Fiscal Year 2014, the total of 11 TSOP projects at a contracted cost of \$337,200 have been completed. The cost to complete all projects was \$332,700. The FY2015 TSOP projects include 11 projects for a total cost of \$302,227. Nine projects have been completed. The I-10 Integrated Corridor Management (ICM) project for I-10 from 35th Avenue to 83rd Avenue is expected to start later in September 2015. The Before and After Evaluation project for three TSOPs is scheduled to be completed by December. It is anticipated that there will be a call for projects in the near future; this will be discussed at the next meeting.

➤ Next Steps for the Emergency Vehicle Pre-emption (EVP) Study

Micah Henry was invited to discuss the next steps for the Emergency Vehicle Pre-emption (EVP) Best Practices Study. The next steps include clarifying questions and incorporating comments into the report for the Final Report. Following committee acceptance of the Final Report, planning will begin for the next steps for follow-up action including a regional workshop for EVP stakeholder discussion.

➤ Status Report on the Regional Community Network (RCN)

Ryan Gish was invited to provide an update on the latest RCN developments. There was a network update in response to some recent outages due to inclement weather. An additional point of redundancy was provided to the Maricopa Region 911. Expansion is planned to agencies not currently connected, including Queen Creek and Salt River Pima-Maricopa Indian Community via City of Mesa connections. The Bell Road and Grand Avenue construction will require an alternate path during construction activities. The video management software pilot project using the Luxriot software was a success and will be expanded through additional licenses. The fiber mapping project is in the test phase for security purposes.

5. FY2018-2019 TIP Applications & Project Evaluation Process

Chair Riegel invited Sarath Joshua to discuss the current round of TIP applications for ITS projects. Applications are due on Monday, September 21st at 10AM. A total of \$3.68M per year in FY2018 and FY2019 in CMAQ funds is available. The recommended project size is \$400,000. Larger projects may be submitted in multiple phases and, upon approval for programming, these multiple phases of the same project can be merged into a single TIP project, to avoid multiple ADOT administration fees. There will be one TRACS number applied to the approved projects. MAG staff will be responsible for unifying multi-phased projects into a single project.

Chair Marshall with City of Phoenix inquired on the viability of projects if multiple

phases are not all advanced. If only one phase of a multi-phased project is approved from programming, it will be up to the decision of the local agency submitting the application to continue with the programming of the project or withdraw the application. If a project is withdrawn the next ranked project will then be programmed.

Abhishek Dayal with Valley Metro inquired about the overall project funding. The amount of CMAQ funds requested for a single project cannot exceed \$400,000, but the overall project cost can go higher. The necessary additional project funding exceeding the \$400,000 will be the responsibility of the local agency in the form of a local match percentage.

Mr. Joshua provided a review of the TIP application form for ITS projects. Essential requirements for the applications include compliance with the Regional ITS Architecture, identification of the regional priority in the 2012 MAG ITS Strategic Plan for the project's proposed improvement, and identification of the location of the proposed project to be located within the CMAQ eligible area.

The project evaluation criteria includes the Congestion Management Process (CMP) score (comparing against the 6 CMP objectives), the Air Quality Score (emission reduction potential to be provided by the Air Quality TAC), and the Safety Score (potential to improve safety).

Mr. Joshua reviewed the ITS Project Application format. There are four project categories: Local ITS plans, ITS applications that improve safety, Integrated Corridor Management (ICM) applications, and Arterial ITS applications. These four categories are explained in the 2012 MAG ITS Strategic Plan. The project information also shall include project title and sponsor, goals and objectives, scope and a map of the project area, identification of relevant ITS service packages for the MAG Regional ITS Architecture and appropriate architecture flow diagrams, the program fiscal year for funding, the project budget and cost estimate, required system maintenance and operations, and the signature page for the compliance statement for the systems engineering analysis requirements.

Mr. Joshua reviewed the ITS project evaluation schedule:

- Sept. 21st: Applications received by MAG.
- Sept. 22nd: Applications provided to the ITS Committee along with the evaluation form (without the Air Quality component) for review.
- Oct. 7th: 5-minute presentations to the ITS Committee followed by a 5-minute question and answer period.
- Oct. 22nd: Air Quality scores are completed by the Air Quality Technical Advisory Committee (TAC).
- Oct. 23rd: Air Quality scores provided to the ITS Committee to be added to the evaluation forms, generating final rankings for individual members.
- Oct. 26th at 10 AM: Finalized evaluation forms are due to MAG staff to combine rankings.
- Nov. 4th: ITS Committee members review the final rankings and establish recommendations for programming projects.

Mr. Joshua reviewed the project evaluation spreadsheet with the scoring components. The project evaluation criteria includes the Congestion Management Process (CMP)

score (comparing against the 6 CMP objectives), the Air Quality Score (emission reduction potential to be provided by the Air Quality TAC), and the Safety Score (potential to improve safety). The ITS Committee members will assign values to the CMP score and the Safety score. The three scores will form the Combined Weighted Score. The Combined Weighted Score for the project evaluation form will be based on the CMP score for 75%, the air quality score for 15%, and the safety score for 10%. Based on the weighted scores, the individual projects will receive a ranking.

Discussion included the following resolutions:

- Each project application will be allotted 5 minutes for the presentation.
- Local agency staff should present the project to the ITS Committee. Consultants may be on hand to respond to technical questions regarding the application.
- ITS Committee members will evaluate all project applications and generate an individual project ranking, including their own agency's applications.
- For project applications with multiple phases, the application form should include a map that defines the project limits for each phase.

6. Preliminary Results from Improved Freeway Traffic Incident Management (TIM)

Chair Riegel invited Sergeant John Paul Cartier with DPS to present the initial improvements to traffic incident management (TIM) on freeway operations and emergency response. Sgt. Cartier reviewed the DPS ADOT Traffic Operations Center (TOC) Co-Location program and the results over the last year. The four key components for the project included establishing the interagency government agreement, allocating staff, procuring and installing equipment, and documenting performance measures. The performance measures are expected for presentation for the annual audits to the MAG Regional Council.

Sgt. Cartier reviewed the documentation of the performance measures for collisions, including non-injury, injury, and fatal collisions. For non-injury collisions, roadway clearance times were reduced by 56% and incident clearance times were reduced by 50%. For injury collisions, roadway clearance times were reduced by 54% and incident clearance times were reduced by 30%. For fatal collisions, roadway clearance times were reduced by 46% and incident clearance times were reduced by 8%. In each case the increase in response times was attributed to the increase of daily traffic volumes, the increase of the number of calls and collisions, camera verification of the call out, and the consistency of the number of DPS officers.

Sgt. Cartier presented the collision comparison data for January to July between 2014 and 2015, using the most current data available. The number of non-injury collisions increased 15%, the number of injury collisions increased 10%, and the fatal collisions decreased 16%. When assessing the number of incidents occurring with DPS officers present in the TOC versus not at the TOC, there were 27% more non-injury collisions, 21% more injury collisions, and 11% fewer fatal collisions.

TOC DPS officers used ADOT CCTV cameras to verify roadway incidents leading to:

- Officers adjusting their response based on the type of incident.
- Officers verifying emergency vs non-urgent response, downgrading or elevating the initial response level.
- Officers safely completing their current enforcement actions and assisting on additional calls for service, debris/motorist assist, while en-route if a collision is

non-injury, not blocking, or is removed from mainline.

- Improving trooper and public safety.
- Reducing department liability, helping to minimize unnecessary emergency responses.

TOC DPS officers also fully utilize the DPS CAD system, statewide radio communications equipment, and telephone capabilities to directly communicate with dispatch centers and field officers. This reduces communication delays and increases the effectiveness of emergency and investigation responses. Both TOC operators and DPS officers utilize ITS to inform the traveling public. TOC DPS officers apply TIM strategies to reduce congestion and secondary collisions.

The benefits of the co-location program include expedited mobilization of correct resources, reduced response times, reduced clearance times, traffic queue monitoring, unrestricted DPS CAD access, timely incident updates, and improved first responder and public safety. DPS officers significantly increase effective coordination efforts while serving as a point of contact for incident commanders, first responders, the public and the media.

7. Reports by Committee Members

Chair Riegel called on members to report items of interest to the committee. Reza Karimvand with ADOT updated the Committee on the changes regarding TSM&O at ADOT. The organization is restructuring into a single department called System Management and Operations and will begin operations on October 1st. ADOT staff responded to the recent storms in reviewing protocols for traveler information and cooperation with the City of Phoenix. David Lucas with City of Tempe detailed the fiber interconnect that is ready for construction including CCTV cameras and additional wireless infrastructure. There is another project that will install fiber on Elliot Rd. from Loop 101 to I-10. Chair Riegel with City of Phoenix thanked MAG staff Ryan Gish for assisting with connectivity during the upgrade of the city's signal system software. Jason Mahkovtz with City of Buckeye will be the interim representative for city. Ron Amaya with the City of Peoria is installing traffic signal interconnect and thanked MAG staff Ryan Gish for assisting with the city's firewall equipment.

8. Request for Future Agenda Items

Chair Riegel called on members to request future agenda items. There were no requests.

9. Next Meeting Date and Place

Next meeting date was announced at 10:00 a.m. on Wednesday, October 7, 2015, in the Ironwood Room (2nd floor) at MAG.

10. Adjournment

Chair Riegel adjourned the meeting at 11:15 a.m.