



**Advanced Technology Task Force /  
Regional Transportation Operations Coalition  
DRAFT Minutes  
November 19, 2020 9:30 AM**

In Attendance:

Name	Organization
John Benda	HNTB
Alison Boan	Econolite
Claire Bozic (Chair, RTOC)	CMAP
Joseph Brahm	Parsons
Mitch Bright	Traffic Control Corporation
Jessica Carroll	-
Brad Cousin	McHenry County
Adam Danczyk	Cambridge Systematics
Darryl Dawson	ITS Engineering
Kama Dobbs	SBC Global
Bill Eidson	DuPage County
Abraham Emmanuel	CDOT
Chad Hammerl	Jacobs
Terry Heffron	IDOT
Jeff Hochmuth	CDM Smith
Andy Hynes	City of Naperville
Nick Jarmusz	AAA
Rich Jezierny	Cook County
Christina Kupkowski	Will County
Paul Leddy	Mobotrex
Scott Lee	Transmart

Name	Organization
Matt Letourneau	AECOM
Jonathan Lloyd	IDOT
Duana Love	Transmart
Charles McCarthy	Transmart
Taqhi Mohammed	Pace
Jon Nelson	Lake County
Mark Pitstick	RTA
Brian Plum	Traffic Control Corporation
Lukasz Pociecha	IDOT
Kevin Price	IDOT
Ben Redding	McHenry County
Brian Roberts	Cook County
Amanda Sandrick	eX <sup>2</sup>
Andre Santos	Traffic Control Corporation
Sagar Sonar	Kimley-Horn
Joe Spedale	Traffic Control Corporation
Peter Stresino	IDOT
Thomas Szabo	-
David Tomzik	Pace
Stephen Zulkowski	Kane County

CMAP Staff Present: Daniel Comeaux, Kama Dobbs, Parry Frank, Elliott Lewis, Martin Menninger, Tom Murtha, Jason Navota, Todd Schmidt

**1.0 Call to Order**

The chair called the meeting to order at 9:30 a.m.

## **2.0 Agenda Changes and Announcements**

Ms. Bozic announced that Daniel Comeaux would be taking over the duties as staff liaison to the Regional Transportation Operations Coalition. Mr. Comeaux read the Governor's Disaster Declaration of November 13<sup>th</sup>, which authorized this meeting to be held remotely.

## **3.0 Climate Agenda**

Mr. Navota presented an overview of the FY21 Climate Focus Area work plan, as well as updates on project progress thus far. He reviewed the breakdown of Chicago region greenhouse gas emissions by sector, noting the significant share for which transportation is responsible in the region, of which cars and trucks account for the vast majority. Mr. Navota then discussed possible future scenarios, including the impacts on rainfall and temperature in northeastern Illinois if the climate changes at the rates projected.

Mr. Navota then discussed the projects to be undertaken in FY21, first focusing on "Climate multi-year implementation planning." He shared findings from peer reviews of other MPOs, including the importance of transportation mitigation and the role that partnerships and resource sharing can play in improving responsiveness to climate challenges. Mr. Navota also shared that CMAP will be identifying and prioritizing climate projects on a three-to-five-year timeframe (instead of an annual workplan). Mr. Navota concluded by sharing preliminary progress on "Transportation mitigation strategies," which will include modeling of the climate and emissions impacts of different mitigation strategies using CMAP's trip-based model and the EPA MOVES model.

Mr. Tomzik asked how staff are considering the long-term life-cycle of mitigation strategies, such as the manufacturing and disposal of batteries for electric vehicles. Mr. Menninger responded that staff have not considered the manufacturing process or the waste stream. This project focuses specifically on the on-road emissions, but those are other important factors that should be kept in mind. Ms. Bozic asked staff to comment on how these long-term impacts for batteries could vary vs. internal combustion engines. Mr. Menninger noted that, because the technology is still emerging, there is still substantial uncertainty about these long-term impacts, although electric vehicles do typically have lower maintenance costs than internal combustion engine-based vehicles.

## **4.0 Regional Traffic Safety Targets**

Mr. Schmidt reviewed the origins, history, and purpose of the safety targets, including their definitions and integration with TIP and the long-range plan. Mr. Schmidt then talked about data trends, showing that the state has not met any of its safety targets for FY18, with some metrics also failing to meet the baseline levels from 2012-2016 and several metrics continuing to trend toward additional fatalities in recent years. Mr. Schmidt reviewed preliminary data from this year, sharing that despite the COVID-19 pandemic's impact on overall VMT, fatalities have continued to rise.

Mr. Schmidt shared the preliminary staff recommendation that the MPO support IDOT's statewide targets for 2021, reviewed the uses of these targets by CMAP, and gave an overview of the timeline for formal approval of the targets. He then discussed ongoing deliberations about setting medium-term safety targets for the region that might be more fully integrated into the allocation and programming of funding in the region.

## **5.0 Regional ITS Architecture Update**

Ms. Bozic provided an update on the development of Version 4.0 Northeastern Illinois ITS Architecture. The update to V3.0 was undertaken by a consultant and the contract was completed at the end of July. Deliverables have been received and the process of committee review is now beginning. The online version of the new draft is not yet available for review but members will be provide a link when it is. Most of the deliverables are updates to existing documents, however two new items were included in the project. Since communications infrastructure is foundational to regional ITS implementation, a communications white paper was developed. The white paper provides information on existing practices in the region and the outlook for communications technology in the future. Also, a high level concept of operations for integrated corridor management in the I-290 corridor was developed. These documents are available online and Ms. Bozic requests feedback. CMAP hopes to have RTOC/ATTF concurrence on the products in January so they can be presented to higher level committees.

Mr. Tomzik asked how work on the I-290 Concept of Operations will be coordinated with other projects in the corridor. Ms. Bozic responded that much of the ITS work related to I-290 could be done before design and construction work begins on other I-290 corridor projects. Mr. Tomzik then noted that Pace has an IDOT grant to study transit in the I-290 corridor, and they are planning to use that to examine the transit component of the larger I-290 project. He highlighted that there could be opportunities for collaboration between the two projects. Ms. Bozic agreed, and noted the similar need for collaboration between the communications systems of different agencies, such as highway and transit operations.

Mr. Lee commented that there has already been substantial work to study and plan for the future of the I-290 corridor. He also noted that further refinements to the different scenarios presented in the I-290 ConOps will be most useful if they are illuminating system-level challenges, and not specific technological solutions. Ms. Bozic agreed that technology is unlikely to be the impediment to progress in the I-290 corridor, and that it will be important to focus on policies and bureaucratic structures.

## **6.0 CMAP Traffic Signal Improvement Recommendations**

Ms. Bozic provided a summary of the draft traffic signal improvement document that was posted with the meeting materials. The region's traffic signal systems do not support regional goals because they are generally not modern and not connected to central signal systems. The recommendations do not include a specific set-aside for traffic signal improvement. Rather, CMAP proposes that signal improvement champions be identified

and the importance of traffic signal improvement projects be promoted within agencies and to policy makers. Also, CMAP proposes to support asset inventories and asset management processes. The lack of information about traffic signals in the region make it difficult to prioritize locations for improvement and estimate costs.

Mr. Emmanuel noted that signal modernization has been added to Chicago's 5-year capital plan, with a goal of improving 50 signals every year for the next 5 years. CDOT is also looking at communications improvements, targeting at least 100 locations a year on an annual basis. Ms. Bozic commended CDOT's investments and noted that this could also provide useful data on the cost and timeline of similar projects throughout the region. Mr. Emmanuel then noted that, given the expected lifespan of signals of approximately 50 years, the region could target modernizing or replacing 2% of those signals annually. This could be a benchmark against which ongoing efforts could be measured. Ms. Bozic agreed and commented that traffic signal investments are critical to the region.

Mr. Letourneau shared that in an ongoing regional arterial study, he and his colleagues have spoken to agencies and consortia with regional traffic management systems. They have found that sustainable funding sources are a key commonality between these systems, such as a steady flow of federal grant funding or a dedicated local revenue source. Ms. Bozic noted that in some places, red light automated enforcement revenues are used for these types of improvements. Mr. Letourneau agreed, and reiterated that the key is to make this sustainable as an annual program, and not based on a one-off funding source or competing against other funding sources. Mr. Letourneau also shared an example from Georgia, SigOps. That program installed cellular-based signals across the state and could be worth consideration given the cost of high bandwidth connections (potentially as an interim approach). Ms. Bozic thanked him for the comment and noted that there are additional examples also discussed in the document. Ms. Bozic then commented that long-term success will take buy-in from leadership.

## **7.0 Highway Rail Grade Crossing Study**

Mr. Murtha provided an overview of CMAP's current work to advance highway rail grade crossing studies through the Planning and Environmental Linkages (PEL) process. He gave a background on the PEL process and its integration into NEPA, identifying the various roles of CMAP, IDOT, FHWA, and local agency partners. Mr. Murtha shared that CMAP is currently engaged in two PEL processes for grade crossings: Laraway Road Berwyn-Riverside. He noted that the Berwyn-Riverside project is still in preliminary stages, while Laraway Road is on track for completion in FY21. He reviewed the progress to date on Laraway Road, including the existing conditions at the crossing and the impacts of these conditions on the region's freight network. He shared the current alternatives under review, which include four different grade separation strategies.

## **8.0 2021 Meeting Schedule**

Ms. Bozic presented the draft meeting schedule for 2021 (all meetings beginning at 9:30 a.m.):

- Thursday January 14, 2021
- Thursday April 15, 2021
- Thursday July 15, 2021
- Thursday October 14, 2021

No objections were raised during the meeting. Ms. Bozic asked members to follow up with staff if these dates pose significant conflicts.

## **9.0 Announcements**

Ms. Bozic shared that the CMAQ, STP, and TAP-L programs will hold their call for projects early next year. An informational webinar will be hosted in December. The date of the webinar is still being finalized and will be posted in the CMAP weekly update and on the website in the coming weeks.

Ms. Bozic also shared the news of the passing of Amarpal Matharu, who was a long-time member of RTOC.

## **10.0 Next Meeting**

The next meeting is scheduled for Thursday, January 14, 2021 at 9:30 a.m.

## **11.0 Adjournment**

Ms. Bozic adjourned the meeting.