



Chicago Area Transportation Study

MEETING NOTES

Project: *Implementation of the ITS Component of the RTP (UWP-5328.02)*
Task Force: *Advanced Technology Task Force*
Date: *May 18, 2005*
Location: *CATS, 300 West Adams, Chicago*

David Zavattero, Chair
Duana Love, Co-Chair

Attendees

Members:	Marty Anderson	<i>IDOT Elec. Op.</i>	Bob Dean	<i>DMMC</i>
	Jeff Galas	<i>IDOT TSC</i>	Ken Glassman	<i>ISTHA</i>
	Chad Hammerl	<i>EK / CDOT Traffic</i>	Eric Holeman *	<i>CTA</i>
	Andy Hynes	<i>Naperville</i>	Dean Mentjes	<i>FHWA</i>
	Ruth Myers	<i>DuPage Co.</i>	Tom Szabo	<i>Kane Co.</i>
	Vonu Thakuriah	<i>UIC</i>	Gerry Tumbali **	<i>RTA</i>
	David Tomzik	<i>Pace</i>	David Zavattero	<i>IDOT ITS</i>
Interested Parties:	Joseph Brahm	<i>NET</i>	Lee Callaway	<i>Motorola</i>
	Jeff Hochmuth	<i>Wilbur Smith</i>	Matt Letourneau	<i>Edwards & Kelcey</i>
	Scott Lee	<i>IDOT ITS</i>	Sam Levenson	<i>Motorola</i>
	Joe Ligas	<i>rep UIC Engineer</i>	Gail Marnik	<i>US GAO</i>
	Steve Peters	<i>IDOT Elec. Op.</i>	Jim Powell	<i>Parsons</i>
	Gary Rylander	<i>Edwards & Kelcey</i>	Dan Shamo ***	<i>URS</i>
	Govind Vadakpat	<i>Parsons</i>	Ping Yu	<i>Motorola</i>
Staff:	Parry Frank	<i>CATS</i>	Craig Heither	<i>CATS</i>
	Bill Kiley	<i>CATS</i>	Dan Rice	<i>CATS</i>
	Mark Thomas	<i>CATS</i>		

* Eric Holeman represented Carl Jackson.

** Gerry Tumbali represented Duana Love.

*** Dan Shamo was teleconferenced.

SUMMARY OF COMMENTS:

- Approval of meeting notes from February 16, 2005 Task Force meeting** – The notes were approved as submitted.

2. **VII Initiative – A Private Sector Perspective from Motorola** – Ping Yu and Lee Callaway described the work Motorola is doing in the area of Vehicle Infrastructure Integration (VII). The Mesh Enabled Architecture the company is working on uses wireless routers to establish network connections with moving client devices and allows for peer-to-peer communications between vehicles. A dedicated frequency of 5.9 GHz, which is between the frequencies used for public safety and those used by commercial internet protocol networks, is used to provide secure, near real-time VII communications. Motorola has set up two test beds for vehicle-to-vehicle and vehicle-to-roadside communications.

Jeff Hochmuth asked about mesh network security. Ping Yu stated there are multiple layers of security (hardware and software) and that they can control access to the network. Responding to Joe Ligas' question, Ping Yu stated ideal spacing of the routers would be ¼ - ½ mile in a city and ½ -1 mile along highways. The distinction between the safety applications and the traveler information applications of VII were noted. The traveler information element of the system could be effective if 10 percent of vehicles were equipped, whereas much higher market saturation would be required to achieve safety benefits. Dave Zavattono encouraged interested parties to check out the VII website (www.its.dot.gov/vii/index.htm) for more information, which includes the government's view on the rollout of the technology.

3. **Northeastern Illinois ITS Deployment Plan Update** – Mark Thomas gave an overview of the final draft of the ITS Deployment Plan Update, which will serve as an appendix to the 2030 Regional Transportation Plan (RTP) Update. He stated that any comments would be rolled into the plan and asked that the Task Force approve it so it could be sent to the Work Program Committee at the June 24, 2005 meeting. The update lists accomplishments since the Strategic Early Deployment Plan, ties projects in the plan to the Regional ITS Architecture initiating the systems engineering process for deployment efforts and provides a list of ITS projects and deployment gap analysis that can be used to develop agency programs.

David Tomzik suggested a couple of clarifications. The ISTHA Open Roads Program accounts for about half of the obligated funding total in Table 4-3, and percentages by lead agency could be added to the table so as not to give the impression that all of the other agencies have most of their deployment costs obligated already. Marty Anderson noted that IDOT and the transit agencies have a lot of projects but little obligated funds. It was agreed that narrative would be added to more fully explain the funding table by noting that the majority of the Tollway funding is through the Open Tolling project whereas other agencies typically use discretionary ITS funding through the annual appropriation process.

Dave Zavattono stated that in the future the region may need a regional strategy for integrated regional signal operations. A Regional Traffic Signal Management & Operations System would enhance the increasing number of closed loop signal interconnect systems being deployed in the region and allow for coordination across jurisdictions, modes, and functions. David Tomzik agreed and stated that a regional coordination perspective would be useful for the Transit Signal Priority Working Group's efforts in the deployment of transit vehicle signal priority (TSP) across municipalities. Ken Glassman added ISTHA is interested in

signal prioritization along its entire system which would suggest the need for systematic planning beyond the northeastern Illinois region.

On a motion from David Tomzik and seconded by Dean Mentjes, the Task Force unanimously approved forwarding the ITS Deployment Plan Update to the Work Program Committee after Table 4-3 is updated as requested and some discussion of a regional traffic signal integration strategy is added.

4. Regional ITS Architecture Update – Craig Heither stated that the Regional Architecture would be updated during the upcoming fiscal year and that the FY2006 Unified Work Program allocates funding to retain a consultant for the work. The project is scheduled to be finished prior to completion of the 2030 RTP Update in October 2006. The draft scope of work contains four elements:

- *Review of existing documentation* – this will include the ITS Deployment Plan Update which contains a list of changes to be made to the Regional Architecture.
- *Stakeholder outreach* – this will be much more limited in scope than when the architecture was originally developed. Kendall County and part of Grundy County will need to be added to the Regional Architecture if the CATS Policy Committee approves expansion of the Metropolitan Planning Area, as anticipated.
- *Update Regional Architecture* – this is the core element of the contract and involves using the Turbo Architecture tool to update the Regional Architecture and make it consistent with the National ITS Architecture, including adding new elements that exist.
- *Review of architecture maintenance plan* – the consultant should recommend any changes to the maintenance plan they feel would be beneficial.

Mark Thomas stated that he expected the consultant to begin work in the fall and that the project would last approximately six months. He asked for any comments on the draft scope before it is submitted for the normal IDOT contracting process. It was noted that the ITS Deployment Plan Update has identified several regional ITS architecture modifications and that it was also important to recognize the interrelationships between the national, statewide, GCM corridor, regional, and project architectures. Dave Zattero suggested that a teleconference of the ITS Plan workgroup be scheduled to provide comments on the scope.

5. Statewide ITS Architecture and Plan – Scott Lee and Matt Letourneau provided an update on the Statewide ITS Architecture and Plan. IDOT is about one year into the project and five new regional architectures (Rockford-DeKalb, Quad Cities, Peoria, East-West Gateway and Urbana-Champaign) have been submitted to FHWA and FTA. Initially, IDOT will use the statewide architecture to cover MPOs that do not have regional architectures.

Separate Turbo Architecture files were used to ensure that the rural focus was not lost in the statewide architecture. Commercial Vehicle Operations (CVO) were also kept as separate files because of the unique characteristics involved. A draft of the Statewide ITS Architecture Report is now available on the website (www.ilits.org). This report documents the Turbo files in a narrative format and is a tool for those with ITS projects. Architecture maintenance will deal with how to get ITS projects in to the architecture.

Mark Thomas stated he will be interested to see how the issues of security and CVO are addressed, as they will be part of the discussion of the update to the northeastern Illinois Regional Architecture. Scott Lee stated the next Technical Committee meeting will be in Springfield on June 15th.

6. GCM Corridor Program Plan Update – Dan Shamo discussed the GCM Corridor Program Plan Workshop which will be held at CATS on Wednesday, May 25th at 1:30 PM. The two hour workshop will help refine the program plan for the corridor by looking at its mission in light of technological changes and against the backdrop of recent events. The workshop will help identify needs and projects in the GCM corridor, help prioritize those needs, and identify trends, challenges and opportunities stakeholders face. Attendees are encouraged to bring ideas to the table. Two workshops will be held in Illinois, two in Wisconsin and one in Indiana.

7. Annual Look Ahead – Dave Zavattero asked members if there were any issues they felt the Task Force should address in the coming year. Several were raised:

- David Tomzik suggested the regional coordination of signals and TSP would be a good topic as Pace moves forward with implementation. David Zavattero felt this topic could have three components: a regional traffic signal operations strategy, TSP and emergency vehicle signal preemption.
- Mark Thomas stated he would like to see more private sector presentations to keep the members informed of what is happening in the region and beyond.
- Dave Zavattero suggested the topic of performance measures. This could look at what data is available and how it is being used. For instance, real-time traffic data from the region is used as part of the FHWA-sponsored Urban Congestion Report produced monthly.
- Dave Zavattero also suggested congestion relief as another topic, which could examine the region's congestion relief efforts and how they are being integrated.
- Chad Hammerl suggested the topic of ITS and special events management, which Chicago has been using. This could look at the use of ITS to solve short-term problems.

Dave Zavattero suggested members review these topics and determine which they would give priority.

8. Other Items – Gary Rylander noted that ITS Midwest has recently reorganized and is looking to fill some committee vacancies. Interested parties can find more information on the chapter's website (www.itsmidwest.org).

9. Upcoming Meetings and Conferences – The following is a list of upcoming conferences and meetings.

<u>Meeting Title</u>	<u>Location</u>	<u>Dates</u>
NHI Traffic Signal Design/Op. course	Urbana-Champaign	June 2-3
Transport Chicago 2005	IIT	June 3
Statewide ITS Plan Technical Cmte	Springfield	June 15
Mississippi Valley Conference	Chicago	July 13-15
GCM Meetings	Consult calendar at www.gcmcommunicator.com	

10. Next meeting – The next meeting of the Advanced Technology Task Force is scheduled for Wednesday, August 17, 2005 at 10:00AM in CATS' main conference room.

The above is an accurate summary based on staff meeting notes. Anyone who takes exception to the information contained in this summary should forward comments to CATS within one week of the submittal date noted below.

Submitted May 20, 2005