

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

February 7, 2007
MAG Cholla Room, 2nd Floor
302 North First Avenue
Phoenix, Arizona

MEMBERS ATTENDING

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|---------------------------------------|---------------------------------------|
| Debra Barker for Scott Nodes, ADOT | Nicolaas Swart, Maricopa County |
| Mary Kihl, ASU | Alan Sanderson, City of Mesa |
| Kelly LaRosa, City of Avondale | Ron Amaya, City of Peoria |
| *Thomas Chlebanowski, Town of Buckeye | *Ron Doubek, City of Phoenix |
| Mike Mah, City of Chandler | Bob Ciotti, Phoenix Public Transit |
| *Mike Lockhart, DPS | Michael Pacelli, Town of Queen Creek |
| *BJ Cornwall, City of El Mirage | Bruce Dressel, City of Scottsdale |
| Alan Hansen, FHWA | Nicholas Mascia, City of Surprise |
| Ken-Ichi Maruyama, Town of Gilbert | *Jim Decker, City of Tempe |
| Debbie Burdette, City of Glendale | *Arkady Bernshteyn, Valley Metro Rail |
| Luke Albert, City of Goodyear | |

OTHERS PRESENT

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|------------------------------------|-----------------------------|
| Faisal Saleem, Maricopa County | Adam Olguin, PBS&J |
| Bill Birdwell, Town of Queen Creek | Armand Ciccarelli, PBS&J |
| Stephanie Prybyl, Town of Gilbert | Pierre. Pretorius, KHA |
| Kole Dea, ADOT | Lisa Burgess, KHA |
| Lydia Warnick, ADOT | Micah Henry, ITS Engineers |
| Brian Moberly, City of Surprise | Tom Buick, Morrison-Maierle |
| Nolan Hess, Transcore | Vladimir Livshits, MAG |
| Dave Chambers, Transcore | Sarath Joshua, MAG |
| John Grant, Transcore | Kiran Guntupalli, MAG |
| Leo Luo, MAG | |

*Not present

1. Call to Order
Acting Chairman Mike Mah called the meeting to order at 10:08 AM.
2. Approval of December 6, 2006 Meeting Minutes and Introductions
After a few corrections, Mary Kihl moved to approve the minutes, Debbie Burdette seconded and it was unanimously carried to approve the minutes of the December 6, 2006 ITS Committee meeting as corrected.

3. Call to Audience

Chairman Alan Sanderson made a call to the audience providing an opportunity to members of the public to address the ITS Committee. No comments were received from the public.

4. Program Managers Report

Sarath Joshua addressed the following items in his report:

- TSOP program

A total of 11 projects were received from member agencies. All projects except the Tempe project have been assigned to consultants that are on MAG on-call list. The Tempe project only involves purchasing VISSIM software and training, which will be handled by MAG and Tempe. Requests for fee proposals have been sent to all the consultants and are due on February 16, 2007. It is expected that the Task Orders will be issued in early March. The estimated total cost for all the projects is \$297,000.

Ron Amaya asked if MAG received a Peoria project. The list of projects indicated that no Peoria project was received by MAG. Sarath Joshua also mentioned that since the total funding requested is close to the \$300,000 budget limit for the TSOP program, no more projects can be accommodated. He mentioned that, additional funding of \$250,000 is available from another program specified for corridor projects. Originally this program was included in MAG UPWP and TIP, for the smart corridor concept. Corridor projects will be carried out through MAG on-call contracts.

- Response to FHWA announcement on Urban Partnership Agreement (UPA) & ITS Operational Test to Mitigate Congestion (ITS-OTMC).

Sarath Joshua briefed the committee the congestion initiative issued by FHWA. The UPA is part of the congestion initiative. The partners with USDOT under UPA should demonstrate the strategies to address congestion issues. The major strategies include Tolling, Transit, Telecommuting, Technologies and operations (4Ts) and others. USDOT will provide funding to support their selected partners from urban regions. There are two programs under the UPA to provide funding support to the program. One is called ITS-OTMC, the other is Value Pricing Pilot Program (VPP). Value pricing applications that involve tolling is infeasible in Arizona. This leaves one possible option for the region -- to pursue is the ITS-OTMC. Alan Hansen commented that the total federal funding available has been increased from \$100M to \$125M plus an additional \$137M over 3 years. At the January freeway issues/coordination meeting between ADOT and MAG, it was agreed that the MAG will work with ADOT to prepare both the UPA and ITS-OTMC proposals which are due on April 30, 2007. Debra Barker asked if the UPA requires formal agreements among member agencies from the region. Sarath Joshua replied that regional support is required. ADOT and MAG must be part of the proposal and it will go through MAG process up to the Regional Council. Sarath Joshua also mentioned that there is no supporting Arizona legislation for private-public partnerships for tolling. However, it may be possible to mention the related legislative efforts in the UPA proposal. Nicolaas Swart asked what ideas MAG has for the proposal. Sarath stated that the proposal concept for the ITS-OTMC will essentially consist of Integrated Corridor Management in the I-10 construction zone.

- Wireless Access to Freeway Information

Sarath Joshua mentioned that many cell phone users with internet access cannot access the FMS website due to display issues. MAG has launched a project to make the FMS speed

map available to the public, possibly with other information such as travel time data. The system will be developed by Texas Transportation Institute and will be very similar to the application by Houston TranStar. Valley Metro is also interested in the project when real-time bus arrival information system will be ready next year. This project could be an element in the UPA and ITS-OTMC. Bob Ciotti briefly introduced the transit Vehicle Management System.

5. Integrated Corridor Management (ICM) Project Scope of Work

Sarath Joshua briefed the committee the ICM draft scope of work. Once the scope of work is completed, it will be sent to the committee members for review and comments. He also mentioned the I-10 widening project which overlaps the location and time period of the ICM project. MAG will work with the member agencies and stakeholders along the corridor to develop an ICM system under the major freeway construction. The Concept of Operation will include two phases: under construction phase and after construction phase. The purpose is to minimize the impact of I-10 widening by utilizing ITS and operation strategies and technologies. Sarath Joshua emphasized the importance of the participation of Phoenix and would schedule meeting with City of Phoenix to obtain their support. Debbie Burdette pointed out that the ICM working group was designated in last ITS committee meeting. She also suggested be ready to explain what level of resources and participation are expected from Phoenix when meeting with them. Chairman Alan Sanderson mentioned that if resources and support can be provided to Phoenix through this project, it may also help getting their support in exchange. Faisal Saleem suggested adding resource plan in the scope of work. Nicolaas Swart stated that the previous FHWA ICM request for application requires demonstration of the benefits within 18 months. Sarath mentioned that the MAG region will proceed with the UPA and ITS-OTMC proposals but not to compete with the selected sites for ICM demonstration. Faisal Saleem and Nicolaas Swart asked if more than one proposal for ITS-OTMC can be submitted from one region under one UPA. Alan Hansen stated that UPA and ITS-OTMC are actually tied together. There should not be more than one proposal for one urban region.

6. ITS Communication Plan

Sarath Joshua briefed the committee the ITS Communication Plan draft scope of work. Debra Barker mentioned the ADOT alternative TOC, 101 , RCN, US60 and Bell road projects and asked if this project a repeat of the those communication projects. Sarath explained that the plan is for the communication development in the entire region. Every member agency can make use of this project in developing communication networks. Bruce Abernethy will work closely with the member agencies, take in the experience from those projects and provide recommendations in this region wide communication plan. Nicolaas Swart suggested that coordination between consultants and AZTech operations is necessary. It is planned to have the consultant present the project approaches at the April 11, 2007 ITS committee meeting.

7. Automatic Vehicle Location Devices for Improved Signal Preemption

Sarath Joshua explained the background of the project and the changes required to the original scope, the designation of City of Tempe as the lead agency, and the need for a new TIP project number as required by the ADOT Local Government Section. ITS committee action was requested to make these administrative changes to the TIP. ***Mike Mah moved, Ken-Ichi Maruyama seconded, it was unanimously carried to recommend that: (1) the scope be changed to reflect that the new project would involve improvements to***

signal preemption system at participating agencies, (2) the City of Tempe be assigned as the lead agency, (3) MAG staff generate a new project number.

8. Future ITS Programming Priorities

Chairman Alan Sanderson mentioned some of the potential high priority projects for the region and requested the committee members to consider if certain criteria should be set up for future ITS programming priorities. Mike Mah mentioned that Freeway travel time display on DMS may be one of the regional priorities. Debra Barker expressed the resource concern to be able to put travel time on DMS. Faisal Saleem mentioned the efforts to generate the travel time and posted it on AZ511 website and other channels. However, this information is still unavailable on DMS. He also mentioned an arterial DMS project on Chandler Blvd from Chandler to Phoenix which could provide feedback on how this DMS information can help the public. Alan Sanderson also mentioned a DMS project on Southwest Mesa which could also provide insight feedback for the freeway travel time display on DMS. Debra Barker suggested that travel time can be displayed on smaller DMS other than the regular signs ADOT has. Alan Sanderson mentioned that although regular signs may be reserved for emergency messages, it is still possible to provide travel time during non-emergency situation. In case of emergency evacuation, emergency messages which have higher priority can be displayed instead of regular travel time. The idea of having separate infrastructure for travel time may not be a good option. Debbie Burdette suggested that the priority for each member agency may be different. It might be better to allow member agencies to decide what they want during ITS programming process. Michael Pacelli and Mary Kihl expressed similar opinions. Debra Burdette asked if a project for travel time display on DMS can be funded through MAG. Sarath Joshua explained that all the freeway funding for ITS was allocated to ADOT FMS. It may be possible to introduce the project through MAG UPWP as a pilot study, but ADOT needs to provide cost estimation for the study. It was agreed that no new process or criteria should be established for the next round of TIP programming and that the priorities for regional ITS projects should left up to member agencies.

9. Status Reports by Committee Members of ITS Activities

Sarath Joshua handed out a one-page Roles and Responsibilities description that was one of the early documents of the ITS Committee. It was recently sent to New Mexico by Alan Hansen as they are figuring out how to form their regional ITS committee. Ron Amaya introduced the signal system project in Peoria. 15 signals were connected. A filed site survey for wireless connection was proposed for the rest of the signals. Nicolaas Swart mentioned the Bell road project was completed. The consultant is conducting an after study. He also announced personnel changes in MCDOT. John Hauskins previous worked for ADOT is now the transportation director of MCDOT. A new public works director was also appointed. Steve Blair joined Peoria.

10. Next Meeting Date

Next meeting date was announced as 10:00 a.m. on Tuesday, March 6, 2007.

11. Adjournment

Chairman Alan Sanderson adjourned the meeting at 11:45 AM