

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, July 13, 2010

TIME: 12:30 PM

PLACE: COG, First Floor, Meeting Room 1

CHAIRS: Hon. David Snyder, City of Falls Church, Chair, Policy Task Force
Sean Kennedy, Washington Metropolitan Area Transit Authority,
Chair, Technical Committee

Attendance:

Patrick Chuang, KCI Tech.
Craig Franklin, Trichord, Inc.
Michael Harris, Virginia DRPT
Warren Henry, Jacobs Engineering
Taran Hutchinson, MATOC
Wendy Jia, WMATA
Broderick Kelly, Montgomery County Ride On
Sean Kennedy, WMATA
Amy McElwain, VDOT
Frank Mirack, FHWA DC Division
Tom Scherer, Arlington County DES
James Witherspoon, VDOT

COG Staff Attendance:

Michael Farrell
Karin Foster
Andrew Meese
Patrick Powell
Wenjing Pu
Jim Yin

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Actions:

1. Welcome and Review of Notes from the June 11, 2010 MOITS/RESF-1 Joint Meeting

Participants introduced themselves. Notes from the June MOITS/RESF-1 joint meeting were approved. Mr. Meese made participants aware that the table of MOITS/RESF-1 comparative responsibilities and activities was posted on the MOITS website for future references.

2. Regional Emergency Support Function 1 – Transportation Committee Update

Mr. Powell reported. The past several months had been busy for the public safety program of COG. There were mainly three focus areas in the past month:

First, allocation of the UASI FY 2010 funds. Although RESF-1 did not have a project under FY 2010, it was participating in the investment planning process for UASI 2010 and beyond. There were several members of RESF-1 involved in the situational awareness group.

Second, the NCR Strategic Plan. The last workshop was done with the Emergency Preparedness Council (EPC) and the final draft was getting ready for approval.

Third, update of the Regional Emergency Coordination Plan (RECP). The baseline plan was almost done and the RESF-1 committee was working on updating its section plan. In response to Mr. Meese's question about whether the MOITS participants might be interested in looking at the draft RESF-1 RECP plan, Mr. Powell promised to take a closer look at the plan and follow up accordingly. This plan would be one of the major topics at the August RESF-1 meeting.

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

Mr. Hutchinson introduced himself as the new MATOC facilitator, having previously been a transportation management center manager at VDOT. MATOC was operating based on one operator and in the process of recruiting another operator, whom was expected to start work at the end of July. At that time, the coverage would return to 5 days a week and 16 hours a day.

Mr. Meese responded to Mr. Kennedy's question regarding MATOC's funding situation. MATOC had successfully obtained the agreements from all parties to extend the eligibility period of the existing federal earmark for another three months (July 1st – September 30th). During the extension period, the MATOC Steering Committee was anticipated to examine and finalize its long-term institutional and funding arrangements. FY2011 funding commitments to MATOC totaled \$1.1M, including \$400k each from MDOT and DDOT, a \$200k Federal Transit Administration earmark, and \$100k from VDOT Northern Virginia CMAQ funding. In addition, TPB UPWP funding would contribute to the planning aspect of MATOC. As a result, the MATOC program will continue for FY2011.

In response to Mr. Witherspoon's questions, Mr. Meese anticipated that MATOC's "FY 2011" would be defined as July 1, 2010 to June 30, 2011, but might change later, given that paperwork had

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not been finalized. MATOC partner agencies use different definitions for a fiscal year, so October 1, 2010 to September 30, 2011 was also a possibility. Regarding the funding allocation, Mr. Meese mentioned that University of Maryland was developing a work program for the funding. He also clarified that MATOC is an independent entity from COG or the TPB; TPB will provide planning services to MATOC.

In response to Mr. Harris's question, Mr. Meese said that the existing contract was continuing in the extension period. The contract mechanism was still under development for the time beyond the extension period, with an assumption that the role of University of Maryland would increase.

4. Briefing on Metro's Transparent Data Set Projects and Policies

This item was deferred.

5. Briefing on WMATA Real-Time Parking Information Study

Ms. Jia of WMATA made a presentation on the Metrorail Real Time Parking Feasibility Study. The final report of this study was posted on the MOITS website. This study was funded by VDOT multimodal planning grant and carried out for four Virginia Metrorail stations, including Franconia-Springfield, Van Dorn, Vienna and West Falls Church.

Ms. Jia started the presentation with the purposes of this study and then went into the assessments of the existing Metrorail parking conditions, the ten best practices in the United States, detection technologies, and data communication technologies. The proposed pilot project chose Falls Church station as a pilot station, and recommended the use of a hybrid vehicle detection system that contains both space-level and zone-based detection systems. The study suggested that a very high level of detection accuracy (> 95%) was essential for Metro. The presentation ended with examples of parking information signs, web interfaces and issues to be addressed in the future.

Although this feasibility study was done, there was no major parking project currently funded for implementation.

6. Final MOITS Strategic Plan and Follow-Up Activities

Mr. Meese reported that the strategic plan for the MOITS planning program was unanimously approved at the June 16 TPB meeting. He thanked members of the working group of the plan and other participants of MOITS. Ms. McElwain suggested that the MOITS committee could work on detailing the proposed ten projects with more information and resources for a better preparation for funding application when it becomes available in the future.