National Capital Region Transportation Planning Board

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Meeting Notes

MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY TASK FORCE AND MOITS TECHNICAL SUBCOMMITTEE

DATE: Tuesday, May 12, 2009

TIME: 12:30 PM

PLACE: COG, First Floor, Meeting Room 1

CHAIRS: Hon. David Snyder, City of Falls Church, Chair, Policy Task Force

Yanlin Li, District of Columbia Department of Transportation, Chair, Technical Committee

VICE CHAIRS: Peter Buckley, Montgomery County Ride On
Mark Miller, Washington Metropolitan Area Transit Authority
J.D. Schneeberger, Virginia Department of Transportation

Attendance:
Sam Baker, Joint Force Headquarters RESF-1
Peter Buckley, Montgomery Ride On
Bob Care, Empire Media Group
Raul Catangui, Synergy Alliances
Kirk Dand, Arlington DOT
Ed Daniel, Montgomery County Police Department
Buddy Ey, Telvent/MATOC
Bill Gove, Open Roads Consulting
Sean Kennedy, WMATA
Yanlin Li, DDOT
Curt McCullough, City of Fairfax (by phone)
Amy McElwain, VDOT
Greg McFarland, Northern Virginia Transportation Commission
Mark Miller, WMATA
Frank Mirack, FHWA
Martin Parker, Consultant
J.D. Schneeberger, VDOT
Terri Tabesh, MD SHA
Peggy Tadej, DDOT
John Ward, IBI Group

COG Staff Attendance:
Karin Foster
Andrew Meese
Wenjing Pu
Jim Yin

Actions:

1. Welcome and Review of Notes from the April 14, 2009 Meeting

Participants introduced themselves. Notes from the April MOITS meeting were approved.

2. American Recovery and Reinvestment Act (ARRA)

Mr. Meese reported that there was no extensive discussion on ARRA during the last month, nor did he hear from any of the committee members of specific actions. He distributed a handout that includes the printout of the transportation section of ARRA portion of the COG website and a document from the transportation section regarding the COG initiative of a pilot rapid transit program.

The transportation section webpage provides information on ARRA funded projects that TPB had been informed as of April 15 from DDOT, MDOT, VDOT and WMATA. In general, these projects are mainly capital projects and the TPB had not heard much on operational projects, although there are a few things that are technological in nature. The transportation section webpage will continue to be updated and the summary of the information will continue to be updated to the MOITS subcommittee.

The pilot rapid transit program document provides information on COG's initiative to propose such a program to improve regional mobility and tangibly to move us toward a greater regional rapid transit system. The TPB designated Scenario Study Task Force is working on this program and will try to submit an application for some later competing stimulus funds. Mr. Meese suggested the MOITS subcommittee may discuss issues of technology with the Scenario Study Task Force at some point. The Task Force has moved back from specifying certain technological details, such as bus rapid transit, to a much broader category of rapid transit, including improving existing services along certain corridors, perhaps in conjunction with HOT lanes or value-priced lanes.

Mr. Li asked if Mr. Meese wanted him or other agencies to provide any ITS-related project information on behalf the stimulus funds. Mr. Meese said he would appreciate being informed with any ITS-related project information but the projects listed on the webpage are TIP projects and some smaller things may be buried under the big items.

3. Metropolitan Area Transportation Operations Coordination (MATOC) Program Activities

Mr. Meese firstly showed the participants a screenshot of INRIX data coverage in the national capital region that was provided by Mr. Pack of the University of Maryland. INRIX data is obtained through I-95 Corridor Coalition and the data is integrated with the Regional Integrated Transportation Information System (RITIS).

Mr. Meese secondly reported that the performance measure tools in RITIS will be updated by July 1. There are already more event data download and analysis capabilities in RITIS and a lot more is coming. The agencies who are authorized to utilize RITIS can now go back to do better analysis by using the data. The MATOC program is also trying to work on a technical redundancy system but the budget is tight. Additional discussions in the MATOC program include the enhancement of integrating traffic.com sensor data, and adding bus automatic vehicle location (AVL) and schedule data from DASH bus of Alexandria to RITIS.

Mr. Li reported that DDOT had received a message from RITIS regarding some concerns on DDOT's data quality. DDOT had a review of the data and found the data are not quite accurate and complete. He encouraged everyone to check DDOT data before it is published.

Mr. Ey reported they have been continuing on the trial phase of MATOC operations, which will be transitioning to full operations in the summer or fall. The program will become fully operational on July 1, 2009 (Wednesday). Mr. Ey mentioned the MATOC Steering Committee had approved the program being a 16-hour (5:00 AM to 9:00 PM) operation from Monday to Friday as a starting point of the full operation. This means additional staff will be recruited. The Steering Committee also approved the location for the full operation being the CapWIN facility, at least for the initial year. For the subsequent years, the location might be transferred to one of the DOT centers based on further evaluation. Although these items had been voted and approved, there still are concerns of money given the current tight budget situation. They are working hard to send out a message that MATOC is the absolute right thing to do and the MATOC Executive Committee will be briefed.

Mr. Ey continued monitoring incidents for the last 30 days and made notifications to stakeholders. There were 12 incidents in the last 30 days, of which three incidents were notified to all the stakeholders and the other eight incidents were only for specific areas.

Mr. Ey continued monitoring RITIS and the interactions between RITIS and DOTs. He confirmed Mr. Li that RITIS has been receiving CapTOP information since last December or this January and the MATOC program is consistently evaluating the quality and integrity the data.

He reported that 12 enhancements were put forth on April 1 for RITIS and he believes the enhancements will improve operations for both MATOC program and DOTs.

He reported that the joint meeting with the MATOC Executive Committee had to be cancelled but there will be individual meetings with each Executive Committee members and the individual meetings should begin next week.

The attendees had a discussion about the April 23 Third Street Tunnel incident that caused 20-mile congestion and realized more coordination will be needed in the future for such type of incidents. Mr. Ey noted that it is also important to get RITIS information to the public through some ISPs.

Mr. Ey is looking for participants in the transit community and to get information to them on incidents on any roads that could impact their routes.

4. Program Updates

- **Regional Integrated Transportation Information Systems (RITIS)**

No update under this item since this had been discussed in the previous agenda item.

- **RESF-1**

Mr. Meese reported that the draft Regional After-Action Report for the presidential inauguration has been released for agency comments. Mr. Miller encouraged everybody to review it carefully and to contribute some comments. He commented that there are some good things happened that the draft does not mention.

- **Traffic Signals Subcommittee**

Mr. Yin reported that the next Traffic Signal Subcommittee meeting will be taking place next Thursday (May 21) at DDOT Operations Center and the vendor who provided the equipment for the DC TSP project will make a presentation. After the meeting there will be a field trip to the Operations Center.

- **MOITS Strategic Plan**

Mr. Meese reported that the working group for the strategic plan met last month and came to some good ideas about the plan. A RFP will be released soon for consultant help on the strategic plan. Mr. Meese welcomed anybody in the MOITS technical committee to join the strategic plan working group.

- **Regional ITS Architecture**

No specific update. Mr. Yin reported that a meeting will be scheduled for the next month.

- **Transit Signal Priority**

Mr. Kennedy reported that WMATA is developing concepts of operations for metro buses to request transit signal priority. He could share the internal document with some interested members. These concepts of operations will be implemented through demonstration projects.

- **Northern Virginia Transportation Management Plans**

Transportation Management Plans (TMP) are mandated by federal regulations to minimize congestion and improve congestion during construction. Mr. Schneeberger brought to the committee's attention that there are several big projects going on in Northern Viginia, such as adding HOT lanes on I-495, Dulles rapid rail project and 14th Street Bridge reconstruction. The latter has recived extensive discussions recently and this project will have impacts on both VDOT and DDOT. These big projects involve massive TMP efforts (called Regional Transportation Management Plans) to address some construction concerns.

The regional TMP has been broken down to four subcommitees and many regional stakeholders are invloved in the subcommittees to identify strategies. Mr. Schneeberger has been leading the ITS and Systems Management subcommittee for a year and a half. There is also a Transit and Travel Demand Manegement (TDM) subcommittee that is focused not only on transit options but also TDM strategies such as ride sharing and teleworking. It is a big emphasis area in the regional TMP

to keep the public informed on the status of the projects, especially the ones that could affect commuters' regular travel patterns.

With regards to incident management, it is expected that some portable CCTV cameras will be installed in a few months in Northern Virginia. The CCTV cameras will be integrated to VDOT TMS software system and shared with Trafficland and 511 website, and hopefully MATOC would be able to utilize the cameras as well. VDOT also plans to procure and deploy 20 portable Changeable Messege Signs to better inform travelers. Mr. Schneeberger thanked DDOT for providing specifications for the procurement.

As part of the Blueprint of Virginia, a decision has been made to cut safety service patrols. It is an unfortunate situation given the ongoing construction activities. VDOT is hoping to provide some supplemental safety service patrols through TMP funding.

For the 14th Street Bridge reconstruction project, Mr. Schneeberger looked for some regional coordinations during the meeting. Mr. Li thought that DDOT has a TMP assciated with that project and he will double check it.

Mr. Schneeberger mentioned that Skycomp made a persentation to VDOT a few days ago and he thought the aerial photography is very useful for the construction projects.

5. Regional Freight Planning Activities and Coordination with MOITS

Ms. Foster made a presentation to give some updates on the regional freight planning program. After briefly introducing the history of the freight program at COG/TPB, she talked about the Integrated Freight Report: framework, highlights, methodologies, stakeholder surveys and next steps. Ms. Foster reported that through movement is the biggest portion of regional freight movements, in both tonnage and value. Trucks are the main carrier of inbound, outbound and intraregional freight movements. To date, 35 stakeholder surveys have been completed and the staff will continue the survey and a summary report of the surveys will be prepared once the number of surveys reaches to 50.

6. Congestion Management Process (CMP) and Data Activities

CMP is a federally required integral part of the metropolitan planning process. Mr. Pu is the new designated TPB staff working on the regional CMP. He made a presentation to provide some updates on the CMP and data activities. Mr. Pu has been exploring both existing and emerging data sources that could be used in CMP and other data-based activities. The existing data sources include Skycomp freeway aerial survey, arterial travel time study, regional transportation data clearinghouse and some special studies and jurisdictional programs that could provide congestion or performance information. The emerging data sources are RITIS, I-95 Corridor Coalition and independent traffic information providers such as INRIX, Traffic.com and Speedinfo. He also showed an example of

using data from ADMS Virginia and RITIS to identify the causes of congestion along I-66 EB corridor outside the Beltway.

Mr. Meese emphasized that the world has been quickly changing on private sector data sources and there are great interests for the jobs that we attempt to do here, on seeing that our region is not well instrumented by DOTs operated detectors.

Mr. Li added that there will be more data available from DDOT later this year.

7. Other Business: ITS America Annual Meeting June 1-3

Mr. Meese reminded that the ITS America Annual Meeting will be taking place on June 1-3 at the National Harbor.