

SPECIAL NOTICE REGARDING PUBLIC MEETINGS

Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Maricopa Association of Governments has determined that public meetings will be indefinitely held through technological means. Meetings will be open to the public through technological means. In reliance on, and compliance with, the March 13, 2020, Opinion issued by Attorney General Mark Brnovich, the Maricopa Association of Governments provides this special advance notice of the technological means through which public meetings may be accessed. While this special notice is in effect, public comment at meetings will only be accepted through written submissions, which may or may not be read aloud during meetings.

To attend the meeting noticed below by technological means, members of the public may follow the steps below:

1. To watch a live video stream of the meeting, [click here to go to MAG's YouTube channel](#).
2. Members of the public may submit written comments relating to this meeting to azmag.gov/comment. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting.

If any member of the public has difficulty connecting to the meeting, please contact MAG at (602) 254-6300 for support.

August 27, 2020

TO: Members of the MAG Intelligent Transportation Systems Committee

FROM: David Lucas, City of Tempe, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, September 2, 2020 - 10:00 a.m.

VIRTUAL MEETING

The MAG ITS Committee meeting has been scheduled at the time noted above. The meeting will be **held as a virtual meeting only**, with no in-person attendance options available at this time. Instructions on how to participate will be provided via email to members of the committee. Members of the public will be able to view and listen to the meeting via a live video stream. You can watch the meeting online by [clicking here to go to MAG's YouTube Channel](#). Public comments can be provided in written format through the MAG website at azmag.gov/comment. If you have questions, please contact the MAG office at (602) 254-6300.

In 1996, the Regional Council approved a simple majority quorum for all MAG advisory committees. If the MAG ITS Committee meeting does not meet the quorum requirement, members who have joined the meeting will be notified that a legal meeting cannot occur and the meeting will end. Your participation in the meeting is strongly encouraged.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the meeting, please contact MAG at (602) 254-6300.



ITS Committee TENTATIVE AGENDA

September 2, 2020

1. **Call to Order**

ITS Committee Chair David Lucas of City of Tempe calls the meeting to order. For the September 2, 2020 meeting, the quorum requirement is 11 committee members.

2. **Approval of Minutes**

Approval of minutes from the ITS Committee meeting held on August 5, 2020.

Action Requested:

Approve August 5, 2020, ITS Committee Meeting Minutes.

3. **Program Manager's Report**

The MAG TSM&O Program Manager, Jeff Jenq, will provide a report to the ITS Committee.

- Federal updates reported by FHWA
- FY 2020 TSOP update
- ADOT automating traffic count data for MS2 modeling project update: traffic detector inventory online survey
- RCN update
- ATCMTD grant update

Action Requested:

Information.

4. **ADOT Smart Work Zone Program**

The Arizona Department of Transportation (ADOT) has initiated a Smart Work Zone Program and is using technology and transportation data effectively and

efficiently to improve the safety of highway workers and the traveling public. ADOT will give a presentation on an overview of the program, the technology and data used, lessons learned, and the future of the program.

Action Requested:

For information and discussion.

5. Traffic Signal Operations Utilizing Dynamic Maximum Green

The dynamic maximum green feature of a traffic signal controller allows an individual controller to adjust the maximum green limit in response to detected traffic conditions. The dynamic maximum green feature is being used by some local member agencies to improve the efficiency of traffic signal operations under specific conditions. The City of Peoria will give a presentation on the implementation, operations, and the decision-making process for implementing the feature.

Action Requested:

For information and discussion.

6. Performance Evaluation of Traffic Signal Timing Plans

The Traffic Signal Optimization Program (TSOP) typically collects travel time data to measure the performance of the re-timed corridors. The method by which to collect travel time data has been done using the floating car method. Due to the laborious nature and budget constraints, only three project corridors were evaluated each year. For FY 2020 TSOP projects, MAG will be using a mobile software tool called TranSync-M that records and displays real-time vehicle location on the time-space diagram as well as the video of the drive-through. The City of Phoenix will give a presentation on the experience and use-cases of using the mobile software for traffic signal timing projects and performance evaluation.

Action Requested:

For information and discussion.

7. Request for Future Agenda Items

Topics or issues of interest that the ITS Committee would like to have considered for discussion at a future meeting will be requested.

Action Requested:

Information.

8. Comments from the ITS Committee Members

An opportunity will be provided for ITS Committee members to present a brief summary of current events. The ITS Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary unless the specific matter is properly noticed for legal action.

Action Requested:

Information.

9. Adjournment

Action Requested:

Motion to adjourn.

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

August 5, 2020
Virtual Meeting, Zoom

MEMBERS ATTENDING

# David Lucas, City of Tempe (Chair)	* Luke Albert, City of Goodyear
# Susan Anderson, ADOT	# April Wire for Nicolaas Swart, Maricopa County
* Raquel Schatz, City of Apache Junction	# Joshua Plumb, City of Maricopa
# Yingyan Lou, ASU	# Micah Henry for Tricia Boyer, City of Mesa
* Ward Stanford, City of Avondale	# Steve McKenzie, City of Peoria
# John Willett, City of Buckeye	# Simon Ramos for Bruce Littleton, City of Phoenix
# Srinivas Goundla, City of Chandler	# Scott Nodes, Pinal County
* Sergeant Stuart McGuffin, DPS	* Marshall Reigel, Town of Queen Creek
# Tessa Wessel, City of El Mirage	* Hong Huo, City of Scottsdale
# Mike Sutton, Town of Gilbert	# Albert Garcia, City of Surprise
# Allan Galicia, City of Glendale	# Steve Chayt, Valley Metro

EX-OFFICIO NON-VOTING MEMBERS ATTENDING

Toni Whitfield, FHWA

OTHERS PRESENT

# Sanjay Paul, ITS Arizona	# Jeff Jenq, MAG
# David Worley, MAG	# Eric Nava, MAG
# Vladimir Livshits, MAG	# Omar Aboulaban, MAG
# Jeremy Garcia, MAG	

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

1. Call to Order

Chair David Lucas called the meeting to order at 10:01 a.m. and conducted introductions. Chair Lucas made a call to the audience who submitted any comments, providing an opportunity for any members of the public to address the ITS Committee. No comments were received.

2. Approval of the Minutes from ITS Committee meeting held on June 3, 2020

Chair Lucas requested the approval of the meeting minutes from the June 3rd ITS Committee meeting as amended. **Scott Nodes with Pinal County moved, Steve Chayt with Valley Metro seconded, and it was unanimously carried to approve the minutes of the meeting held on June 3, 2020.**

3. Staff Report

Chair Lucas invited Jeff Jenq with MAG to present the Staff Report. Mr. Jenq addressed the following items in the report:

➤ **Federal Updates reported by FHWA**

Mr. Jenq invited Toni Whitfield with FHWA to provide an update on the item. Ms. Whitfield recounted all available USDOT funding opportunities. Complete Trip ITS4US Deployment Program Grants provides \$40 Million to showcase independent mobility for all. The proposals are due on August 03, 2020. The Work Zone Data Exchange Demonstration Grants provides \$2.4 Million for the work zone data exchange specification, enabling infrastructure owners and operators (IOOs) to make harmonized work zone data available for third parties. The proposals are due on August 03, 2020. Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) Program Grants provides \$60 Million for advancing transportation technologies. The proposals are due on August 31, 2020. Inclusive Design Challenge that seeks innovative design solutions enabling people with disabilities to use automated vehicles to access jobs, healthcare, among other critical destinations. The proposals are due on October 30, 2020.

Ms. Whitfield stated that the FHWA has recently released an Applicant Toolkit for Rural Opportunities (ROUTES) Initiative, which is an effort to improve rural grants access. For more information, please visit <https://www.transportation.gov/rural>. Ms. Whitfield also announced that the FHWA recently celebrated the 30th anniversary of Americans with Disabilities Act (ADA) and that USDOT will create an accessibility strategic plan to achieve access and mobility for all in honor of the celebration. Ms. Whitfield also announced that California PATH received the Phase 2 Truck Platooning Early Deployment Assessment Project award to explore the effectiveness of truck platoons. The platoons will operate on I-10 in CA, AZ, NM, and TX. Ms. Whitfield also announced that nearly \$5M was awarded to fund 4 new Tier-1 University Transportation Centers (UTCs) intended to focus on four key research priorities to advance research education programs that address critical transportation challenges. Ms. Whitfield also announced that over \$15M Awarded in Surface Transportation System Funding Alternatives (STSFA) Grants with seven projects awarded to explore innovative ways to fund highway and bridge projects.

Ms. Whitfield provided opportunities to participate in virtual events and webinars. USDOT and USGSA on Future of Mobility with Open Source Software (OSS) virtual event. The Recording can be found [here https://www.its.dot.gov/press/2020/usdot_gsa_mobility.html](https://www.its.dot.gov/press/2020/usdot_gsa_mobility.html). FHWA and ITE on Noteworthy Speed Management Practices Webinar September 03, 2020. Can be found here <https://www.pathlms.com/ite/courses/22098/webinars/12124>. Request for Comment: NHTSA Automated Vehicle Transparency and Engagement for Safe Testing (AV-TEST) Initiative to provide information to the public on automated driving systems (ADS) and their testing operations due on August 31, 2020. Can be found here <https://www.nhtsa.gov/automated-vehicles-safety/av-test>. Lastly, USDOT invites transportation professional to participate in the Work Zone Data Survey to understand the

collection and dissemination of data and worker presence in work zones due by August 07, 2020. It can be found here <https://www.surveymonkey.com/r/TVLT8GK>.

➤ Federal Grants Opportunities Update

Mr. Jenq announced the pursuit of the FHWA Work Zone Data Demonstration. Mr. Jenq expressed his thanks to MCDOT for leading the proposal and noted that it would also be co-lead by ADOT & MAG. Mr. Jenq also announced the current quest for developing a proposal for the FHWA Advanced Transportation & Congestion Management Technologies Deployment (ATCMTD) Grant. Mr. Jenq noted that this is the last opportunity of an ATCMTD grant, signifying that preciously the region was granted the Loop 101 Mobility project as part of this initiative.

➤ MAG on-call Services for Regional Fiber Maintenance Support

Mr. Jenq reported the beginning of the planning for the FY2021 programmed UPWP project to support local agencies in ensuring reliable fiber communications on key corridors. Referencing the MAG SM&O Investment Plan Phase I, this project provides \$100K a year for FY2021-2024 totaling \$400K. Local agencies can utilize the MAG on-call Contract through cooperative use for their fiber maintenance. Mr. Jenq reported that MAG staff is developing a project Taskforce to develop the qualified vendor list to conduct the regional fiber maintenance. Ryan Gish, MAG RCN Program Manager, will lead the Taskforce, assisted by the MAG TSMO Program, and oversight by the ITS Committee. Mr. Jenq solicited the interest of committee members who would like to be involved with the task force. Chair Lucas with the City of Tempe, Srinivas Goundla with the City of Chandler, Steve McKenzie with the City of Peoria, Mike Sutton with the Town of Gilbert, and Susan Anderson with ADOT indicated their interest to participate.

Chair Lucas asked, in reference to local agencies utilizing cooperative use for their fiber maintenance, how it will be determined what repairs get funded, such as the regional top priority corridors. Mr. Jenq replied, according to the plan, the money set aside of \$100k a year is for regional fiber maintenance. As all fiber is connected through the RCN, it would be considered repairs to the RCN or, in this case, can be last-mile connections to the TOC or fire facilities. This use of these funds will be under the oversight of Ryan Gish. If a local agency believes there is a need for a repair that concerns regional connectivity, they will coordinate with Ryan Gish and then review it by the ITS Committee for approval.

Mr. Jenq further clarified that the current funding might not allow for the installation of relatively long fiber stretches. This is meant to cover maintenance activities rather than components. This covers the entire fiber-optic network, including the fiber, conduits, and other electronic components related to the fiber-optic network.

Ryan Gish, MAG RCN Manager, commented, MAG staff intends to make the best use of these funds and aim to help the local agencies with an on-call vendor list that they can utilize and would be similar to a statewide contract. One of the Taskforce's objectives will also be identifying areas for new fiber links to provide a more resilient RCN network. Mr. Gish also

reported that this funding is separate from the already budgeted funding for RCN maintenance.

➤ 2020 ITS Arizona Annual Conference Announcement

Mr. Jenq invited Dr. Sanjay Paul, President of ITS Arizona, to present this item. Dr. Paul expressed his thanks to the MAG ITS Committee for the support of ITS Arizona. Dr. Paul announced that the annual ITS Arizona Conference would be held on October 12, 2020. Dr. Paul also announced that registration is open, and the fee is forty dollars. Sponsorship opportunities are available for consultants. Dr. Paul encouraged the ITS Committee to present or nominate any exciting projects. There will be three project awards and a student paper award. The abstract submission is due August 21, 2020, and the award nominations are due August 30, 2020.

4. Arizona Department of Transportation FY 2021 Non-Competitive Project Scope Change: ADOT Incident Response Unit

Chair Lucas reported that this item is seeking committee's approval for the TIP change of ADOT's IRU projects. Chair Lucas invited Mr. Jenq to provide a summary on this item.

Mr. Jenq stated, three ADOT projects were approved at the November 2019 MAG ITS Committee. The first project, FTEs, for DPS's FSP for \$800K and ADOT IRU for \$200K totaling \$1M per year for FY2020-2022. The second project, DPS FSP Equipment, totaling \$200K per year for FY2020-2022. The third project, ADOT IRU Vehicles, totals \$1.272M for FY2020. In May 2020, the MAG ITS Committee approved a change that consolidated two projects for FSP and IRU into one project for FSP, totaling \$1M per year for FY2020-2022. The MAG ITS committee also approved the ADOT IRU Vehicles project's deferral totaling \$1.472M to FY2021 using CMAQ funds. ADOT encountered issues with the vehicle procurement in regards to the Buy American ACT. ADOT recounted to MAG for consultation, and MAG staff requested assistance from Toni Whitfield and Ed Shillings with the Arizona Division of FHWA, who have helped research the feasibility of using CMAQ funds for operations. One of the eligible clauses found was the Operations Assistance under CMAQ Guidelines, which allows the use of CMAQ funds if the transportation service is relatively new and can only be used up to three years. The MAG TIP Program reviewed this clause and agreed to the change of the funding mechanism. Today ADOT is proposing to amend the scope for the ADOT IRU Program for operations assistance over three years for FY2021-2023 totaling \$1.472M. Mr. Jenq provided a high-level summary of the benefits of Traffic Incident Management (TIM), a major initiative of USDOT for over 20 years, with the MAG region being at the forefront of TIM. Mr. Jenq acknowledged Jeff King, who is currently with FHWA for championing TIM and providing leadership, including speaking on behalf of Arizona on TIM. Mr. Jenq invited Derek Arnson with ADOT to present the IRU program and the requested changes.

Mr. Arnson provided a summary of the IRU program, a computer-aided dispatch software allowing the management of incident response units through GPS in dispatching the nearest unit to an incident and creating heat maps to target areas of recurring events improving the response time. This is a new program, unlike the ALERT program that had existed for many years. IRU has full-time staff, operating 15 hours a day, Monday through Friday, with 15 units responding to incidents within the MAG region. IRU would make incident response more

effective through quicker response, use of technology, and resource management. This project's purpose aligns with the purpose of CMAQ funding in reducing congestion and improving mobility. This project's funding will be used to cover annual operations costs, including labor, fuel, administrative costs, maintenance of vehicles, and on-board equipment. ADOT proposes a change in the scope to assist funding of IRU operations using CMAQ operations with a total of \$1.472M for FY2021-2023. The annual project reporting will be on freeway clearance times, the number of responses, secondary crash reductions, and all these metrics will be tracked. If it were desired by the ADOT director to continue this program after three years, ADOT would have to allocate funding. Mr. Arnson requested from the committee the recommendation to approve of the proposed amendment to the scope for the ADOT IRU Program for the operations assistance and project work over FY2021-2023.

Chair Lucas called for a motion to recommend approval of the Arizona Department of Transportation FY 2021 Non-Competitive Project Scope Changes. **Steve McKenzie, with the City of Peoria, moved, Simon Ramos with the City of Phoenix seconded, and it was unanimously carried to recommend approval of the Arizona Department of Transportation requested IRU project changes.**

5. COVID-19 Impacts Update

Chair Lucas encouraged the ITS Committee members to provide an update on individual jurisdiction impacts regarding agency staffing and transportation budgets in response to COVID-19 and feedback regarding the upcoming FY2020 TSOP projects. Chair Lucas invited Eric Nava with MAG to provide an update on the status of FY2020 TSOP projects.

Mr. Nava recounted that the task orders were previously developed and the notice to proceed for the projects were sent to the consultants previously. However, due to COVID-19's impact on traffic volumes, MAG decided to postpone the projects until the fall of this year. In normal conditions, MAG would like to resume these TSOP projects when school and commute levels are in normal conditions. However, there is much uncertainty to when normal traffic volumes would return; therefore, MAG has decided to move forward with the 2020 TSOP projects in late August to early September with the projects completed no later than December 31, 2020, while completing the implementation task in the mid-November time frame in consideration for the holidays. MAG project managers will be reaching out to the local agencies to address any details of the specific project. In terms of FY2021 TSOP projects, MAG is looking into beginning the process of programming FY2021 projects and would like to hear from the local agencies on the status of resuming their projects and any other associated considerations to the FY2021 TSOP projects.

Chair Lucas, with the City of Tempe, commented that the City of Tempe is planning on submitting proposals for FY2021 projects and may have some concerns regarding the scheduling to be discussed with the MAG project manager. In terms of agency updates to budgets and TSOP projects, the City utilizes congestion management funding to fund TSOP projects of usually two to three corridors annually. Due to COVID-19, the agency reduced that funding by half and will be coordinating with MAG in future TSOP projects to relief with the budget shortfall and keeping the corridors maintained. The agency had supplemental requests reported by the public to

handle congestion. Due to budget reductions, many of those requests were not funded. One project was approved in recognition of the need to improve major-major intersections' detection totaling approximately \$1M for \$200K per year for the next five years. This project will upgrade old detection, provide up-to-date systems, and build infrastructure to have adaptive control capability in the future. The City may also be adding a signal technician in recognition of the growing system. The Tempe ITS group has been working remotely for five months with only necessary work from the office and plans to continue working remotely for the next upcoming months.

Steve McKenzie, with the City of Peoria, commented, the City is not planning on applying for MAG TSOP FY2021 projects as due to COVID-19, there is an opportunity to study the corridors of concern and potentially prepare any work for them within the City of Peoria staff. There is no change in staffing, except for staff working remotely and will continue to work remotely until further instruction due to COVID-19. Mr. McKenzie reported that the operations and staffing budget would remain the same with no additional hires. Capital Improvement projects that enhance ITS are temporarily halted. The City is moving forward with other projects for FY2021 as planned.

Mike Sutton, with Town of Gilbert, commented, the Town had a bond that was planned for use for FY2021, but the Town decided to postpone the use for a later year. However, the budgets are unaffected and were approved with the condition of retroactively making specific adjustments based on periodic financial reports. Currently, there is one open position in the ITS group, and potentially a signal technician position will be open in the TOC before the end of 2020. The Town plans to apply for MAG FY2021 TSOP projects

April Wire, with MCDOT, commented, ITS staff is working remotely until Labor Day and potentially further. There have been some reductions in the budget of Capital Improvement Projects. ITS projects' budget is intact as a lot of the projects are federally funded. Salary raises are deferred until FY2021. There have been no reductions in the operations budget. MCDOT is moving away from traditional TSOP projects using Synchro, one of the strategies MCDOT is exploring is using traffic responsive systems such as Dynamic Max. Mrs. Wire asked if there is an opportunity to propose a project using Dynamic Max. Mr. Nava welcomed the idea and asserted that this would be an idea MAG is open to and would like to learn more about it.

6. Overview of Vehicle Movement Data

Chair Lucas stated that the Dr. Wang Zhang, MAG Transportation Data Program Manager, would provide a brief update on the regional traffic trends during the pandemic and an overview of a new vehicle movement data-set and its potentials for transportation analysis and applications. Chair Lucas invited Dr. Zhang to present this item.

Dr. Zhang provided an update to the region's traffic conditions since COVID-19 in Maricopa County. Congestion hours of delay have fallen roughly 50% compared from the first week of March 2020 and have remained the same since then. The region has experienced less than half the amount of delay on all freeway and arterial networks. Specifically, freeway delay congestion

is reduced to almost 80%, while arterials still maintain about 80% congestion as it is less sensitive to demand reduction. The overall traffic volume reduction trend indicated that the peak of reduction was 63%, occurred in Mid-April, and began climbing to 87% in Mid-June and decreased to an average of 80% since. Comparison of the same day from 2019 to 2020 shows traffic volumes have reduced by an average of 10-20% between May and July. Heavy truck traffic volumes have remained uninterrupted throughout COVID-19, while medium truck volumes experienced a reduction and recovered to a less degree than passenger car traffic. Dr. Zhang presented a new data set, acquiring data on the zone level in the Maricopa region. The peak hour trend remained relatively similar to 2019 for all trip purposes, while overall trips experienced a 40% reduction during COVID-19. Dr. Zhang presented a graphic showing trip change percentage and trip change per square mile for 2019 and 2020 by trip purpose.

Dr. Zhang introduced the new data set acquired called Vehicle Movement Data, showing vehicle trajectory updated every 3 seconds, reporting speed, direction, and position. The database contains 3600 unique vehicle ids. Dr. Zhang provided a graphic showing the trajectory of a specific vehicle presenting the speed difference every 3 seconds, a graphic presenting the speed difference over one day from multiple data sets, and a time series presenting all the potential geographical coverage of the data set posing valuable information to conduct many types of bottleneck studies and understanding the cause of congestions. Dr. Zhang presented an intersection case study on McDowell Road and Seventh Street, reviewing five days of data on the P.M. Period. The study was able to show where travelers make exact stops helping understand the characteristics of the intersection, the speed of travel, and the delay experienced passing through the intersection, and which turning movement the traveler made. This data showed a significant delay in northbound, southbound, and westbound approaches, while the eastbound approach did not experience many delays. In conclusion, the data set can provide many different benefits to study bottlenecks, intersection evaluation, including turning movement distribution but not total traffic counts, Travel studies including origin and destination, and project evaluations. For more information, contact Dr. Wang Zhang or visit MAG's web page COVID-19's Impact on Regional Traffic updated weekly, which can be found on the MAG website <https://azmag.gov/Newsroom/MAG-News/ArticleId/153/covid-19s-effect-on-regional-traffic>.

Chair Lucas commented, Tempe staff will be reporting on transportation impacts of COVID-19 on local streets, and it would be useful also to provide some of the regional impacts presented today to see any connections. The vehicle movement data can be beneficial for freeway closures and ICM events to measure the impact and associated issues.

Mr. Jenq commented that this data could be beneficial to TSOP evaluations compared to floating car analysis that is based on a limited number of runs for assessing the progression of corridors. Another benefit would be Identifying safety aspects on freeways and freeway ramps. This could be an excellent source of data as the penetration level increases with commercialization.

7. Request for Future Agenda Items

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

future requests should be provided to the MAG staff.

8. Comments from the ITS Committee Members

Chair Lucas called on members to report items of interest to the committee.

Susan Anderson, with ADOT reported, the final report for the Wrong-way Pilot Project has been posted to the ADOT's website. ADOT's efforts on adaptive ramp metering have been slowed down as traffic volumes decreased. ADOT staff is working remotely until further instruction.

Simon Ramos, with the City of Phoenix, announced the addition of Eric Hernandez, Signal Systems Specialist II.

Chair Lucas acknowledged Yingyan Lou, with ASU for receiving the Mountain District ITE Outstanding Educator Award for 2020. Chair Lucas also reported that the City of Tempe's ITS project Phase I would be completed this month. ITS project Phase II contract award is set for approval this month. The Tempe Street Car project is progressing with a lot of the construction advanced due to lower traffic volumes. The trackway is nearly complete and will soon install the OCS poles, overhead wiring, and electrical subsystems. The delivery of the first vehicle is scheduled later this year. Multiple intersections in the downtown area are undergoing significant reconstruction, and several new intersections are coming online throughout the City to a total of 250 signals by the end of 2021.

Steve McKenzie, with the City of Peoria, reported the City issued a notice of a 1.5% COLA increase. The City will be installing three new signals in the near term.

Mike Sutton, with the Town of Gilbert, reported the ongoing TSMO project with Kimley-Horn, which will identify several other projects throughout the Town's department. The Fiber Optic Strategic buildout is in progress with YSMA. Mr. Sutton mentioned a broadband project announced by the Town Manager's office to gain proposals which will be led by Nikki McCarty.

April Wire, with MCDOT, provided an update on the two FY2020 MAG SMO projects funded, Olive Avenue Adaptive and Bell Road Adaptive will be initiated in the next month.

John Willet, with the City of Buckeye, reported several more signals to be installed waiting on the backorder of signal poles. The City of Buckeye will add five more signals. The ITS standards will be requested for approval by the City council August 18, 2020 with the intent to be approved by the council in September 2020.

Toni Whitfield, with FHWA, reported the addition of Financial Specialist, Sharzehi Cameron. An internal transition, Jennifer Brown received a position with FHWA headquarters to be working with stewardship and oversight team on TPM.

9. Next Meeting Date and Place

Chair Lucas announced that the Intelligent Transportation Committee's next meeting will be held at 10:00 a.m. on Wednesday, September 02, 2020, via virtual conference unless otherwise

notified.

10. Adjournment

The meeting was adjourned by Chair Lucas at 11:49 a.m