

MEETING NOTES

TRANSPORTATION PLANNING BOARD INTELLIGENT TRANSPORTATION SYSTEMS TECHNICAL TASK FORCE

DATE: Friday, January 28, 2000

TIME: 10:00 A.M.

PLACE: COG, 777 North Capitol Street, NE
First Floor, Room 4/5

CHAIR: Emil Wolanin, Montgomery County Department of Public
Works and Transportation

VICE CHAIRS: Wils DerMinassian, D.C. Department of Public Works
Karen Lamb, Washington Metropolitan Area Transit
Authority
Alex Verzosa, City of Fairfax

ATTENDANCE:

George Ake, University of Maryland, gake@wam.umd.edu
Brien Benson, George Mason University, bbenson@gmu.edu
Ned Carey, MAA, ecarey@mdot.state.md.us
Kathleen Donodeo, WMATA, kdonodeo@wmata.com
Michael Hackett, MWAA, hackettm@mwa.com
Kamal Hamud, DCDPW/TMC, khamud@wam.umd.edu
Doug Hansen, Fairfax County DOT, doug.hansen@co.fairfax.va.us
Duke Hanson, Lockheed Martin IMS, duke.j.hanson@lmco.com
Corey Hill, DRPT, hill_cw@drpt.state.va.us
Grady Ketron, VDOT-TPD Richmond, ketron_eg@vdot.state.va.us
Craig Maxey, WMATA, cmaxey@wmata.com
Lora Mayo, WMATA, lmayo@wmata.com
Donald McCanless, WMATA, dmccanless@wmata.com
Darrin McKenna, Transcore, darrin.mckenna@transcore.com
Christopher Merdon, Computer Sciences Corporation, cmerdon@csc.com
Frank Mirack, FHWA
Valeri Plotnikov, Virginia Tech, vplotnik@vt.edu

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Jean Yves Point-du-Jour, MDSHA/OOTS, jpoint-du-jour@sha.state.md.us
Howard Shock, Virginia Railway Express, hshock@vre.org
Denis Symes, Fiber Options, d.symes@worldnet.att.net
Kenneth Todd, member of the public
Ron Welke, M-NCPPC, welke@mncppc.state.md.us
Jeris White, VDOT, white_jj@vdot.state.va.us
Colin Wilson, Castle Rock, wilson@crc-corp.com
Bob Winick, Motion Maps, LLC, rmwinick@aol.com
Emil Wolanin, Montgomery Count DPWT, ewolanin@dpwt.com
Carol Zimmerman, Battelle/Partners In Motion, zimmermc@battelle.org

COG Staff:

Malaika Abernathy, mabernathy@mwcog.org
Andrew Austin, aaustin@mwcog.org
Stephen Dickstein, sdickstein@mwcog.org
Andrew Meese, ameese@mwcog.org

ACTIONS:

1. Review of Notes from the December 17, 1999 Meeting

Emil Wolanin called the meeting to order at 10:05 am. The minutes of the December 17, 1999 meeting were approved without change.

2. Transportation Planning Board (TPB) Action on Continuation and Renaming of the ITS Technical Task Force

Andrew Meese discussed the renaming and continuation of the ITS Technical Task Force. At its January 19, 2000 meeting, the TPB approved the continuation of the Task Force including the following:

- The name of the ITS Task Force will officially be changed to the TPB ITS Technical Task Force to distinguish it from and relate it to the ITS Policy Task Force.
- The ITS Technical Task Force will continue until approval of an ITS Strategy document for the region, which is expected to take place in late 2000 or early 2001.

The ITS Technical Task Force members received the exact package that the TPB reviewed and took action on. The charter/mission statement of the ITS Technical Task Force were included in the mailout.

3. Report of the Nominations Committee and Election of 2000 Officers

Mr. Meese presented the recommendations of the nominations committee for the 2000 Officers of the ITS Technical Task Force. The slate presented by the nominations committee was elected by the Task Force:

Chair

Emil Wolanin, Montgomery County Department of Public Works and Transportation

Vice Chairs

Don McCanless, Washington Metropolitan Area Transit Authority

Wils DerMinassian, D.C. Department of Public Works

Alex Verzosa, City of Fairfax

4. Report on Results of the January 19 Conference on Understanding Policy and Technical Perspectives in ITS, Regional ITS Strategy Development, and Other Follow-up Activities

Mr. Meese reported the results of the Conference as being a success. About 75 participants from around the area attended. The forum's first panel of speakers included the following:

The Honorable David Snyder, Mayor of City Falls Church, Virginia, and Chair, TPB ITS Policy Task Force;

The Honorable Gerald Connolly, Fairfax county Board of Supervisors and Chair, COG Board of Directors;

The Honorable Carol S. Petzold, Maryland General Assembly;

The Honorable John Mason, Mayor, City of Fairfax, Virginia;

Richard A. White, General Manager, Washington Metropolitan Area Transit Authority;

Deborah Price, Division Director, Division of Transportation, District of Columbia Department of Public Works;

Emil Wolanin, Montgomery County Department of Public Works and Transportation and Chair, TPB ITS Technical Task Force.

Each year, the COG Board Chair selects a theme of his chairmanship. Mr. Connolly's theme for this year is technology. Mr. Connolly's opening remarks for the forum reiterated this year's theme as well as its role within the transportation field.

Panel members discussed various aspects of ITS and how communicating and understanding ITS can be further achieved.

The Forum's lunch speaker was John Collins, President, ITS America. Mr. Collins discussed the ITS

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national strategy and how it relates to the region.

Afternoon speakers discussed ways to improve communicate complex ideas to public officials. In replacement of Ray Pethtel, David Winstead, the former secretary of MDOT was able to participate in the forum. Panel II included the following speakers:

Robert Hicks, Business Director, Public Technology, Inc
Jeanne Saddler, Director, Office of Public Affairs, MWCOG
David Winstead, former Secretary of MDOT

After the afternoon panel discussions, the forum had three break-out sessions which discussed specific aspects on communicating ITS. After meeting, the groups then reconvened for the last Plenary Session, which was hosted by Mayor Snyder.

Follow-up activities include COG staff compiling the conference proceedings, which will be made widely available. A list of attendees of the Conference will also be included in the proceedings. The Conference Proceedings will be used as input in the development of the Regional ITS Strategy, which is expected sometime during this calendar year. The details of this effort will be forthcoming.

Mr. Meese thanked the co-sponsors of the Conference, which included ITS Maryland, ITS Virginia, FHWA, and specifically acknowledged the help of Bob Winick, Frank Mirack, Roger Boothe, Mike Harris, Doug Ham, Ron Welke, Corey Hill, Tom Jacobs, and many others who volunteered.

Mr. Winick commented on behalf of ITS MD/VA in continuing the momentum of the Conference during the February 3 and 4 Board Meetings.

Mr. Mirack stated that it was quite interesting to hear our politicians perspectives of ITS as to what terms help improve communication to their constituents.

Mr. Meese commented on the diversity of comments discussed by the panelist and how well they coordinated with one another. In response to Mr. Wolanin's question regarding the progress of the ITS Strategy Development, Mr. Meese stated that there may be a possibility to include the FHWA and the Conti panel to help make this the Strategy development. The format to develop the Strategy included two options. The first being the COG staff, in conjunction with the assistance of a consultant(s), will develop a draft, which will then be reviewed by the Policy and Technical ITS Task Force Groups and then a finished document will be approved and published. The second option would be more of a hands-on role of TPB members themselves, which would be similar to the TPB Vision Plan or the TCSP grant. Mr. Meese recommended the first option, and this will be discussed further.

5. Capital Wireless Integrated Network (Cap-WIN) Proposal

George Ake, project coordinator for the University of Maryland and former North Carolina Highway Patrolman, discussed the proposed regional project, the Capital Wireless Integrated Network (Cap-WIN). Cap-WIN is proposed to be funded in part by the FY2000 ITS grant for the region. Cap-WIN was proposed to supercede the 1999 ALERT project.

Mr. Ake identified the impetus for Cap-WIN as being a lack of communication among various transportation officials from multiple jurisdictions, such as, law enforcement, public safety, and EMS officials. The problem exists when these officials respond to an incident and are incapable of corresponding with one another. A solution to this problem is the introduction of the Integrated Wireless Network. The Washington metropolitan region will be the first in the country to implement a wireless network for a multi-state region. The sponsors of the project will be the Maryland State Highway Administration, VDOT, FHWA, however other sponsors are welcomed. Mr. Ake identified the eight goals of the project: Cost-effective integrated network, security, open architecture, shared partnership between transportation and public safety agencies, identify alternatives for development of a public safety/transportation information network, develop ability for interagency voice communication, improve reliability, timeliness and quality of data and reduce replication of data input by officials.

The Cap-WIN Strategic Plan will ensure a better use of limited resources as well as further define the needs of the users. The Plan will also define where the regional network will be implemented as well as the operational policies and business agreement.

Two RFPs will be administered in March or April to identify interested vendors and to implement network and high priority functions in 2001.

Mr. Ake stated that the strategy used to guide implementation will be through a phased process. Each phase will identify specific benchmarks and cost estimates of the project. A well-defined timetable will also be established. Operational tests of several mobile data platforms and “off-the-shelf” systems will be used in evaluating the project.

Benefits of deploying the project are the following:

- Reduction of secondary collisions and associated death, injuries and property damage
- Reduction of traffic delays
- Shared historical information between agencies
- “Real time” information to improve resource allocation
- Improved Response to natural and man-made disasters
- Increased Officer/Citizen safety
- Increased time for police to be on the streets
- Better information to make critical decisions involving the safety of the public

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- More accurate reports and data
- More effective and efficient police operation

Denis Symes questioned the framework of the project in how transportation officials will communicate; will it be from car to car or will the communication take place via a network. Mr. Ake further explained that the system will operate via car to car communication.

Mr. Winick questioned the geographic extent of the project. Mr. Ake identified the Beltway region as being the area for deployment.

Jean Yves Point-du-Jour asked how the project will be maintained after deployment and Mr. Ake identified that the business plan will address project maintenance.

Currently, working groups are being established. Mr. Ake suggested that Transit Agencies such as the Airport Authority should be involved in the process.

Mr. Meese wanted to understand the major differences between ALERT and Cap-WIN. Mr. Ake and Mr. Wolanin identified the following as being differences between the two projects:

ALERT is a very expensive technology which allows existing end vehicles, within an area, to integrate with one another via radio, sirens etc. and Cap-WIN is more involved in allowing these vehicles to communicate despite the geographic location.

6. BREAK

7. Smart Access Electronic Fare Payment Demonstration Proposal

Corey Hill from the Virginia Department of Rail and Public Transportation presented the Smart Access Electronic Fare Payment Demonstration Proposal. This proposal responded to the to the July 1999 Federal Transit Administration (FTA) Request For Proposal for a demonstration project that coordinates electronic payment systems for transit, toll collection and parking. The focus of the project is not technology and will resolve institutional dilemmas that currently prevent other Electronic Payment Systems to communicate and coordinate services. The FTA will select one out of five proposals, which were submitted in October 1999. The award is for \$2.3 million; all of which the winner is entitled to. The FTA has decided that further clarification on the project is needed and is currently in the process of sending letters to proposers.

Mr. Hill began the presentation by identifying Smart Tag, SmarTrip, and DC's Parking Meters (Transpass) as current deployments of electronic payment systems within the region.

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The goal is to implement a two-phased project that will:

- Establish a *single* account, to be called Smart Access, for transportation services.
- Promote migration to a single regional payment medium through the introduction of new technology applications.

Mr. Hill further explained the logistics of each of the two phases. Phase I will expand EPS programs to parking at regional airports. SmartTrip will be used to access Amtrak's frequent travelers lounge. The idea here is to show FTA that this proposal is testing typical transit payment applications as well as non-fare payment applications, which will be used to access impact travelers' lounge. This phase will also integrate EPS programs into a regional clearinghouse. The clearinghouse will:

- Establish and maintain single transportation accounts for transit, parking and toll payments;
- Collect transit, parking and toll transactions; and
- Distribute revenues to the agencies.

Lockheed Martin played an important role in further establishing this regional clearinghouse concept.

Phase II of the proposal will introduce MARK IV Smart Fusion Transponder to bridge Smart Cards and transponders. This will allow the Smart Card to be contact and contactless, which allows the card to be used with a transponder as well as for other non-transit applications. MARK IV is currently in the process of developing this type of transponder, which is expected within the next eighteen months. This phase will also retrofit DC DPW's parking meters with contactless readers to establish interoperability with WMATA's SmartTrip.

The project milestones include a Notice to Proceed in April 2000. Phase I service delivery is expected for October 2000 and Phase II is expected to be delivered in November 2001. The conclusion of the demonstration is expected in April 2002, with the evaluation to be performed by VA Tech. This project's full life is expected to fulfill the 24-month period suggested by FTA.

The expected cost of the entire project totals approximately \$4.7 million. Operations and maintenance is included in the previous figure.

Project benefits include an increase in throughput in toll lanes and fare gates, reduction of cash handling costs as well as an increase in convenience.

Kenneth Todd asked about the compatibility of the service for non-Smart Card holders. Mr. Hill reiterated the convenience of the project in being user-friendly even without a Smart Card.

Lora Mayo questioned the advantage of the project to be shorter than the expected delivery date and is this in agreement with the participants to do so. Mr. Hill stated that they are trying to offer FTA every possible advantage when compared to the other proposers. The competition is nationwide and he mentioned that our region is not the most advanced in this nature. Every participant has concurred with the deadline date.

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Doug Hansen asked where the project will be deployed. Mr. Hill stated the geography of the project is expected within the Metro area, Dulles corridor.

Mr. Symes asked how the migration of the technology will work outside of the expected deployment area with regards to programs such as WMATA's SmarTrip. Mr. Hill stated the importance of creating a modified transponder, which will be compatible with all of the region's projects.

Howard Shock asked why there are no banks in the industry, yet a clearinghouse is expected to be established. Mr. Hill stated that banks were invited to participate, and First Union who was involved in a demonstration with WMATA, agreed to participate. However, the management of First Union decided to change their minds.

Mr. Point-du-Jour questioned cost and its relation to the data management process and Mr. Hill responded that VA Tech has contributed funding for this portion.

Mr. Winick asked if the project will be archiving data, which will be collected on the transportation system. Mr. Hill stated the fact that there have been problems with privacy for some of the partners, however they are in the process of addressing these issues. Other issues that have to be addressed are policy issues regarding privacy and sharing information.

8. FY 2000 ITS Grant (Earmark)

The group discussed the FY 2000 ITS Grant, which is due to the USDOT on February 25, 2000. As of this meeting, Cap-WIN and Smart Access were the projects proposed for the FY2000 grant. If the Smart Access project does not receive the special FTA grant described in the Smart Access proposal, then it will be proposed for this grant. Mr. Meese stated that additional funding for Cap-WIN or other projects will also be proposed for this grant depending upon the outcome of the FTA award. Both project proposals support the federal guidelines. Presently, no breakdown of funding has been established. The federal funding total is \$3.9 million with required match coming from other sources. Matching funding from VDOT, MDOT and other participating agencies had yet to be finalized.

Mr. Meese explained that the TPB and not the ITS Technical Task Force, as in previous years, will endorse the grant. The ITS Policy Task Force and the TPB will consider the proposals at their next meetings, both taking place on February 16, 2000. Mr. Wolanin noted that it was a workplan and not a proposal that was to be submitted.

9. Reports from the Working Groups/Subcommittees/Focus Areas

Traffic Signals and Operations: Jeris White stated that the group will meet in February to discuss signal timing and incident management within the region. Syncho training on a signal timing authorization program for VDOT staff is scheduled for February 22 and 23. Interested participants should email Mr. White at white_jj@vdot.state.va.us.

Mr. Wolanin stated that from the ITS Policy Task Force meeting, Mayor Snyder, suggested the development of a Technical Advisory Committee for the Priority Preemption study and suggested this workgroup as a vehicle.

Electronic Payment Systems: Mr. Meese stated that the Volpe Center study is underway and has interviewed a number of the stakeholders including COG.

N-1-1: Mr. Mirack explained that N-1-1 was the proposal to have a three-digit direct-dial telephone number for transportation information. VDOT volunteered funds and George Mason will work on the study to identify how to operate this system. A workplan is underway. FCC will not rule on N-1-1 until March.

ITS as a Data Resource: Mr. Point-du-Jour stated that Trans Core has been selected as the consultant for the RFP. Mr. Meese stated that COG will issue at some point a RFQ (Request for Qualification) for technical advice on ITS architecture development.

9. Review of Draft FY 2001 Unified Planning Work Program for ITS

Mr. Meese referred to the draft program handout in the mailout. Every year COG is required to publish a work program that specifically identifies the activities that will be accomplished by the MPO with federal metropolitan planning funding. The primary source of funding for COG staff is planning funding that is assigned to the region from FHWA and FTA. This is a several million dollar budget, however additional funding has been received from the FY98 federal ITS grant, matched by VDOT. The next fiscal year is July 1, 2000 to June 30, 2001. Mr. Meese stated that the draft UPWP reflects changes and progress that has been made. The requested amount of funds for this FY was about the same amount that was previously requested in FY99, \$176,500. The funding helps pay for COG staff and possible consultant contracts if necessary. It supports the ITS Technical and Policy Task Force as well as any subgroups, including mailouts, minutes and any logistical work that is involved as well as any technical items such as overseeing data studies or but not limited to ITS Architecture and Strategy development. This draft will be reviewed by the Technical Committee in February and will then be approved by the TPB in March. The Technical Committee will have further, more detailed discussions about the draft.

Kathleen Donodeo requested that the regional strategy should be moved from #3 to #1 within the

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document to stress the importance of developing a regional strategy.

10. Other Business

Mr. Mirack stated that next month the notices for proposed rule making should be out next month for the proposed requirements for ITS Architecture and ITS planning process. He also mentioned that an advanced course being held in Falls Church during the week of February 1, 2000. Both public and private sector courses are available.

Mr. Wolanin mentioned that the WMATA ride guide is operating on the internet. Karen Lamb should be called if any problems exist on the site.

11. Adjourn

Mr. Wolanin adjourned the meeting at 12:10.