



Advanced Technology Task Force

Meeting Notes - February 15, 2007

The meeting was called to order at 10:15 AM at the CMAP Offices, 233 South Wacker Drive, Suite 800, Chicago, Illinois. Those present at the meeting were:

Attendees

	David Zavattero, Co-Chair			
	Duana Love, Co-Chair			
Members:	John Dillenburg	<i>UIC</i>	Andy Hynes	<i>Naperville</i>
	John Loper	<i>DuPage County</i>	Dean Mentjes*	<i>FHWA</i>
	Taqhi Mohammed	<i>Pace</i>	Ellen Partridge	<i>CTA</i>
	Chuck Sikaras	<i>IDOT, ITS</i>	Tom Szabo	<i>Kane County</i>
Interested Parties:	John Bills	<i>Chicago OEMC</i>	Christopher DiPalma	<i>FHWA</i>
	Ken Glassman	<i>Jacobs</i>	Jeff Hochmuth	<i>Wilbur Smith</i>
	Tom Korty	<i>IDOT</i>	Tam Kutzmark	<i>DMMC</i>
	Scott Lee	<i>Delcan</i>	Matt Letourneau	<i>Edwards & Kelcey</i>
	Kevin O'Neill	<i>URS</i>	Spencer Palmer	<i>CTA</i>
	Gary Rylander	<i>Edwards & Kelcey</i>	Lee-Ann Seeling*	<i>Trichord</i>
	Ping Yu	<i>Motorola</i>		
CMAP Staff:	Claire Bozic	Parry Frank	Craig Heither	
	Don Kopec	Tom Murtha		

* Lee-Ann Seeling and Dean Mentjes teleconferenced.

SUMMARY OF COMMENTS:

1. **Approval of meeting notes from November 09, 2006 Task Force meeting** The notes were approved as submitted.

2. **Transportation Committee of the Illinois Terrorism Task Force**

Tom Korty presented an overview of the activities of the Transportation Committee of the Illinois Terrorism Task Force. The Evacuation Sub-Group of the Illinois Terrorism Task Force Transportation Committee was charged with the task of developing a response plan (Traffic Management Plan) to foster the evacuation of large metropolitan cities. The Illinois State Police are the primary authority responsible in an emergency but they have delegated the planning to the Illinois Terrorism Task Force. The planning for the Chicago area is complete and the remaining major urban areas in the state will now be addressed (Peoria, Rockford, East St. Louis, Springfield). It should be noted that the sheltering of evacuees has not been directly addressed but the responsible agencies have been involved in the planning.

The following are the major highlights of the plan. A CATS analysis estimated that approximately 180,000 vehicles could be moved out of Chicago's Central Business District within three hours. CATS also developed a Travel Demand Management (TDM) Annex to

the Chicago Evacuation Plan. Based on this information, a Traffic Management Plan, alternate routes plan and a contra flow plan for the expressway system were developed. This plan would include the closing of 256 entry points by the City of Chicago and IDOT. Fly-overs would be necessary to ensure that lanes were clear.

A number of evacuation planning goals have been accomplished including:

- An uninterruptible power supply (UPS) system was installed in the Chicago CBD to ensure that traffic signals at critical intersections remain operational in the event of a power outage.
- The installation of a manual gate system at 80 locations on the Chicago expressways has begun. The first was installed at Addison on the Kennedy. These gates will be capable of being upgraded to an automated system in the future.
- An additional 12 Changeable Message Boards will be installed, increasing the total in the Chicago area to 20. These signs will be able to provide information for vehicles that are traveling in the opposite direction of normal travel.
- Infrastructure has been made more secure including the hardening of 30 bridges in the Chicago area with lighting, fencing, fiber optics and CCTV. The I-190 corridor around O'Hare International Airport has been hardened with cameras and lighting.
- CTA, Metra and Pace have all developed emergency plan and evacuation procedures.
- The Chicago Office of Emergency Management & Communications (OEMC) has an evacuation plan that incorporates the IDOT plans and transit plans into one document.
- Evacuation plans have been developed for O'Hare and Midway airports.
- An evacuation drill was conducted in Chicago in September 2006. After the exercise, it was noted that individuals would fare better in an emergency if they did a few simple things such as having comfortable shoes available for an emergency.

In order to deter terrorism, the Vehicle and Cargo Inspection System (VACIS) has been used to increase regional security. There are two of these mobile truck scanning devices in the state. Using gamma rays, the VACIS is able to scan for changes in density in closed, stationary vehicles. In order to complete the scan, 100 feet of space and 2 minutes of time are required.

The task force has also been developing a Catastrophic Earthquake Preparedness Plan for the New Madrid Earthquake Zone that would aid in the response and evacuation of affected areas. If an earthquake of magnitude 8.2 hit this area, it is estimated that 277 levees would fail. Under these circumstances, personnel from the northern districts would be transferred one district south during the emergency.

Of the \$90 million in Homeland Security funding that Illinois has received, \$52 million has been spent in Chicago and the remaining \$38 million has been spent in the remainder of the state. A consultant produced a vulnerability report for IDOT which was used to guide the allocation of Homeland Security funds for infrastructure security. Recently Illinois received an "F" for emergency preparedness in one study but this seems to be a biased and incomplete report. The emergency plans for New York, Georgia, and Illinois are considered the top three in the nation.

Andy Hynes asked if Homeland Security funding would be available for the suburbs in the future. Tom Korty stated they would be available and that emergency management agencies were putting priorities together. Duana Love asked if uninterruptible power was available for DMS and Tom Korty stated it was. David Zavattero noted that DMS placement has been based on traffic needs but should also consider evacuation needs. Tom Szabo asked what percentage of state funding local agencies could expect for a UPS project. Tom Korty stated a 20% local match would be needed.

3. **City of Chicago's Red Light Camera Program**

John Bills discussed Chicago's red light enforcement program which began in November 2003. Since its inception, over 700,000 tickets have been issued. Thirty intersections are currently monitored covering 60 approaches. The goal is to have 70 intersections monitored by the end of 2007 and over 280 within the next 5 years. The program has reduced red light violations by 55% to 60%.

The program uses loop detectors and takes 3 images and 12 seconds of video of each violation. Over 97% of the potential violations result in images of sufficient quality to prosecute. A violation occurs when a vehicle enters an intersection 1/10 of a second after the light has changed to red. The owner of the vehicle is liable for the ticket because only the license plate is photographed, not the driver. The fine is currently \$90 and is similar in severity to a parking ticket (as opposed to a moving violation). The only two legitimate reasons for disobeying a red light are participating in a funeral procession or yielding to an emergency vehicle.

This program is operated by a private firm. A total of 15 vendors submitted proposals for the RFP. The winning consulting firm was chosen after it was one of two firms that completed a 30 day pilot project (at their own expense). A committee of City agencies oversaw the consultant selection and all members had a vote in choosing the consultant.

The vendor is contractually obligated to maintain an operation up time of 95% and rate of prosecutability of 85% as measured by 30 days. The current prosecutability rate is 97%. The vendor makes available reports that detail violations. This includes lane breakdown and time-of-day for each violation that has occurred at every approach. An additional report defines violations that have been rejected. These rejected incidents define the monthly rate of prosecutability.

The cameras are fixed so they cannot be remotely maneuvered. There is potential for this system to be used to collect AADT data. Loop detectors are more expensive than video detection but they were used in this system because video detection is not yet mature and has a high failure rate. This program is run by OEMC, with input from CDOT and the police, because it is viewed as a safety issue as opposed to an enforcement issue. There is an ongoing effort to determine if rear-end collisions have increased at these locations but this information is not yet available. An upcoming feature will allow people to view their violations on a secured website.

Chris DiPalma asked how many of the tickets are contested and John Bills stated it is about 4%. Ellen Partridge asked if the data were useful for planning purposes. John Bills stated that average daily traffic and congestion data can be taken from the system. Parry Frank asked if

the public is aware that there are cameras at the locations and John Bills stated signs are posted indicating photo enforcement. Tom Szabo asked about the vendor's responsibilities. John Bills stated the City owns the equipment and the vendor owns the website. The vendor must assess the photos, generate activity reports and supply the information to the Revenue Department. David Zavertero added that the vendor installs and maintains the cameras.

Claire Bozic asked about the contract length and John Bills stated it runs through next year. David Zavertero stated the Illinois General Assembly has just allowed other cities and counties to implement this type of program although it is still not allowed in the entire state. John Bills noted that the staffing impacts of the program have been minimal.

4. **Regional ITS Architecture Update**

Lee-Ann Seeling summarized the Regional ITS Architecture Update project that is just getting underway. The first step is a review of existing documentation and already identified changes to the architecture. The next step will be outreach meetings and an open-house that will be hosted on-line to provide an introduction to the architecture. The final step will involve reviewing the architecture maintenance plan. The one-hour outreach webcast will be broadcast in early April, with the date still to be determined.

Matt Letourneau gave a brief demonstration of the current northeastern Illinois web-based architecture, which is available at www.catsmpo.com/itsarc/illinois-final-arch/neil/neilintro.htm. He also briefly discussed the Regional Architecture Change Request Form, which can be downloaded from www.catsmpo.com/prog-its-planning.htm. David Zavertero suggested that task force members review the architecture to determine how their agency's plans may have changed. Craig Heither noted that the Deployment Plan Update should also be examined so that changes that are already planned for the architecture are not unnecessarily reexamined.

Duana Love mentioned that it is important for the architecture to be up-to-date because projects that use Federal funds must adhere to the architecture. David Zavertero felt that the architecture is useful to ensure that systems work well together. Both provided an example of using the regional architecture for their agencies. These examples are available at www.catsmpo.com/min-attf.htm below the meeting agenda.

Craig Heither stated that the ITS Architecture Work Group had not met for quite some time but will begin meeting as the architecture update progresses. CMAP staff will send an email to task force members about the Work Group membership in the near future. David Zavertero stated that the Work Group would not be asking for a large time commitment, and would conduct as much business as possible via e-mail.

5. **Update on County ITS Efforts**

DuPage County -Matt Letourneau described the DuPage County TCI and distributed a summary paper. Under the guidance of the TCI Steering Committee, DuPage County has completed a multiphase TCI Strategic Plan. This plan consists of the Concept of Operations, DuPage County Sub regional ITS Architecture document, Integration Strategies and Technologies technical memorandum, and the Implementation Plan. Using input from a previous stakeholder meeting, the steering committee selected seventeen projects from a total of 83 candidate ITS

strategies and technologies. These projects have been defined in the draft TCI Implementation Plan.

John Loper stated that the final plan including the concept of operations was being formulated. The TCI Steering Committee will be meeting on February 16th to discuss the costs, sequencing and champions for the 17 projects. A recommendation will be made to the DuPage County Board Transportation Committee. TCI documents are available on the county website at <http://www.co.dupage.il.us/dot/index.cfm>.

Kane County -Tom Szabo described the initial Kane County ITS/TMC Feasibility Study. A stakeholder workshop was held in November. The interviews from this workshop resulted in the following highlights: creation of a centralized GIS repository; KDOT has installed many cameras and these images could be shared; development of a county-wide construction project map; dynamic emergency routing tools; improved operations of highway-rail intersections; and improved coordination of emergency responders and transportation agencies. The next step in the study will examine the needs categories that were identified in this workshop. The next steering committee meeting will be held in March and the contract should be finished in June.

Lake County –Scott Lee noted that Lake County has created a website (www.lakecountypassage.org) which will soon provide arterial based congestion data.

6. Urban Partnership Agreement and Operational Testing to Mitigate Congestion Application

Tom Murtha described the Congestion Initiative recently announced by the US DOT. A key aspect of the initiative is called the Urban Partnership program. This program is funded at \$300 million over the next 3-4 years and will select 3 or 4 urban areas in which to focus policies, programs and projects on congestion reduction. Urban Partners applications would describe a program endorsed by the region to reduce congestion through the use four strategies: tolling, transit, technology and telecommuting. All applications for the initiative are due at the end of April.

The CATS Policy Committee (the region's MPO) has directed CMAP to develop Northeastern Illinois' Urban Partners Program application and assemble the candidate projects. If this region is selected there is a greater chance to receive funding for the Value Pricing Program, FTA Small Starts transit program, ITS Operational Testing, Public Private Partnerships, as well as technical assistance and some additional regulatory flexibility. Tom Murtha stated the region should be looking to develop a multimodal program to reduce travel delay, provide traveler information and improve the reliability of the system. He sees a fairly robust program coming out of this effort and believes tolling is the most controversial strategy but also the most promising. He specifically addressed the ATTF to help get technology applications.

Dean Mentjes stated there are three prongs to the Congestion Initiative: urban partners, value pricing and ITS deployment. There will be \$100 million available nationally for the ITS deployment, requiring a 20% local match. USDOT is encouraging big projects and thoughts.

Tom Murtha felt that USDOT was really focusing on value pricing and that a successful application would probably have to contain some value pricing strategies. It must be decided if there should be numerous individual projects or a single program that contains many elements. The feeling is that a single program of multiple elements would be more successful. The USDOT is interested in a coordinated regional program as opposed to competing applications. Tom Murtha felt funding for the program could be received in August.

David Zavertero said that some of the conversations he had at the Transportation Research Board Conference this winter led him to believe Chicago should apply and had a good chance of being selected based on its size and amount of congestion. Taqhi Mohammed asked if there was a single application and Tom Murtha stated there were multiple ones. Claire Bozic and Taqhi Mohammed both wondered if the purpose is to demonstrate congestion reduction in a particular location. Tom Murtha believed the region should concentrate on a wider deployment but use corridors to demonstrate improvements. Ellen Partridge asked if there will be one large project or a multitude of competing projects moving forward. Tom Murtha stated he felt a small proposal would not be sellable. David Zavertero added that the objective is to have an impact. Chuck Sikaras stated that obstacles to www.grants.gov may need to be overcome and that IDOT has a staff member that can help. He also stated that the GCM Priority Corridor partners will send a letter in support of the CMAP application.

A separate group will be meeting in March to address the application for this program.

7. Upcoming Meetings and Conferences

<u>Meeting Title</u>	<u>Location</u>	<u>Dates</u>
ITS Midwest Annual Meeting	Lincolnshire	Mar. 21-22, 2007
National Surface Trans. Policy and Revenue Study Commission	Chicago	Apr. 19-20, 2007
GCM meetings	Consult calendar at www.gcmcommunicator.com	
ITS Midwest meetings	Consult calendar at www.itsmidwest.org	

8. Next meeting

The next ATTF meeting is scheduled for Wednesday, April 18, 2007 at 10:00AM.