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Meeting Notes

MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY TASK FORCE and MOITS TECHNICAL TASK FORCE

CHAIRS: Hon. David Snyder, City of Falls Church
and James Austrich, DDOT

DATE: Tuesday, February 10, 2004

TIME: 12:30 p.m.

PLACE: COG, 777 North Capitol Street, NE
First Floor, Room 1

ATTENDANCE: An attendance list will be provided at a later date.

1. Welcome and Introductions

Participants introduced themselves.

2. Update on ITS Architecture Activities and Discussion of Restart of An Architecture Working Group

On January 30, 2004 the Federal Transit Administration and WMATA held a workshop on regional ITS architecture and regional needs for architecture development within the next year. The MOITS group adopted an ITS architecture in June 2002. It has not been an active topic since then, largely because it has been preempted by emergency preparedness. FTA and WMATA want to make sure that ITS architecture complies with certain requirements. By April 8, 2005 we will have to revise our ITS architecture to comply with the FTA/FHWA requirements. We will have to rejuvenate the committee, and examine what we have done and what we haven't done.

To comply, we will need the following:

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- An operational concept. How do we characterize what we have going on and what we want to go?
- System functional requirements
- Interface requirements
- An operational concept. How do we characterize what we have going on and what we want to go?
- Standards – not yet addressed.
- Local architectures
- An agreement on how we will maintain the architecture. We do not have one.
- Adoption or approval of the ITS Architecture. Does not say in the regulations who should approve it. We should decide who should approve.
- We may want to explore having a dedicated TPB staff person or new consultant service contract to address this topic.

Federal money is available to revise the ITS Architecture, but it requires a 50% match. We are required to have an ITS architecture if we wish to receive transit ITS funds. However, it should be useful to us in itself. We are not in bad shape; we have an architecture, but we have to fix the gaps, and show that we have an ongoing process to keep the Architecture current. Federal regulations do not specify that the metropolitan planning organization must be the maintenance organization of the regional ITS architecture, but is the most likely candidate in the Washington region.

Andrew Meese noted that historically in this region we have pursued a bottoms-up approach to technical development, and that has worked well. Lora Byala noted that we have a lot of technological harmonization issues, such as electronic payment media, EZ Pass, etc. The Delaware Valley Regional Planning Council (DVRPC), the metropolitan planning organization of the Philadelphia metropolitan area, has been through the regional architecture process.

It was asked if anyone wanted to volunteer to Chair the ITS Architecture subcommittee, but no volunteers came forward. Andrew Meese hoped that staff people would be assigned to work on regional ITS at the big four agencies and that a permanent staff person be added at COG to deal with ITS. ITS Architecture is now a definitive part of regional planning and requires commensurate staff support at the regional level.

3. Update on Traveler Information Activities and Restart of a Traveler Information Working Group

An ad hoc meetings was held January 13, 2004 on the topic of traveler information services and the “511” telephone number. The District of Columbia, Maryland, and Virginia Departments of Transportation (DDOT, MDOT, and VDOT), and the Federal Highway Administration (FHWA) participated. In early 2003, DDOT coordinated with regional personnel on a regional 511 feasibility study, under a \$100,000 federal 511

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planning grant available to states and D.C., with a contract to be let by DDOT. DDOT had issued an RFP and convened a selection committee, but no further action was taken and no contract awarded due to personnel issues not associated with the RFP content or offerors. At the January 13, 2004 meeting, attendees recommended that the DDOT RFP be withdrawn since too much time had passed, and the proposals were now outdated. Furthermore, it was suggested that the regional 511 feasibility study could be tied to the upcoming VDOT statewide study. A follow-up meeting was to be held on February 20.

4. Update on Traffic Signals Activities and Upcoming Training

The CITE Consortium at the University of Maryland will be hosting an on-line traffic signal timing course, starting on Friday, February 20th. More information is available at www.citeconsortium.org. A report was made to the TPB at its December 17, 2003 meeting on the progress the region has made on the regional traffic signal optimization TERM. The conclusion of the report was that the region is on-track to fulfill and probably over-fulfill the commitments made in the TERM. A Washington Post article on January 26, 2004 hailed the region's progress on traffic signals. No meeting date determined for the Traffic Signals Working Group.

5. Adjourn.