



# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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## Regional Transportation Operations Coalition

DRAFT Minutes

March 27, 2014

**DuPage County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

**Present:** Chair – Claire Bozic – CMAP, Rich Jezierny – Cook County, Mike Tuman – DuPage County, Tom Szabo – Kane County DOT, Jon Nelson – Lake County, Chuck Sikaras – IDOT ITS Program Office, Matt Letourneau – URS, Christina Kupkowski – Will County DOT, Steve Travia – IDOT, Kevin Price – IDOT, Jim LaMantia – Sensys, Chalen Dangle – McHenry DOT, Michael Bolton (phone) – Pace, David Tomzik (phone) - Pace

**Staff Present:** Doug Ferguson, Jesse Elam, Parry Frank, Tom Murtha, Todd Schmidt

### 1.0 Call to Order

Claire Bozic, Chair called the meeting to order just after 9:00 a.m.

### 2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

### 3.0 CMAQ Process Update

Jesse Elam provided an overview of the staff recommendations for CMAQ criteria and project ranking process for highway projects. This information was also distributed in a memo, CMAQ Criteria and Project Ranking Process, which was presented to the CMAQ Project Selection Committee at its February 13<sup>th</sup> meeting. It included an overview of the proposed point system and criteria for all project types. CMAP staff requested feedback from RTOC regarding the criteria assigned to highway projects and the point scoring associated with the criteria.

Mr. Elam indicated that the proposed criteria for highway projects build on the approach developed by RTOC for previous CMAQ project evaluations. The proposed criteria include travel time reliability, safety, location on the congestion management process (CMP) network, and innovation. The current staff recommendation assigns a total of 30 points to each transportation impact criteria section and Mr. Elam asked for input from the RTOC on how the 30 points should be split among criteria. The current staff recommendation splits the points as follows: 10 points for travel time reliability, 10 points for safety, 5 points for CMP highway system, and 5 points for innovation.

Staff requested committee input on the proposed CMAQ scoring process. Mr. Travia responded that IDOT believes many spot location projects will not score well on the travel time reliability measure and will be overlooked in the ranking system. Spot projects can potentially alleviate mile long queues in some locations. Mr. Murtha responded that travel time reliability is a corridor measure, but if the queue is long enough, it should be captured when comparing free-flow speed to congested speeds. Mr. Sikaras would like staff to consider different scoring measures for spot location projects.

Mr. Szabo asked how the Congestion Management Process (CMP) network is defined. Staff responded that the CMP includes all existing freeways/expressways, Strategic Regional Arterials (SRA), other principal arterials, NHS intermodal freight connectors, and GO TO 2040 planned capital additions in the region. Mr. Murtha indicated that a description of the CMP network can be found in the [draft CMP documentation](#) on the CMAP website.

Mr. Tuman questioned the innovation measure and thought staff should not include it in the scoring of projects. Many old technologies still work in alleviating congestion and should not be penalized. Mr. Travia also mentioned that many agencies don't have the ability to do innovative projects and should not be penalized due to circumstances that are out of their control. Mr. Elam responded that staff would reconsider the innovation measure and have more internal discussions regarding it.

Mr. Parry Frank provided an overview of the safety measure that will be used in the scoring of highway projects. Only fatal crashes (K-type) and serious injury crashes (A-type) are included in the analysis. The crash rates used for the analysis will be based on 1 million VMT or 100 thousand vehicles entering an intersection. The analysis assumes that any project that is done will examine potential safety improvements and make the appropriate investments.

Mr. Travia and Mr. Tuman agreed that travel time reliability and safety measures should not be weighted equally. Travel time reliability should have more weight than the safety measure. Mr. Travia questioned including the safety measure altogether since there is already a safety program, HSIP, and that CMAQ was not a safety program. Mr. Tuman advised staff to use the IDOT 5% locations for the safety measure and indicated that there was no reason to duplicate the work IDOT has already completed.

Mr. Tom Murtha provided an overview of the draft point system proposed for use in scoring projects for reliability and asked for input from RTOC on it. He indicated that staff proposes to combine the quantitative evaluation of reliability (the planning time index) with a qualitative evaluation of a project type's impact on reliability. Staff is working with IDOT to obtain two years of probe data for the planning time index. Mr. Tuman thought the points for a road weather management system were too high compared to traffic signal interconnects. Mr. Szabo agreed and suggested giving traffic signal interconnects 4 or 5 points and road weather management system 1 point. Staff agreed to update the points on the reliability improvement scores.

Mr. Sikaras asked if additional points were given to multimodal projects. Staff said they would consider it, but most likely on a project-by-project basis. The group mentioned that many of these measures are available from the sponsors through the phase I engineering process and that there should be a place on the project application to fill in the results from the project's phase I engineering.

Mr. Elam said he would like this process to be as transparent as possible and provide scoring information to project sponsors as soon as possible. Staff plans to produce system maps of the proposed measures and make them available to project sponsors. This will allow sponsors to see how well the proposed project will score except on the air quality benefit measure.

#### **4.0 CMAP Status Update**

##### **4.1 Regional Transportation Data Archive**

Claire Bozic updated the group on the status of the RTDA project. CMAP currently has two servers collecting data, one offsite in Phoenix and one at the CMAP offices. These servers sync overnight to exchange any missing data and are optimized for reading and writing data. The official starting date of the archive was January 2013 and it is collecting all data available from the Gateway, except camera images.

CMAP worked with UIC, IDOT, the Illinois Tollway and Delcan last year to implement collection of disaggregate data from the Tollway and IDOT (1 minute or 30 second by lane sensor data). This disaggregate data includes ramp data, which does not come to the Gateway because it was not needed for the Travel Midwest website, as well as Tollway sensor data which also does not come to the Gateway for contractual reasons. The Tollway travel data presented on the Gateway is plaza to plaza travel time. The disaggregate data is being sent to the UIC ftp site. CMAP staff is currently collecting the data, but not loading it into the data archive. The next task is to automate the retrieval and loading of the disaggregate data into the archive.

A standby database is being developed which will allow the data to be easily available for CMAP staff to start working with. CMAP is still in the process of figuring out the best way to make the data easily available to our partners. Mr. Nelson told the group that Lake County DOT stopped providing traffic data to the Gateway due to data quality issues.

##### **4.2 ITS Architecture Update**

Claire Bozic reviewed the status of the regional ITS Architecture Update. Last spring CMAP staff met with the implementing agencies in the region to collect updated information to include in the regional architecture. The results from those meetings are reflected in the new architecture. The regional ITS architecture was created using Turbo Architecture version 7. A draft version can be found here:

<http://data.cmap.illinois.gov/its-draft/index.htm>

CMAP staff requested that agencies review projects they are responsible for in the architecture. The project descriptions should be up to date with the project interface section needing work. As projects are implemented the architecture can be updated.

Staff will be scheduling two Advanced Technology Task force meetings to review and approve the update. Staff would like to have the regional ITS Architecture Update approved by the end of the year.

#### **5.0 Participating Agency Updates**

Mr. Szabo shared the status of the Kane County PSAP integration project, which was partially funded through CMAQ. He said Kane County is working on the first phase of the project and plan to bring in 6 PSAPS.

Jon Nelson shared with the group that the Lake County's PSAP integration project is moving ahead. He also mentioned that Lake County Passage data is no longer being sent to TravelMidwest.com due to data issues. Lake County DOT is also planning to install an Adaptive Signal Control Technology later this summer.

Mr. Price informed the group IDOT is currently working on the state ITS architecture update.

#### **6.0 Other Business**

There was no other business before the Regional Transportation Operations Committee.

#### **7.0 Next Meeting**

The next meeting is scheduled for TBD.

#### **8.0 Adjournment**

The meeting was adjourned at 11:00 a.m.

Respectfully submitted

*Todd Schmidt*

Todd Schmidt, Committee Liaison