

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, December 14, 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:

James Austrich, DC Metropolitan Police – SOD
Ed Daniel, Montgomery County Police Department
Andrea Dawood, DASH
Soumya Dey, DDOT
Michael Harris, Virginia DRPT
Warren Henry, Jacobs Engineering
Taran Hutchinson, MATOC
Sean Kennedy, WMATA
Mena Lockwood, VDOT (via phone)
Frank Mirack, FHWA DC Division
Tom Scherer, Arlington County DES
David Snyder, City of Falls Church
Robert M. Winick, Motion Maps LLC

COG Staff Attendance:

Michael Farrell
Karin Foster
Ron Kirby
Andrew Meese
Patrick Powell
Wenjing Pu

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Actions:

1. Welcome and Review of Notes from the October 12, 2010 MOITS Meeting

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

2. Briefing on DDOT's Parking Initiatives

Mr. Dey made a presentation about the DC Parking Meter Program. The District had 26,000 block faces, of which 17,157 spots were monitored by 13,748 meters, generating more than 100 million coin transactions a year. In order to improve customer service, enhance operational efficiency, and advance revenue management, the District initiated several 90-day pilot projects to test innovative parking meter managements. Based on several specific criteria, a total of 6 vendors were selected for the pilot projects, including 3 multispace meter vendors, 1 occupancy sensing vendor and 2 pay-by-cell vendors. Mr. Dey went over each category of the vendors regarding service statistics, customer feedback and operational efficiency. Then Mr. Dey emphasized the importance of providing real-time parking availability information to customers, citing that 15-20% percent of DC downtown congestion was due to vehicles circling for parking spaces. DDOT was in the final stages of negotiation on citywide in-car meter contract. A citywide pay by cell RFP was issued early December. A RFP for multi-space meter was to be issued in December.

In response to Mr. Winick's question, Mr. Dey said that there were no user group meetings, but the program received extensive feedback from customers as well as traditional press and social networks.

Mr. Dey confirmed Ms. Foster's inquiry regarding the coordination between this program and the commercial zone parking survey conducted by MWCOCG on behalf of DDOT. Mr. Meese asked Mr. Dey as well as the participants if they were aware of any other jurisdictions had similar interests of such parking initiatives; if yes, then there could be some coordination and regional exchange. Mr. Dey mentioned there were some exchange on enforcement efficiency. Mr. Meese proposed that the region could have a "Parking Forum" in the future to foster more regional coordination and exchange on parking. Mr. Kirby asked if there were any similar program in the U.S. or around the world. Mr. Dey said the DDOT's initiative was one of the pioneer programs in the country; similar programs could be found in San Francisco, Los Angeles, and Miami.

3. Regional Emergency Support Function 1 – Transportation Committee Update

Mr. Powell reported. The RESF-1 Committee was working on commenting on the Urban Area Security Initiative (UASI) Investment Plan. Approximately \$60 million of UASI funding was budgeted for the National Capital Region for 2011, and the Investment Plan was developed to facilitate and improve the project selection process. A total of 16 areas were identified in the Investment Plan, including three areas related to the MOTIS program: information sharing (e.g., RITIS and RICCS), monitoring (e.g., traffic cameras) and coordination of evacuation plans. Mr. Powell clarified that the Senior Policy Group (SPG) singled the area of evacuation, separating it out from the overall emergency management investment area, because of its importance. The RESF-1

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Committee planned to meet on Friday (December 17) to comment on the Investment Plan and the final comments would be submitted by January 6, 2011.

In response to Mr. Meese's question, Mr. Powell said the Investment Plan was in a draft structure with a purpose of guiding the grant spending in the following 2 to 3 years. He anticipated annual updates for this plan.

4. Report of the Nominations Committee and Election of 2011 MOITS Technical Subcommittee Officers

Mr. Scherer of the Nominations Committee reported the committee's recommendation of Mr. Sean Kennedy as the Chair of the 2011 MOITS Technical Subcommittee. The Subcommittee approved this nomination unanimously. The Vice Chair positions were still vacant and Mr. Scherer and Mr. Meese welcomed any possible nominations.

5. Update on the Congestion Management Process (CMP)

Mr. Pu made a presentation reporting the status of the CMP. The last CMP update to the MOITS group was made in May. Since then, a number of activities had been completed. The 2010 CMP Technical Report was finalized at the September 3 TPB Technical Committee meeting and the final report is available online www.mwcog.org/cmp. Having been a pioneer in analyzing the emerging private sector (I-95 Corridor Coalition Vehicle Probe Project/INRIX) archived data, staff have been invited to share its experience on a number of occasions, including two meetings with staff from the Baltimore Metropolitan Commission, the Maryland State Highway Administration, the University of Maryland and the Delaware Valley Regional Planning Commission, and two webcasts of the I-95 Corridor Coalition Vehicle Probe Project. Staff also summarized the experience in the Association of Metropolitan Planning Organizations' newsletter "Metros Quarterly" and in a paper to be presented at the 2011 Transportation Board Annual Meeting. Staff extracted and provided the archived Vehicle Probe Project data for air quality modeling consideration and TPB travel forecasting model (Version 2.3) validations. In addition, staff researched some analytic relationships between different travel time reliability measures and the findings would guide the reliability analysis in future CMP work.

The focus of the CMP since the finalization of the 2010 CMP Technical Report was to develop more frequently updated regional congestion reports. In addition to releasing a CMP Technical Report every other year, staff was trying to get congestion information out on a more frequent basis to better inform various transportation plans and programs. This envisioned a dashboard-like regional congestion report that would be mainly based on the Vehicle Probe Project archived speed data, with the potential to fuse three other data sources, including vehicle volumes from the FHWA Transportation Technology Innovation and Demonstration (TTID) Program, incidents from both the TTID and the Regional Integrated Transportation Information System (RITIS), and transit performance from WMATA's "Metro Scorecard". Other ongoing efforts with the CMP include solving GIS issues for better visualization of congestion performance measures, comparing the Vehicle Probe Project data with the arterial floating car study data, and looking into the potential of

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supplementary probe data acquisition. In the future, staff planned to conduct corridor level travel time reliability analysis and compile information for the 2010 CMP Technical Report.

Mr. Meese underscored the value of the detailed 5-minute incremental archived Vehicle Probe Project for non-recurring congestion analysis, special event analysis and other purposes. He also highlighted the effort of more frequently reporting of regional congestion.

Mr. Winick suggested that the congestion report could include analysis on regionally significant incidents. Staff confirmed that such effort was within the scope and the analysis might also shed light on the effectiveness of the MATOC Program. Mr. Mirack asked if the Vehicle Project Project type of traffic monitoring could substitute traffic detector monitoring for the arterial grid (e.g. in DC). Staff replied that the overall quality of the Vehicle Probe Project arterial data had not yet been validated; even if and when validated in the future, vehicle volume and classification information still would have to rely on detectors. A comprehensive monitoring of arterials would consist of different sources (or methods), including probes, Bluetooth technologies, and location fixed traffic detectors. Mr. Winick suggested that there could be some regional coordination on arterial data quality with the MATOC program and the University of Maryland. Mr. Harris recommended the SHRP 2 program reliability area research as a reference of the CMP reliability analysis. Staff agreed, noting that the findings of the SHRP 2 research had already been referenced in the CMP analysis.