MEETING NOTES

JOINT MEETING
MANAGEMENT, OPERATIONS, AND
INTELLIGENT TRANSPORTATION SYSTEMS (MOITS)
POLICY AND TECHNICAL TASK FORCES

CHAIRS: Honorable David Snyder, City of Falls Church, and
James Austrich, District Department of Transportation

DATE: Tuesday, July 13, 2004

TIME: 12:30 P.M.

PLACE: COG, 777 North Capitol Street, NE
Third Floor, Board Room

ATTENDANCE:

James Austrich, DDOT
Brien Benson, George Mason University
Ron Burns, MDOT
Lora Byala, WMATA
Howard Chang, TCC-SMD
Scott Cowherd, VDOT
Craig Franklin, Trichord, Inc.
Noah Goodall, PB Farradyne
Doug Ham, PB Farradyne
Doug Hansen, Fairfax County DOT
Barrett Hardiman, ITS Virginia
Alvin Hillman, Fairfax County DOT
Al Himes, Alexandria Transit
Egua Igbinosun, MDOT/SHA/CHART
Alvin Marquess, MDOT/SHA
Amy T. McElwain, VDOT
Peter Meenehan, WMATA
Frank Mirack, FHWA
Michelle Pourciau, DDOT
Alfie Steele, Montgomery County Transit
Alex Verzosa, City of Fairfax DPW

ATTENDANCE (Continued)

COG Staff:
Andrew Austin
Michael Farrell
Ron Kirby
Andrew Meese
Gerald Miller

1. Welcome and Introductions

James Austrich welcomed the attendees and the group introduced themselves. Mr. Austrich gave a brief description on the use of Capital Wireless Integrated Network (CapWIN) which allows the law enforcement and transportation communities to communicate effectively through a wireless network. The network servers and staff are based in Greenbelt, Maryland. Approximately 150 users are currently on the system and there are 10,000 useable licenses. It was also noted that CapWIN was a suitable tool for the transportation community to use among itself. The group agreed that it would benefit from seeing a technical demonstration of CapWIN at an upcoming meeting. It was suggested that the group could meet and tour the CapWIN facility to take advantage of the technical staff on site there.

2. Update on Traveler Information and 511 Activities

Scott Cowherd reported that the Washington Region 511 Feasibility Study Steering Committee had met on June 29th. PBS&J was to begin building the Virginia statewide 511 system on July 1.

The Steering Committee had decided that information on 511 should be presented to the region's elected officials. This presentation would go to the Transportation Planning Board (TPB) first and then a second presentation would be made by the 511 Coalition as part of a national campaign. Following that, the steering committee may take the completed feasibility study back to the TPB for their endorsement. It was noted that progress on this task was a strong incentive to getting the RITIS project under way and that there were potential roles for the University of Maryland and/or CapWIN to provide staff and hosting support.

Virginia's statewide 511 system was planned to provide exception information for both highway and rail. It was noted that the 511 content for the Washington area could be expanded in the study based on the region's needs. Virginia, Maryland and the District of Columbia were all funding the required 50% grant match for the study. It was noted that this match could be funded by up to 30% federal sources.

A discussion was held on various approaches to establishing 511 and RITIS systems. The state of Maryland's position is that traveler information should largely be a private sector enterprise. It was also pointed out that some media outlets may view 511 as a market competitor.

Michelle Pourciau raised concerns that operations personnel in the region had not done enough to promote the advances made in communications and systems integration. The Greater Washington Board of Trade had invited staff from TRANSCOM in the New York to make a presentation on their system. Representatives from CapWIN were also scheduled to speak at this meeting. It was noted that transportation agencies in the Washington region had made a good amount of progress in enhancing their communications protocol and were working towards integrating their various systems. Many of the functions of TRANSCOM are already being carried out or implemented. It was recommended that Richard Steeg of VDOT attend the meeting along with Mr. Austrich and Mr. Burns.

3. **Update on Recommendation for Actions to Improve Regional Transportation Communications and Coordination During Incidents**

Representatives from the three DOTs had met as an operations group to determine baseline operational needs. Once a plan had been developed, a joint meeting would be held with agency IT personnel. The next meeting would be held on July 15th with WMATA bus and rail representatives. The first action taken was be to revise existing paging systems and add persons where needed. VDOT was scheduled to bring their operations center online in the near future and DDOT would have their own CHART workstation. A series of training sessions would be held during the transition period.

Some long-term strategies were identified, including conceptual operational ideas and systems that would share data between the DOTs and transit agencies. This would provide a single, central location for travel and transit information for the public. Further proposed enhancements included shared video feeds, the ability to view other agencies' variable message sign content, weather information, integration with 911 centers, and information on streets impacted by an incident. Documentation on the phased approach would be finalized by Thursday the 15th. The group will continue to expand over the next year to incorporate more local and transit agencies.

The systems integration group was scheduled to meet on July 19th and would strongly consider the recommendations of the operations group..

4. **Update on the U.S. Department of Homeland Security Urban Area Security Initiative (UASI) Process and Funding**

Mr. Meese reviewed a proposal and funding request that had been generated by this committee for consideration for UASI funds. Four out of the five recommended priorities were incorporated into the top 12 list developed by the Senior Policy Group on July 7th. Funding requests were not specifically considered at the meeting. It is unlikely that the funding requests will be granted since $24 out of 29 million has already been allocated. It was decided that Mr. Austrich would attend the August 16th DEPC meeting.

The Department of Homeland Security sponsored an exercise on June 17th. The exercise included a Metro-centered scenario and focused heavily on first-responder command and control

issues.   Approximately 150 people attended and very few of them were transportation management professionals.   The suggestion was made that this committee should consider revisiting some workshop or conference call exercises. Such an exercise might be beneficial if it was sponsored at an agency's operations center to bring in staff that might not ordinarily make it to COG meetings.

5.   Other Business

The 4th Annual Incident Management Conference will be held on Thursday, October 28 at the Prince George's County Equestrian Center.

The next meeting will be on Tuesday, September 14th.