

National Capital Region Transportation Planning Board

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Meeting Notes

MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) TECHNICAL COMMITTEE AND NATIONAL CAPITAL REGION (NCR) REGIONAL EMERGENCY SUPPORT FUNCTION (RESF) – 1 TRANSPORTATION COMMITTEE

DATE: Friday, June 11, 2010

TIME: 10:00 AM

PLACE: COG, First Floor, Meeting Room 1

CHAIRS: Sean Kennedy, Washington Metropolitan Area Transit Authority, Chair, MOITS Technical Committee
Mark Miller, Washington Metropolitan Area Transit Authority, Co-Chair, NCR RESF-1 Transportation Committee
Earl Lewis, Maryland Transit Administration, Co-Chair, NCR RESF-1 Transportation Committee

VICE CHAIRS: J.D. Schneeberger, Virginia Department of Transportation, MOITS Technical Committee
Natalie Jones Best, District Department of Transportation, NCR RESF-1 Transportation Committee

Attendance:

James Austrich, DC Metropolitan Police – SOD
Sam Baker, Joint Forces HQ National Capital Region
Tad Borkowski, Fairfax County DOT
Stephen Bucy, Maryland SHA
Patrick Chuang, KCI Tech
Ed Daniel, Montgomery County Police Department
Andrea Dawood, Alexandria Transit Company (DASH)
Craig Franklin, Trichord, Inc.
Al Himes, Alexandria Transit Company (DASH)
Egua Igbinosun, Maryland SHA
Sean Kennedy, WMATA
Earl Lewis, Maryland Transit Administration
Deborah Matherly, Louis Berger Group
Amy Tang McElwain, VDOT
Frank Mirack, FHWA DC Division
Michael Pack, University of Maryland
Jean Yves Point-du-Jour, Maryland SHA
Tom Scherer, Arlington County DES
J.D. Schneeberger, VDOT
Alex Verzosa, City of Fairfax
Greg Williams, Joint Forces HQ National Capital Region

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COG Staff Attendance:

Andrew Meese

Patrick Powell

Wenjing Pu

Jim Yin

Actions:

1. Welcome

Participants introduced themselves.

2. Regional Radiation Detection Network Project

Mr. Lewis reported. The NCR Preventive Radiological/Nuclear Detection (PRND) Network Project was funded under an Urban Area Security Initiative (UASI) Grant Award to develop an area wide offensive radiological detection network that establishes the policies and procedures for the detection of radiological/nuclear material and provides the methods for instantaneous distribution of detection alerts to NCR jurisdictions.

There were different project teams working on Concept of Operations (ConOps), equipment specifications and other things; Mr. Lewis was primarily involved in the ConOps development. There had been two workshops on the ConOps and the third one would be held in July, 2010. A draft comprehensive ConOps document was expected by that time.

Participants also touched on the regional video sharing project.

3. Discussion: MOITS Strategic Plan

Mr. Meese distributed the MOITS mail-out package prepared for the June 16 TPB Board meeting and reported the status of the plan. The Strategic Plan was briefly reported to the TPB Board at the end of the May 19 meeting, and TPB Chair David Snyder asked that the item be presented in more detail on the June 16 meeting as an action item for approval. In preparation for the potential questions could be raised on the coming Board meeting and appropriate answers, Mr. Meese highlighted the recommended efforts and proposed projects for participants' discussion.

The first project discussed was project #4, Support the Development of Multi-Modal Regional Trip Planning Tools Using Regional Data. Mr. Franklin underlined the "crossing-modal-boundaries" nature of this project. Ms. McElwain was one of the early advocates of this project and she envisioned that the project would provide travelers a convenient tool for multimodal trip planning: the only thing travelers need to know was their origins and destinations, and the tool would take care

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of a variety of pertinent details (e.g. HOV operations, Metrorail and bus schedules) to present travelers the best option. Mr. Pu mentioned similar efforts were pursued by the Chicago Regional Transportation Authority which recently launched a multimodal transit trip planning website that enabled trip planning among Chicago Transit Authority (CTA) trains, commuter rail (Metra), CTA (urban) buses and Pace suburban buses. Mr. Meese emphasized the data sharing function of public agencies.

Regarding project #9, Develop and Initiate a Venue and Process for Maintenance and Construction Coordination, Mr. Meese clarified this would be a face-to-face conference for coordination purposes, rather than in daily operations or as an automated software tool. Ms. Matherly made the group aware of that there was an ongoing TRB SHRP 2 research project (#R11), Strategic Approaches at the Corridor and Network Level to Minimize Disruption from the Renewal Process, focusing on this subject.

Project #10, Develop and Initiate a Venue and Process for Interjurisdictionally Coordinated Signal Timing for Regional Corridors, did not explicitly include a transit signal priority component, given that the recently awarded TIGER grant had already funded regional priority bus corridors (all the proposed ten projects were not fully funded or entirely unfunded) and the TPB Regional Bus Subcommittee had already been working on this subject. However, project #5, Deployment of Integrated Corridor Management Technologies on Significant Regional Corridors, could potentially include the transit signal priority component in the future if needed.

4. Discussion: NCR Strategic Plan

Mr. Powell reported. The 17-page draft National Capital Region (NCR) Homeland Security Strategic Plan represented the latest effort of updating the 2006 NCR Strategic Plan and will guide the NCR Homeland Security in achieving its priority capabilities over the next three to five years.

The NCR progressed significantly under the 2006 Strategic Plan. The Region created a collaborative culture of decision-making by strengthening its regional approach to homeland security planning. Similarly, the NCR achieved a heightened level of citizen preparedness by developing, implementing, and sustaining public preparedness education campaigns and emergency messaging. Likewise, the NCR made strides in region-wide response and recovery capabilities such as improving medical surge capacity and defining capabilities and expectations for decontamination and re-entry. Finally, partnerships and communications among the NCR's public, civic, private, and non-governmental organization (NGO) stakeholders were successfully developed, as was an integrated training and exercise framework.

Mr. Powell briefly explained the four goals of the NCR Strategic Plan: (1) Ensure Interoperable Communications Capabilities, (2) Enhance Information Sharing and Situational Awareness, (3) Enhance Critical Infrastructure Protection and (4) Ensure Development and Maintenance of Regional Core Capabilities.

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5. Follow-Up Activities to Strategic Plans and Ongoing RESF-1/MOITS

Mr. Meese and Mr. Powell distributed a one-page chart of “Roles and Responsibilities of RESF-1 and MOITS, and Potential Upcoming Coordinated Activities” and led the discussion. These responsibilities and activities had a wide range, including long-range planning, annual planning, processes and programming, on-going regional programs and activities, real-time activities during incidents and others.

The MOITS committee had primary responsibilities for (1) Input to regional long-range transportation planning, (2) Explore new and emerging technologies, and (3) Regional ITS Architecture. The RESF-1 committee had primary responsibilities for (1) Input to regional emergency planning, (2) Transportation management planning for evacuations and other emergencies, and (3) Transportation in UASI Grants Process.

The chart clarified the confusion that might exist regarding the roles and responsibilities of the two closely related committees and gave clear directions for upcoming coordinated activities.

6. Jurisdictional Roundtable

Mr. Daniel reported on behalf of Montgomery County Police Department. The Police Department worked in conjunction with other transportation safety authorities (MTA and WMATA) conducting transportation safety details at various locations including MARC, Metrorail, and Amtrak stations within Montgomery County. This effort would continue throughout the year.

Mr. McElwain reported that VDOT had gone through a re-organization and layoff process (the “Blueprint”) and all the ITS activities, except the maintenance and ITS technology upgrade remaining in Northern Virginia, were been centralized by the central office. Technically, the re-organization will not likely impact the Northern Virginia ITS Architecture.

Mr. Pack reported that RITIS launched the latest update June 10, 2010. The updated version includes WMATA Metrorail stations that could report the estimated arrival time for the next several trains. INRIX data coverage was expanded down to Florida. North Carolina and New York incidents data would be added to RITIS in the near future. An INRIX data analysis tool was also under development to facilitate the downloading of archived data and the identification and monitoring of bottlenecks.