

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 14, 2009

TIME: 12:30 PM

PLACE: COG, First Floor, Meeting Room 1

CHAIRS: Hon. David Snyder, City of Falls Church, Chair, Policy Task Force
Yanlin Li, District of Columbia Department of Transportation, Chair,
Technical Committee

VICE CHAIRS: Peter Buckley, Montgomery County Ride On
Mark Miller, Washington Metropolitan Area Transit Authority
J.D. Schneeberger, Virginia Department of Transportation

Attendance:

Sam Baker, Joint Force Headquarters RESF-1

Raul Catangui, Synergy Alliances

Kirk Dand, Arlington DOT

Ed Daniel, Montgomery County Police Department

Michael Harris, Virginia DRPT

Yanlin Li, DDOT

Amy McElwain, VDOT

Frank Mirack, FHWA DC Division

Jean Yves Point-du-Jour, MD SHA

J.D. Schneeberger, VDOT

Mona Sutton, MD SHA

Terri Tabesh, MD SHA

Alex Verzosa, City of Fairfax

Robert Winick, Motion Maps

Tom Scherer, Arlington County

Greg Williams, JFHQ-NCR/MDW

COG Staff Attendance:

Michael Farrell

Karin Foster

Andrew Meese

Wenjing Pu

Jim Yin

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Actions:

1. Welcome and Review of Notes from the June 9, 2009 Meeting

Participants introduced themselves. Notes from the June MOITS meeting were approved.

2. Regional Emergency Support Function 1 – Transportation Committee Update

Mr. Meese announced that a new person has been recruited as the new COG public safety staff to fill the vacancy, to begin work in August.

He shared some discussions regarding the funding of the Urban Area Security Initiative (UASI). FY 2007 UASI funds are nearing the end of their federal time period and there are a total of \$1.6M leftover funds. The Regional Emergency Support Function #1—Transportation (RESF-1) Committee, which has sponsored projects each year to be considered for UASI funds, proposed to use \$235,000 of the leftover funds to pay for some equipment for the Regional Integrated Transportation Information System (RITIS) project. Since the last meeting, a decision had been made by the joint meeting of the Chief Administrative Officers (CAO) Homeland Security Executive Committee and the Senior Policy Group (SPG) on July 1 that all leftover funds will be put into a single project addressing preparedness for the H1N1 flu virus. FY 2008 and 2009 UASI funds have supported the Phase 1 and Phase 2 of the Evacuation Traffic Monitoring project respectively. But because the region had not received the expected amount of federal money for FY 2009, the Phase 2 of the project was asked to submit an impact statement of 20% funding cut on the July 1 meeting.

Nonetheless, two WMATA projects for cameras and chemical detectors at a few stations and a RITIS proposal will be fully funded by UASI funds. Mr. Li reported several DDOT projects funded by UASI funds, including the procurement of 47 Dynamic Message Signs (DMSs) and 11 portable CCTV trailers.

3. Metropolitan Area Transportation Operations Coordination (MATOC) Program and Regional Integrated Transportation Information Systems (RITIS) Activities Updates

Mr. Meese reported. Since last MOITS meeting, the MATOC facilitator, Mr. Ey, attended the MATOC Information System Subcommittee meeting and MATOC Operations Subcommittee meeting. He met with DC Homeland Security and Emergency Management Agency staff to discuss RITIS and CapTOP issues. He briefed the MATOC steering committee and the TPB Board members at their June meetings.

In terms of the overall MATOC program and the steering committee, one item staff was working on is budgetary change over FY 2010. Regarding MATOC executive briefings, executives from DDOT, MSHA and WMATA have been briefed; representatives were still trying to schedule a briefing of the VDOT Commissioner. Excellent feedback and strong support have been received from the briefed executives. One of the biggest questions that the steering committee is facing is

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current and long-term funding given the difficult economic situation. The program is carefully managing the budget so the funding could last through the end of FY 2010.

The MATOC Information System Subcommittee has met and discussed RITIS equipment acquisition, RITIS enhancement, the data sharing plan, the data archive plan, incident type definition and translation among different systems, and INRIX data integration. Ms. McElwain asked what the data access policy is to get access to RITIS real-time traffic website. Staff agreed to look into this question. [The MATOC Information System Subcommittee was currently working on a formal data sharing plan that will give clear rules on how different users could get access to different tier of information through RITIS website. Temporarily, agencies could write email to Mr. Pack, director of CATT Lab at University of Maryland to ask for access to RITIS website.]

Participants briefly talked about the June 22 WMATA Red Line accident.

4. Agency/Jurisdictional Reports

- **DDOT**

Mr. Li reported several recent projects that have been carried out by DDOT. (1) Completing traffic detector design for the 101 detection stations in the District of Columbia. (2) Finishing the TMC central software Phase II design. The difference between Phase I and Phase II is that Phase I is more focused on data recording and archiving while Phase II has more intelligence and could have real-time data exchange with RITIS. (3) Adding additional uninterruptible power supply (UPS) equipment to traffic signal systems using ARRA funding. (4) Integrating traffic.com data to CapTOP.

- **VDOT**

Ms. McElwain reported that the working environment within VDOT was fast changing because of layoffs. The budget is also very difficult under current economical situations. The majority operations and ITS money come from two sources: maintenance and operations funds and capital improvement funds. The maintenance and operations funds have gone back to year 2005 level while the responsibility area has been increased since 2006. The current capital improvement budget does not allocate any fund to ITS improvements. As a result, the agency can only carry out the most basic maintenance and services.

5. TPB Program Updates

- **MOITS Strategic Plan**

Mr. Meese reported that COG has received a number of proposals in response to the Request for Qualifications (RFQ) that was released earlier in June. The proposals were being reviewed by the selection committee. He hoped a contractor could start working on the MOITS Strategic Plan in August.

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- **Traffic Signals Subcommittee**

Mr. Yin made a presentation on the status of the project of integrating jurisdictional traffic signal information into a regional database that can be visualized by GIS and Google Earth. To date, he had received about 50% of the region's traffic signals information. He summarized several technical challenges or questions in conducting this project, such as (1) not 100% data can be extracted from Synchro to GIS/Google Earth, (2) what information is appropriate to be displayed, and (3) what time frame should be used to display the information. He also demonstrated how the data are visualized in Google Earth.

Mr. Meese emphasized that the project mainly aims to provide inputs to regional Congestion Management Process, although it could also provide information to TSPs and others. Mr. Winick suggested the staff could reach to Montgomery-National Capital Parking and Planning Commission to get Montgomery County traffic signal information. Mr. Scherer offered help in getting more traffic signal information from Arlington County. In response to several participants' comments, staff will add time stamp to the traffic signal data in Google Earth.

- **Regional ITS Architecture**

Mr. Yin reported. The Regional ITS Architecture Subcommittee had no meeting in the previous month but planned to have one in August or September to review Northern Virginia operations ITS architecture and Maryland statewide ITS architecture, and to discuss how the regional ITS architecture can be fit into the ongoing process of the MOITS strategic plan.

- **Freight Planning**

Ms. Foster made a presentation on the update of the freight program and the CSX National Gateway Proposal. This presentation will be made again on the July 15 TPB Board Meeting and a draft letter requesting TPB's support of the National Gateway Initiative will also be submitted.

She clarified that the map on slides 14 is a combination of Skycomp Spring 2008 weekday morning peak period congestion information and truck count data from MDOT and VODT. The truck data sources do not have a clear indication of the time frame of the data, e.g., morning peak period, afternoon peak period or (weekday) daily average.

In response to a question, Mr. Meese noted that the Transportation Safety Subcommittee rather than the Freight Subcommittee has been the regional committee primarily looking at the topic of truck safety. Truck safety as a topic lends itself to coverage at regulatory levels of government such as federal and state levels, and regional efforts will coordinate with efforts at those levels.

- **Transportation Safety Planning**

Mr. Farrell reported. The Transportation Safety Planning Subcommittee has met in June. Staff was working on drawing regional statistics on safety emphasis areas from jurisdictional safety datasets.

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He reported that Maryland was working on some data mining and visualization tool for MAARS database and there exists some expectation that this tool could become regional.

- **June 24 Regional Priority Transit Conference**

Mr. Meese briefly reported the June 24 Regional Priority Transit Conference held at the Washington Plaza Hotel. The conference was successful and has drawn a lot of attentions in the region. More information was available on the COG/TPB web site at www.mwcog.org/busconference.

- **Congestion Management Process (CMP)**

Mr. Pu reported. The internal draft white paper, “Data for the Congestion Management Process (CMP): Current Activities and Discussions of Future Needs”, has been completed and is being reviewed. It is anticipated that both RITIS and the I-95 Corridor Coalition could provide some archived (raw) speed and travel time data that could be used for non-recurring congestion and travel time reliability analyses. Staff has already started compiling data and documents for the next version of the Congestion Management Process Technical Report.