

# National Capital Region Transportation Planning Board

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## Meeting Notes

### MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) TECHNICAL SUBCOMMITTEE MEETING

**DATE:** Wednesday, August 7, 2013

**TIME:** 12:30 PM

**PLACE:** COG, First Floor, Meeting Rooms 4/5

**CHAIR:** Jean Yves Point-du-Jour, Maryland State Highway Administration

#### **Attendance:**

Tad Borkowski, Fairfax County Department of Transportation  
Armand Ciccarelli, Appian Strategic Advisors  
Scott Cowherd, VDOT  
Warren Henry, MDSHA  
Ling Li, VDOT  
Nick Mazzenga, Kimley Horn & Assoc.  
Curt McCullough, City of Fairfax (by phone)  
Amy Tang McElwain, VDOT  
Jean Yves Point-du-Jour, MDSHA  
David Samba, Kimley Horn & Assoc.  
Robert Trachy, Jr., VDOT Operations  
William Truong, MATOC  
Rick Via, VDOT Operations

#### COG Staff Attendance:

Andrew Meese  
Erin Morrow  
Eric Randall  
Betsy Self  
Daivamani Sivasailam  
Marco Trigueros

#### **Actions:**

##### 1. **Welcome and Introductions**

The participants introduced themselves.

## **MOITS Technical Subcommittee**

Notes from the August 7, 2013 Meeting

Page 2 of 4

### **a. Review of Notes from the May 14, 2013 MOITS Meeting**

Meeting minutes were accepted without further comment.

### **b. Discussion of Date for Next MOITS Meeting**

There was discussion on the suitability of the current meeting time and if it is resulting in too many conflicts. The suggestion was to keep the meeting as scheduled – the second Tuesday of the month.

## **2. Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee Update**

Ms. Self noted the availability of FY 2011 UASI reprogramming funds – \$4M that need to be spent within the next 12-15 months. The advisory board has not provided any guidelines or criteria for project submissions.

Exercise and Training Operations Panel (ETOP) Priorities:

The committee discussed the projects that were submitted on behalf of RESF-1. The RESF-1 committee decided on the following order:

1. NCR emergency evacuation seminar
2. NCR emergency evacuation tabletop exercise
3. Operation Fast Forward
4. Maritime Transit Evacuation
5. Non-traditional transit personnel training

Starting in FY 2012, the Federal Emergency Management Agency (FEMA) reduced the federal period of performance review for the Homeland Security Grant Program (HSGP) from 36 to 24 months. The purpose of this review is to (1) identify issues that may affect timely project implementation; (2) limit exposure to underperforming subgrants; (3) identify and implement corrective actions to mitigate risk; and (4) avoid returning unspent funds to FEMA.

The NCR Strategic Plan is formally owned by EPC on behalf of SMEs – currently working on the 2010 version. DHS requirement to update, we decided it was a 5-year plan what will be fully revised, but update the plan every two years. Aiming to have recommends and edits by July 24, and will present updated Plan to EPC September 11<sup>th</sup>. The Plan will be finalized by November.

The next RESF-1 meeting will be held on August 15.

## **3. Federal Rule Section 1201 – the Real-Time System Management Information Program**

Mr. Cowherd of the VDOT central office made his presentation on the new federal rule requiring states to make available and share traffic and travel conditions information via real-time information

## **MOITS Technical Subcommittee**

Notes from the August 7, 2013 Meeting

Page 3 of 4

programs. The purpose of the presentation is to form partnerships with regional stakeholders, determine what resources are currently available, identify key routes, and establish MOUs to clarify what is expected of each partner. Of notable interest were the desire to obtain computer-aided dispatch (CAD) data from local police agencies, and the federal goal of latency of no more than 10 minutes in large urban areas for construction and incident information on major roads; though the deadline is not until 2016, these will be major challenges.

To a question from Ms. McElwain, Mr. Cowherd clarified that all data needs to flow through the state agency.

Mr. Meese expressed concern over the availability of data for smaller jurisdictions and certain departments (e.g. police or utility coordination). RITIS was mentioned as an important tool for the region.

Some issues with using RITIS to collect and distribute data for this purpose:

- In the short term, police CAD is not shared with RITIS and has to go through one of the official members. MATOC is currently working to use CapWIN to share police data.
- The federal mandate to document latency may not be possible through a third party like RITIS.

Mr. Cowherd stated that CMAQ money and grant money has been used to fund CAD integration in the past (e.g. Fairfax County, Hampton Roads) – these implementations can be used as a model for future projects in other jurisdictions.

Ms. McElwain highlighted this opportunity to integrate regional data further. There are some current challenges to sharing travel time data among the different jurisdictions along Route 50.

Mr. Meese agreed to work with Mr. Cowherd to identify representatives from Virginia local jurisdictions (and others if interested) for a Working Group on this topic area.

### **3. Briefing on Draft Results of a Survey of Traffic Signal Timing in the Region**

Ms. Li summarized the Transit Signals Subcommittee's discussion on power back-ups and signal optimization surveys:

- Regional traffic signal power backup survey: The Traffic Signals Subcommittee recommended updating status of systems on a yearly basis, instead of biannually. The current year's survey will be posted shortly. Some of the member agencies are interested in applying for the homeland security funds to improve backup power along key routes. Mr. Sivasailam will follow up with application information for interested agencies.
- Traffic signal optimization survey: Updating survey documenting the status of optimization efforts in the region as requested by the TPB Board. Draft memo summarizing results was discussed in the subcommittee meeting – there are some results that need to be confirmed

## **MOITS Technical Subcommittee**

Notes from the August 7, 2013 Meeting

Page 4 of 4

before it is finalized (e.g. determine if any City of Rockville signals are being double counted). Traffic signals in military bases will not be included in the effort. The results suggest that the percentage of optimized signals has decreased slightly while active management of signals has become more common. In addition to presenting the survey results to the TPB Board, Ms. Ling will be presenting on VDOT signal maintenance and operation programs.

### **4. Transit Data – Real-Time Information, Databases, Data Exchange**

Mr. Randall presented. The Regional Bus Subcommittee wanted to be more aware of the current state of the practice and understand which agencies have data and how it can be shared.

The discussion centered on compatibility of different data formats being used by regional agencies. A standard format (GTFS) has been developed for static data, but no consensus has emerged when it comes to real-time data. There is an abundance of APIs for different purposes and audiences with transit agencies pursuing technologies independently. Beyond the issues of compatibility, there are the issues of the costs associated with sharing and managing data and the liability associated with validating data to ensure its accuracy.

To a question by Mr. Sivasailam, Mr. Randall noted that there is no consensus among transit operators as to which of the four regional approaches mentioned in the presentation (slide 19) should be pursued. The four options are:

- Each agency provides individual data
- Regional data goes into a regional API
- Individual API feeds consolidated into a regional clearinghouse
- Single source for data for the region

### **5. Other Business**

There was no other business.

### **6. Adjourn**