MEETING NOTES

TRANSPORTATION PLANNING BOARD MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TECHNICAL TASK FORCE

CHAIR: Alex Verzosa, City of Fairfax

VICE CHAIRS: John Frankenhoff, D.C. Division of Transportation
Donald McCanless, Washington Metropolitan Area Transit Authority
Jean Yves Point-du-Jour, Maryland State Highway Administration

DATE: Friday, July 27, 2001

TIME: 10:30 A.M.

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

ATTENDANCE:

Brien Benson, George Mason University, bbenson@gmu.edu
Randy Carroll, Maryland Department of Environment, rcarroll@mde.md.state.us
Jimmy Chu, VDOT, chu_tf@vdot.state.va.us
Soumya Dey, TransCore, soumya.dey@transcore.com
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Jean Yves Point-du-Jour, MDSHA/Office of Traffic and Safety, jpoint-du-jour@sha.state.md.us
William Raine, WMATA, wraine@wmata.com
Randy Redden, Virginia State Police
Kajaz Safarian, DCDOT, kajaz.safarian@dc.gov
Honorable David Snyder, City of Falls Church Council, dsnyder@aiadc.org
Amy Tang, VDOT-NOVA, amytang@vdot.state.va.us

Kenneth Todd, National Council of Bicycling and Walking
Alex Verzosa, City of Fairfax, averzosa@ci.fairfax.va.us

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ACTIONS:

1. Review of Notes from the June 22, 2001 Meeting
Chair Alex Verzosa called the meeting to order at 10:45 am. No changes were made to the June 22, 2001 meeting notes. Andrew Meese suggested that the next scheduled M&O/ITS Technical Task Force meeting date should be changed due to potential World Bank protests expected in late September. The meeting was rescheduled to Friday, September 21, 2001 at 12:30 pm.

2. Briefing on the June 27, 2001 Beltway "Tar Spill" Incident
Mr. Meese introduced Jimmy Chu of the Virginia Department of Transportation (VDOT) and Randy Redden of the Virginia State Police to present a briefing the June 27, 2001 Beltway Tar spill incident.

Mr. Chu stated that on June 27, 2001, a truck carrying tar overturned on the Woodrow Wilson Bridge (WWB) and as a result, the inner loop of I-95 was closed from 7:30 am when the incident (level 3) was detected until 12:44 pm when public safety officials cleared the incident and opened the road to all traffic. Over 300 gallons of tar was spilled, measuring almost 3 inches thick.

Public Safety and transportation officials from Virginia, The District, and Maryland coordinated efforts.

Mr. Chu identified the following lessons learned and challenged experienced by public safety officials during this event:

LESSONS LEARNED

- *On-hand equipment*- As a precaution, a milling machine was on site and useful to the crew in clearing the incident. Mr. Chu stated that having important equipment like the milling machine on hand was very important to a quick resolution.

- *Timely response*- The incident was detected at approximately 7:30 am and within thirty minutes, a response unit with all the necessary equipment was on site.
- *Media*- A Public Information Officer (PIO) was on site to discuss the events of the incident with the media. Every detail was reported to the media.
- *Clearing traffic*- Traffic was cleared from the WWB as soon as feasible in order to allow the crew to work as quickly and efficiently as possible to remove the spilled tar.
- *Regional coordination*- Though the incident occurred in Virginia, Maryland and DC public safety officials also joined in working together to manage and clear the incident.

CHALLENGES

- *Fully utilizing the Unified Command Unit*- Mr. Redden stated that the Unified Command Unit, a 39-foot diesel powered vehicle, was not fully utilized as a central meeting place for public safety official to meet and discuss next steps in an incident. Mr. Redden said that in a Level 3 emergence all agencies should meet at a central command post.
- *Media*- In this incident, media personnel swarmed the site with people and equipment. Having the media present and in close proximity interfered with the incident management personnel in making important decisions during the incident clearance; media should be kept at a location and distance that is safe and that allows for private discussions among incident management personnel.
- *Second response units*- In an incident, the second response units are trucks carrying important resources such sand or concrete. During this incident, the second response units were delayed in the traffic on the inner loop. Mr. Chu stated that these response units should communicate with the Traffic Management Center to identify alternate routes to prevent additional delays to the incident.
- *Resource lists*- Mr. Chu stated that a regional resource list would have been helpful in identifying which agencies are responsible for various duties in the event of incident clearance. He suggested that some sort of regional manual identifying procedural next steps involving hazardous materials such as tar would have been helpful for decision makers.
- *Communication between units*- In an incident it is necessary for all responding units to communicate with one another. In this incident, it was difficult for public safety and transportation officials to communicate with one another, despite the presence of cell phones and other communication equipment.

Mr. Meese asked if the identified challenges had not existed, would that have resulted in a significant reduction in the amount of time it took to clear the incident. Mr. Chu replied that it would not have resulted in a significant lessening of time it took to clear the incident due to the nature of the incident (the diesel fuel from the truck in proximity to the hot tar and ground posed a threat to the public and took a significant amount of time to be stabilized by emergency officials).

Efforts to communicate the lessons learned in this incident to CapWIN officials were suggested.

In response to a question from Patrick Zilliacus, Mr. Redden discussed efforts to establish incident management protocol specific to the WWB. Mr. Redden stated that an Incident Management committee was established two years ago to solely dedicate efforts to Incident management on the WWB.

3. Discussion of Regional Performance Measures

Mr. Meese distributed a handout discussing potential next steps involving M&O/ITS performance measures. Based on the findings from consultant Robert Winick's White Paper on *Safety and Performance of the Transportation System of the Washington Region Including the Availability of Operating Data,* Mr. Meese briefed the group on potential recommendations for next steps regarding regional performance measures for the upcoming calendar year. The report, which was limited in scope and term, examined data available now or likely to be available in the near term to support potential performance measures.

- ***Ad Hoc Working Group on Regional Performance Measures***- This group could continue convening through the end of calendar year 2001.
- ***Articulate the reason for regional performance measures***- Emphasize to regional officials that performance measures are necessary in providing a snapshot of the state of operations of the regions transportation system. Performance measures could potentially provide the context for reviewing and assessing ongoing programs and activities.
- ***Create a template for discussion of performance measures***- Using a system similar to that of the "Dow Jones 30 Industrial" stocks, identify a group of performance measures indicative of a wide variety of conditions of the overall system. These measures would serve as pilot measures that would be refined over the coming years.
- ***Data sources*** - Identify existing and potential data sources tied to existing program operations and provide advice to the TPB on the feasibility of developing additional data/measures within the existing work program budget.
- ***Future technical work***- Specify and describe future technical work that would be helpful, including estimates of the costs and resources needed to undertake such work. Mr. Winick's report suggests establishing techniques to leverage overlaps in data and information, and developing a set of blended displays and data for unified sampling time period, and better representing transit data.
- ***Additional areas of interest***- The Federal Highway Administration's ITS Joint Program Office in conjunction with their consultant from Mitretek has offered to provide cooperative research and analysis of data (Partners In Motion/SmarTraveler database) to examine aspects of day-to-day, time-to-time variability of travel on the transportation system. Efforts to explore similar but expanded efforts could also be undertaken by George Mason University as part of their ITS grant-funded activities.

In response to a suggestion from Brien Benson, Mr. Meese stated that efforts to identify national regional performance measure deployments should be added to the recommendations. Mr. Meese said the group would consider the uniqueness of the region when researching national examples.

4. Briefing and Recommendation on TPB Membership in the I-95 Corridor Coalition

At the July 6, 2001 meeting of the TPB Technical Committee, TPB Chairman John Mason asked staff to explore the TPB joining and participating in the I-95 Corridor Coalition. As stated on the organization's Web Site, www.i95coalition.org:

> *The **I-95 Corridor Coalition** is a regional partnership of major public and private transportation agencies, toll authorities and industry associations serving the northeastern portion of the United States from Maine to Virginia. Built on the foundation of cooperation, consensus and coordination, the Coalition members come together to address ITS solutions to shared transportation problems and challenges. By leveraging resources, sharing information, and coordinating programs, the Coalition adds value to the individual member organization's activities, and provides a synergy for more dynamic and seamless transportation solutions throughout the corridor.*

The committee endorsed staff's recommendation to draft a letter (for TPB Chairman Mason's signature) to the coalition requesting membership. Mr. Meese and Mr. Verzosa concurred that membership to this group would benefit our region in monitoring and participating in activities of the Coalition.

5. Update on New Regional M&O Activities

Mr. Meese reported on the following regional M&O/ITS activities:

Traffic Signal Problem Reporting System

- *Concept*- The University of Maryland and George Mason University had volunteered to develop a prototype traffic signal reporting system. The system would be a regional Internet site for the public to submit information on traffic signal malfunctions.
  Status- The working group discussed the progress of its work at the Traffic Signals and Operations working group at the last meeting on July 13, 2001. Key personnel were not able to attend the meeting due to extenuating circumstances, and thus any changes to be reported would happen subsequent to this (July 27) meeting. Deliverables were planned for the Fall.

Pilot Interjurisdictional Arterial Corridors

- *Concept*- In conjunction with the Traffic Signal Optimization working group, technical personnel had recommended the following two pilot corridors to study M&O activities.
  - Virginia: US 50 from Waples Mill Road to Pershing Drive (Fairfax County, City of Fairfax and Arlington)

- DC and Maryland: New Hampshire Avenue (Route 650) in Maryland from North Capitol Street to Powder Mill Road (District of Columbia, Takoma Park, Prince George's County and Montgomery County)

Status- VDOT and MDOT had tasked consultants to perform field studies on before and after travel times on the aforementioned pilot corridors. These field studies are expected to be implemented in September while school is in session. The working group would schedule meetings with other regional stakeholders in the fall. Mr. Verzosa noted that no new funding was allocated to this activity: agencies were using existing resources.

M&O Conference

- *Concept*- The M&O conference was expected to be a peer-to-peer information exchange event for regional officials in transportation and public safety. The conference would inform officials about ongoing M&O and incident management activities across functional and jurisdictional lines. The event would result in a compendium to serve as an information resource for future M&O activities.
  Status- Mr. Meese discussed the upcoming Incident Management Regional Conference hosted by the University of Maryland and the Maryland State Highway Administration. The conference would be held on November 7 and 8, 2001 at the Redskins FedEx Stadium. Agency and vendor displays are expected to be present. Jean Yves Point-du-Jour welcomed TPB involvement in this important regional event.

6. Reports from Groups/Focus Areas

Regional ITS Architecture

Glen McLaughlin reported that at the last ITS Architecture meeting, consultants would be expected to submit a complete final architecture to the working group on September 8, 2001. Consultants were also expected to include in the final document, complete documentation of the interviews with key regional stakeholders in the past months. Task four of the work plan includes the Proof of Concept, which discusses how the Architecture would function as a policy document as well as its impacts on the region. A section on TPB member buy-in would also be included in this section.

Electronic Payment Systems

Mr. Meese stated that regional effort to deploy Smart Card boxes on additional buses throughout the region was still ongoing. Mr. Meese and Mr. Verzosa would keep this committee abreast of regional EPS activities.

511

Todd Kell stated that a $100,000 grant to state Department of Transportation's was available for 511 deployments by FHWA. Virginia was expected to submit an application as to with Maryland and the District.

The 511 national task force was expected to be meeting in August to agree on the content and consistency measures of 511.

Travel Shenandoah was identified as the nation's second 511 deployment area.

Partners In Motion (PIM)
Mr. Kell stated that SmartRoutes will collocate with MetroTraffic in December of 2001. An RFI was still in the process of being developed.

ITS As a Data Resource
Jean Yves Point-du-Jour reported to the group that the consultants presented study findings regarding four different alternatives for a regional data clearinghouse to the working group. The most feasible design was identified as being a low-cost centralized design.

Mr. Meese commended TransCore for their work on the ITS As a Data Resource project.

Capital Wireless Integrated Network (CapWIN)
Mr. Meese stated that CapWIN officials had issued an RFP for corporations to provide a technology system for the project. Proposals were being reviewed and a contractor would be selected within the next months. The CapWIN pilot project implementation had begun. The project includes installing CapWIN mobile computers in Maryland, DC and Virginia public safety and emergency vehicles. All vehicles can communicate and access Virginia Federal Criminal Justice Databases. The pilot project results were very successful and a precedent will take place in the fall.

Traffic Signals and Operations
At the last meeting held on July 13, the following items were discussed:

- DC Integrated Traffic Management Center kick-off meeting was July 6. The contractor for this project met with regional stakeholders. This project would improve the Districts traffic signal systems as well as provide traffic management information for Virginia and Maryland.
- Traffic Signal Preemption Study- Task 1 and 2 were completed. Task 3 was ongoing regarding different computer scenario models. Task 4 includes field evaluations involving three jurisdictions. Coordinate evaluation and implementation for input for regional guidelines of Task 5. Project duration was expected to be at least two years.

Professional Capacity Building
The next PCB course on Database Management for Transportation Professionals was to be held on August 20 at the Virginia Tech/University of Virginia Falls Church Center.

The working group identified the Fall series of courses and would be presented at the next meeting.

Nora Salinas and Amy Tang had created a survey on this year's ITS courses. The survey would help the working group gauge the types of training most needed for the region.

The possibility of the region hosting a gratis Federal Highway Administration pilot course on the topic of management and operations had been discussed at the June meeting. Mr. Meese notified the group that this pilot course was awarded to the Atlanta region, and would not be offered gratis to the Washington region at this time.

7. M&O/ITS Unfunded Opportunities List
Mr. Meese distributed a memo on a proposal to redefine the unfunded opportunities list that was produced last year to aid discussions of the Constrained Long Range Plan (CLRP) funding needs. Mr. Meese suggested that the committee use one category titled M&O/ITS and develop an annualized "unfunded need" cost estimate for the entire M&O/ITS category. Five-to-ten sample projects, with cost estimates and descriptions of potential benefits would also be identified by the group. The list would include projects that would be implemented if additional funding were available. Further discussion of this topic would be revisited at the September 21 meeting.

Mr. Verzosa adjourned the meeting at 12:50 pm.