

MINUTES OF THE
 MARICOPA ASSOCIATION OF GOVERNMENTS
 INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE

August 6, 2003
 MAG Cholla Room, 2nd Floor
 302 North First Avenue
 Phoenix, Arizona

MEMBERS ATTENDING

Jim Book, Glendale *Alan Sanderson, Mesa Mike Mah, Chandler Mike Sutton for Bruce Ward, Gilbert Nicolaas Swart, Maricopa County Bob Steele, Phoenix Bob Ciotti, RPTA Iven Wooten for Terry Conner, DPS Bob Maki, Surprise	Bruce Dressel, Scottsdale Jim Decker, Tempe Marian Thompson for Tim Wolfe, ADOT Scott Nodes, Peoria Chuck Hydeman, Goodyear Mary Kihl, ASU *Alan Hansen, FHWA *Dennis Murphy, Phoenix Aviation *Michael Smith, Avondale
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<u>OTHERS PRESENT</u>	
Arthur Lavario, AZ Motor Transport Assoc Marian Thompson, ADOT Pankaj Gupte, ADOT Dave Gobbelle, Valley Metro Rail GEC Arthur Dock, Mesa Joel Havris, Phoenix Xiao Qin, MAG Sarath Joshua, MAG	Jay Harder, Valley Metro Rail Anne McCracken, Valley Metro Mike Albert, Valley Metro Rail Arcady Bernshteyn, Valley Metro Rail Janet Secor, Scottsdale Amy Corathers, Scottsdale

- * Not present or represented by proxy
1. Call to Order
 Chairman Jim Book called the meeting to order at 9:33 AM.
 2. Approval of June 4, 2003 Meeting Minutes
 Bruce Dressel moved and Chuck Hydeman seconded, and it was unanimously carried to approve the minutes of the June 4, 2003 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 to the committee provided by Sarath Joshua:

- The ITS/TE On-Call services contracts are close to being signed by the selected consultants. Ten consultants have responded to Phase Two of the process and will likely lead to contracts. A number of projects will be launched through these contracts. The first among them being the Traffic Signal Synchronization Program. Member agencies will be contacted to identify candidate projects. This effort will be led by Mike Mah.
- Regional Concept of Transportation Operations (RCTO) project is proceeding well and is expected to be completed by end of September. The project is at about 80 percent completion and hope to complete by end of September. The Memorandum of Understanding was planned to be distributed later today at the project meeting. Support was sought from committee members in obtaining agency support. In response to a question from Chairman Book on the date by when the signatures were needed Sarath Joshua responded that they were needed in four to six weeks in order to complete the final report. In response to a question on whose signatures are needed on the MOU he clarified that the goal is to get the MOU signed by an official at a high level at the agency. At least the Transportation Director for many agencies and if that is feasible perhaps the Mayor. MAG has submitted a small article on the project to the National Association of Regional Councils(NARC) newsletter. He asked the members help in responding to a NARC request for a quote from a local elected official.

5. 2025 Regional Smart Corridor and FMS Coverage

The committee discussed the tentative 2025 network of regional Smart Corridors and the expanded regional Freeway Management System. A map prepared by staff showing the Draft 2025 Smart Corridor network was provided to all members. All new Smart Corridor segments on the map beyond that identified in the Strategic Plan were based mainly on extensions of existing corridors. A number of members pointed out gaps and omissions in the map. A request was made to all members to review the Draft 2025 Smart Corridor map and inform MAG about suggested additions or deletions based on the local plans. The committee also discussed the need to identify the phasing for FMS expansion, particularly for FMS coverage on future freeways. Chairman Book stated that there are on-going discussions on whether Loop 303 will be a freeway. He also pointed out that there was not enough funds in the RTP to build all of it. Chairman Book stated that it would be appropriate to identify how much of the FMS will be built with funds in the RTP at least by showing the FMS priorities for various freeway segments. He suggested that the priority be based on the RTP performance measures. Mr. Hydeman pointed out that Estrella Parkway shown as a potential Smart Corridor. He also indicated that Litchfield Road and Dysart Road are currently funded for smart corridor projects and need to be included in the map.

It was agreed that feedback from member agencies will be incorporated into a revised

Smart Corridor map. Mr. Swaart asked if it is necessary to identify ITS to this degree of accuracy. In response Chairman Book stated that the goal of RTP is to be as specific as possible, particularly with respect to large investments. This is in anticipation of any questions from the public on what they will get in return for the new tax. Chairman Book explained that there is room for mid course corrections to the plan from what is shown on maps based on potential changes over the years. Sarath Joshua agreed to put together some text to go along with the map to indicate this flexibility.

6. Interoperability Between LRT and Regional ITS

Arcady Bernshteyn, a Systems Engineer for Valley Metro Rail provided a briefing on the some of the systems being developed for the region's transit system. He indicated that the system is at final design. His goal was to establish some level of interoperability between transit systems of both bus and rail and the region's ITS infrastructure. On the transit side the main element of the system is a large communications system that will include a fiber optic backbone. He suggested that the transit and ITS systems may be integrated to provide traveler information as part of a regional ITS. He referred to the PAVMB - Public Address Visual Message Boards system of the rail system as a key component of transit traveler information system. In addition, there will be a CCTV system with cameras located at starter systems stations. Each station will have four cameras and there will also be cameras at park and ride locations. The goal is to share this info between users on the rail system and those on the freeway/road system. Mr. Bernshteyn said that the system could grow in many ways – first perhaps it will be based on telephone information. Information may also be exchange with local traffic centers. Link between population centers data messages and video data -

Chairman Book asked if an invitation will go to Valley Metro Rail to join the MAG ITS Committee. Mike Nevarez stated that he would like to see VM Rail join the ITS Committee.

Sarath Joshua stated that he will check with MAG management and if they can be admitted as a member he will request an invitation to be sent out to Valley Metro Rail.

7. Status Reports by Committee Members

Mike Mah reported that ambulances have been allowed signal preemption in Chandler and asked about the practice in other cities. Athur Dock of Mesa reported coded operation in Mesa. Chuck Hydeman said that Goodyear has allowed Southwest Ambulance to use preemption. Goodyear fire dept took the issue to the City Council and supported this change. Mr. Hydeman stated that he was opposed to this change.

This topic led to a discussion on the various problems created by uncoordinated preemption procedures in the region. Chuck Hydeman said that all coded operations but cannot code out anyone who does not use lock out anyone. He said that a police style maglite device available for purchase on the internet can be used to preempt. Old fire trucks with preemption devices sold as scrap are used by unauthorized users. Arthur Dock stated that Mesa is rejecting all codes that are not authorized. He has developed method to incorporate codes of legal users but the Mesa effort needs cooperation of other cities to make it a feasible method.

Chairman Book requested that this topic be scheduled for discussion at a future meeting. Jim Decker indicated that when an ambulance is transporting an injured person to a hospital the vehicle needs to be provided preemption.

9. Next Meeting Date

Next meeting date was announced as 9:30 AM on Wednesday September 2, 2003. The Concept of Operations project meeting was announced as 10:30 AM on the same day.

10. Adjournment

Chairman Book adjourned the meeting at 10:48 AM.