

# Final Draft Strategic Plan for the MOITS Program

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MOITS Policy Task Force & Technical  
Subcommittee Meeting  
April 13, 2010

# Overview

- The final draft MOITS Strategic Plan was sent on April 7 to the MOITS public sector participants list
- Supersedes the February 5 version
- A number of significant changes
- Would like endorsement today or soon, to move forward to the TPB Technical Committee for their May 7 meeting, and subsequently to the TPB

# What's New

- Edited throughout for readability
- Developed a 8-page Executive Summary
- Revamped description of TPB Vision, goals, objectives, strategies, and a new term, “tactical actions” instead of “tactics”
- Revised best practices Section 4 to include regional as well as agency/jurisdictional best practices.
- Revised and combined recommended projects into a list of 10; one-page project summaries are numbered and indexed to the table of contents
- Added a summary list of the plan’s key recommendations in the Executive Summary as well as in a new Section 6.4.

# Priorities for Today's Discussion

- Verify or change the 10 Proposed Projects
- Verify or change the cost estimates of the 10 Proposed Projects
- Verify or change the 7 Key Recommendations for MOITS
- Relationships to related strategic planning outside MOITS
  - RESF-1
  - WMATA
  - MATOC
- Correct factual errors

# Tactical Actions & the TPB Vision

- Two TPB Vision goals were the key goals for MOITS
  - Management, performance, maintenance, and safety (Goal 3)
  - Technology to maximize system effectiveness (Goal 4)
  - Vision had numbers of objectives and strategies associated with each goal
- The MOITS Strategic Plan builds upon the TPB Vision by identifying four supportive “tactical actions”
  - Provide regional situational awareness of transportation system conditions
  - Regionally coordinate operating procedures
  - Inform travelers
  - Integrate systems and processes

# Reconfirming Core Missions of the MOITS Technical Subcommittee

- Advise the TPB and its committees on transportation management, operations, and technology
- Serve as a forum for information exchange on these topics among members
- Coordinate with other key regional activities:
  - The RESF-1 Committee (transportation emergency preparedness planning)
  - MATOC (real-time information coordination)
  - WMATA committees (transit operations and technology efforts)
- But also some recommendations for new or enhanced activities

# Building Toward Recommendations

- Emphasis Areas
  - Technical topics that are in the MOITS purview and lend themselves to a regional-level focus
  - Remain as a technical underpinning, especially for MOITS activity focuses
- Best Practices
  - Accommodated suggestions for regional-level best practices
- Proposed Projects and Strategic Efforts
  - Decoupled from emphasis areas
  - Looked for a number a level of specificity that would be meaningful to decision makers
- Key Recommendations
  - Guiding the future activities of the MOITS program
  - Help clarify and summarize the conclusions of the strategic plan

# Emphasis Areas Remain a Technical Underpinning

- Systems engineering-based topics in the MOITS purview
  - ITS Data Warehouse
  - Multi-modal Coordination
  - Transit Signal Priority
  - Interactive Traveler Information
  - Transportation Operations Data Sharing
  - HOV Lane Management
  - Regional Traffic Management
  - Regional Parking Management
  - Maintenance and Construction Activity Coordination
- Other topics are being addressed in venues that convene necessary stakeholders
  - RESF-1 for emergency topics, WMATA for transit topics, MATOC for day-to-day information sharing

# Best Practices

- MOITS Program Best Practices (New)
  - Coordinate MOITS, MATOC, RESF-1; enable participation; be data-driven; support the CMP; support goals
- Agency/Jurisdictional Level Best Practices
  - Overarching: technology, systems engineering, performance-based, coordinate across boundaries
  - Specific to each emphasis area: engineering considerations
- Best Practices are hereby published as a regional reference and resource

# Developing the List of Proposed Projects

- The consultant team and staff reconsidered the February 5 list, which was valid but long and at an engineering level
- Decoupled from emphasis areas to be able to highlight a few good projects with broad impacts
- But all emphasis areas have at least one supportive recommended project, some have several
  - With one exception – for Transit Signal Priority, the plan supports ongoing WMATA, COG/TPB, and TIGER-funded efforts, but does not now propose any new efforts beyond those

# Proposed Projects (1-7) and Strategic Efforts (8-10) – Unfunded

1. Sustain MATOC/RITIS
2. Upgrade RITIS regional ITS data warehouse capabilities
3. Enhance RITIS data sharing capabilities
4. Support 3rd party development of trip planning “apps”
5. Deploy integrated corridor management technologies (pilot)
6. Deploy park-and-ride parking availability information (pilot)
7. Develop special event traffic management plans
8. Develop a regional managed lane facilities (HOV, HOT, ETL) coordination process (e.g. annual summit meetings)
9. Develop a venue and process for coordinating maintenance and construction schedules (e.g., semi-annual meetings)
10. Develop a venue and process for interjurisdictional signal timing coordination

# 1. Operate and Maintain the Metropolitan Area Transportation Operations Coordination (MATOC) Program and the Regional Integrated Transportation Information System (RITIS)

- This project annually would
  - Sustain the MATOC program to support regional operations coordination and situational awareness activities
  - Operate and maintain the ITS data warehouse and traveler information components of RITIS in support of the Washington region's management and operations planning
- Estimated funding needed: \$1.2 million (first year), \$1.6 million per year (subsequent years).

## 2. Upgrade the Regional Integrated Transportation Information System (RITIS) to Enhanced Capabilities as the Regional Intelligent Transportation Systems (ITS) Data Warehouse and Regional Traveler Information Data Engine

- This project would build upon the existing RITIS, which focuses on real-time transportation systems condition data exchange, and expand its scope and coverage to become the primary transportation systems data warehouse for the Washington region and the Regional Traveler Information Data Engine for traveler information applications.
- RITIS is one of the core functions required to advance the region's transportation management capabilities.
- Estimated funding needed: \$2.5 million.

### 3. Enhance Regional Integrated Transportation Information System (RITIS) Capabilities for Intermodal Transportation Operations Data Sharing

- Develop regional systems to share real-time traffic operations data with bus transit providers and real-time bus transit information with traffic management entities to achieve coordinated and synergistic transportation management of key roadway corridors.
  - Erroneous paragraph in the April 7 Executive Summary should be replaced with the above
- Estimated funding needed: \$1 million.

## 4. Support the Development of Multi-Modal Regional Trip Planning Tools Using Regional Data

- Develop and implement data sharing interfaces for third parties to access regional data and develop a multi-modal regional trip planning tool which could then be used to provide the public the best travel option based on real-time conditions.
- Estimated funding needed: \$2 million.

## 5. Deployment of Integrated Corridor Management Technologies on Significant Regional Corridors

- Develop regional and corridor based multi-agency systems to share real-time traffic operations data with bus transit providers and real-time bus transit information with traffic management entities, supporting regional data exchange to achieve coordinated management of key roadway corridors.
- Estimated funding needed: \$7 million.

## 6. Deploy Real-Time Parking Availability Information Systems at Key Metrorail or Other Publicly-Owned Park-and-Ride Facilities

- Following up on a WMATA study completed in 2009, deploy electronic systems that keep track of parking availability at key facilities, and make this information available to commuters in a timely fashion.
- Estimated funding needed: \$1 million.

## 7. Develop a Regional Set of Transportation Management Plans for Major Planned Events

- Develop a number of transportation management plans that can be applied to planned events at the times they occur.
  - These transportation management plans would describe the procedures that participating agencies would follow in normal operations for a major planned event.
  - These plans could also help provide technical input to the region's emergency management agencies in their planning for major emergencies.
- Estimated funding needed: \$1 million.

## 8. Develop a Regional Managed Lanes Operations Coordination Process for the Washington Metropolitan Area

- The Washington region has a number of “managed lanes” facilities in operation or planned: HOV lanes, high-occupancy/toll (HOT) lanes, and express toll lanes (ETLs).
  - These facilities differ in ownership, configuration, and usage rules, but are common in that they are all managed in a way different from general purpose lanes.
  - To date, no venue or process exists where the owners and operators of these various facilities are brought together to coordinate and examine potential operations improvements or synergies among the facilities.
- This project would establish a venue and process for the coordination of the operations of managed lanes facilities in the Washington region (i.e., an annual managed lane facilities operations summit).
- Estimated funding needed: \$250,000.

## 9. Develop and Initiate a Venue and Process for Maintenance and Construction Coordination

- This project would develop and initiate a forum and process for the transportation agencies of the Washington region to cooperatively examine, coordinate, and adjust the schedules of maintenance and construction projects to avoid unnecessary traffic conflicts and other negative impacts.
- Estimated funding needed: \$250,000.

## 10. Develop and Initiate a Venue and Process for Interjurisdictionally Coordinated Signal Timing for Regional Corridors

- This project would develop and initiate a forum and process for the transportation agencies of the Washington region to cooperatively examine, coordinate, and adjust signal timing to improve safety and reduce unnecessary delay.
- Estimated funding needed: \$300,000.

# Key Recommendations Identified in the MOITS Strategic Plan

1. Continue MOITS roles in advising the TPB and regional information exchange
2. Strengthen coordination among MOITS, MATOC, RESF-1, and WMATA
3. Strengthen focus on the tactical actions (situational awareness, operating procedures, informing travelers, and systems interoperability) identified in the strategic plan
4. Strengthen MOITS role in developing regional project proposals
5. Encourage best practices
6. Strengthen understanding of MOITS performance measurement and benefit-cost analysis
7. Inform decision makers on the recommendations of the MOITS Strategic Plan, and encourage funding of recommended projects

# Other Notable Changes

- Sec. 2.4 – Revised summaries of Virginia, TPB, and WMATA activities
- Sec. 2.6 – Revised MOITS-MATOC-RESF-1 comparative activities table
- Section 5 – Revised performance measurement section

# Outlook

- We want to provide the final draft plan to the TPB Technical Committee in advance of the May 7 meeting
- The TPB Chairman has expressed interest in the strategic plan moving forward to the TPB for their information
- Once finalized, the plan will serve as a major guide for upcoming MOITS activities, and as a source for prioritized project proposals as funding opportunities arise