

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

## **Meeting Notes**

### **MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY TASK FORCE AND MOITS TECHNICAL SUBCOMMITTEE**

**DATE:** Tuesday, November 10, 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 Subcommittee

**VICE CHAIRS:** Pete Buckley, Montgomery County Ride On

J.D. Schneeberger, VDOT

Mark Miller, Washington Metropolitan Area Transit Authority

#### **Attendance:**

Shahid Abbas, Arlington County  
Jeff Adler, Open Roads Consulting  
James Austrich, MPD-SOD  
Sam Beydoun, VDOT  
Pete Buckley, Montgomery County Ride On  
Ed Daniel, Montgomery Co. Police Dept.  
Buddy Ey, Telvent/MATOC  
Dave Fontaine, CapWIN  
Craig Franklin, Trichord, Inc.  
Dan Godwin, Trafficland, Inc.  
Michael Harris, DRPT  
Egua Igbinosun, MD SHA  
Tom Jacobs, UMD CATT  
Sarah Jordan, MATOC  
Steve Kuciemba, PB  
Curt McCullough, City of Fairfax (by phone)  
Amy McElwain, VDOT  
Frank Mirack, FHWA  
Nick Pakulla, Telvent  
Tom Scherer, Arlington County DOT  
Amit Sidhaye, Arlington Co.  
Hon. David Snyder, City of Falls Church  
Kenneth Vaughn, Trevilon

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the November 10, 2009 Joint Meeting

Page 2 of 5

COG Staff Attendance:

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

### **1. Welcome and Review of Notes from the September 8 and October 13, 2009 Meetings**

Participants introduced themselves. Mr. Snyder mentioned the public attention drawn by the recent traffic signal failure in Montgomery County. He stated in the next year the region should focus on the low cost, high impact activities in the MOITS area. The MOITS Strategic Plan would guide the region to reach the goal in the area of management and ITS, and challenge the region to meet the goal. He encouraged the committee not to hesitate to push the political leadership in the region to do a good job. In response to a question from Dr. Li of DDOT, Mr. Snyder stated that the decent performance measures are very important and hoped such performance measures could improve the work and help to reach the goal. The performance measures should have dollar figures and illustrate how best to do things technically. He hoped that the committee could provide the TPB the suggestions what should be done to have major impacts on the region and cost less.

### **2. Committee Business**

- **Formation of Nominating Committee for 2010 MOITS Technical Subcommittee Officers**

Mr. Igbinosun, Mr. Schneeberger, and Dr. Li volunteered to be on the nominating committee. In the customary rotation of the chairmanship, 2010 was the turn for a WMATA Chair.

- **Discussion of January 2010 MOITS Meeting Date**

The committee decided that the meeting date would be Tuesday, January 5, 2010 instead of the regularly scheduled date of January 12, to avoid a schedule conflict with the Transportation Research Board Annual Meeting.

### **3. Regional Emergency Support Function 1 – Transportation Committee Update**

- **Urban Area Security Initiative FY2007/2008/2009**
- **Committee Activities**

Mr. Powell reported. For the Urban Area Security Initiative (UASI) FY2007/2008/2009, there were no updated activities to report regarding UASI funding. DHS had pushed back their announcement of grant guidance, and thus the CAOs/SPG also pushed back their grant guidance. A meeting would be held November 12 to discuss these issues. Discussions to date indicated that

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the November 10, 2009 Joint Meeting

Page 3 of 5

FY2010 priorities would be communications, fusion centers, and information sharing-related projects. Also under discussion was the potential use of funds for sustaining previously funded programs. Project management plans were due in the late December or early January 2010. However, it was contingent on when the grant guidance would be available.

### **4. Metropolitan Area Transportation Operations Coordination (MATOC) Program And Regional Integrated Transportation Information Systems (RITIS) Activities Updates**

Mr. Ey reported. On October 1, MATOC operations moved to the CapWIN offices in Greenbelt. Mr. Ey introduced MATOC's new employee, Sarah Jordan. Ms. Jordan previous worked at the Virginia Tech Transportation Institute, involved with the Virginia 511 system, a background that fits well to the MATOC Program. Regional SOPs were under development. Mr. Ey also reviewed traffic monitoring and notification activities during the last month. For RITIS, a new version was released. The new version had a graphic showing DMS signs for the whole region. The signs could be viewed on an internet electronic map. Also, the available freeway incident traffic management plans were now built into RITIS.

### **5. Update on the MOITS Strategic Plan**

Mr. Meese and Mr. Franklin reported. The MOITS Strategic was in the middle of the development process with goal of completion of end of December. The Strategic Plan Working Group had met immediately before this meeting. Some outreach was being done to other committees for input and comments. It was anticipated that Strategic Plan would reach a draft publication milestone during the next MOITS meeting.

Mr. Franklin added that there were a total of 7 tasks in the MOITS strategic plan. Tasks 1 to 3 were done. Currently, task 6 and 7 were underway, and tasks 4 and 5 would be visited a at later time.

Mr. Meese stated that the Strategic Plan was developed around emphasis areas. These emphasis areas were chosen from National ITS Architecture Market Packages by MOITS at its July 8, 2008 workshop. With these emphasis areas, we could be able to describe the status and gaps that might be in the region. Potential projects could be identified. For a comprehensive look to complement the strategic view, a best practices was also to be included in the Strategic Plan.

### **6. Presentation on DDOT 3rd Street Tunnel Video Detection System**

Dr. Li presented. The project was funded by UASI funds. The project was for critical infrastructure protection. The project kicked of 2 years ago with design. Construction was just started 2 weeks previous to the meeting. It was a camera-based system. A total of 70 detector cameras and 40 surveillance cameras would be installed. Detector cameras would detect stopping

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the November 10, 2009 Joint Meeting

Page 4 of 5

vehicles, unattended packages and suspicious pedestrian behavior. If the camera found something, an alert would be sent to the DC Homeland Security and Emergency Management Agency (HSEMA) and DDOT. All cameras were PTZ controlled and had video feedback through DDOT copper plant and new fiber communications system. HSEMA would be the primary responder for the alerts; TMC would be the secondary to deal with the traffic impacts. The requirements for the Intelligent Video Detection System included high detection rates with low false alarm rates, efficient use of manpower, automated alarming with visual verification, and generation of reports. The HSEMA center would be the primary control center for the system with the TMC at Reeves Building as the secondary center. Next steps for this project would be getting approval from upper managers, and funding allocation.

### **7. Program Updates**

*Traffic Signals Subcommittee:* Mr. Yin reported on Traffic Signals Subcommittee activities. The Traffic Signals Subcommittee would have a meeting on November 23. Dr. Stan Young of University of Maryland would make a presentation on Bluetooth Detection Technology. The Regional Traffic Signal GIS/Google Earth application was under way. The draft regional traffic signal GIS/Google Earth map would be available during the December to January time frame.

*Regional ITS Architecture Subcommittee:* Mr. Yin reported on the Regional ITS Architecture Activities. The Regional ITS Architecture Subcommittee had scheduled a meeting on November 19. VDOT and Maryland would report their ITS architecture updated activities.

*Freight Planning:* Ms. Foster spoke to the handout regarding the Norfolk Southern Crescent Corridor. A parallel rail-highway infrastructure, the Crescent Corridor was described as the most comprehensive public-private partnership for improving freight rail transportation in the East. The project would have huge benefits to both Virginia and Maryland. In general, Crescent Corridor would attract more than 1.3 million long-haul trucks per year from interstates by full development and would create \$2 billion in total monetized public benefits. The TPB received a letter in October from Norfolk Southern requesting a letter of support for the Crescent Corridor project, and a draft support letter was being developed and circulated to the TPB Technical Committee in November and December for anticipated December approval by the TPB.

*Congestion Management Process:* Mr. Pu reported the current status of the Congestion Management Process (CMP) and preparing for the 2010 CMP Technical Report. He presented some sample results of data analysis on INRIX, Inc. (via the I-95 Corridor Coalition) 5-minute aggregated speed and travel time data, including travel time index, buffer time index and planning time index. These indices for each small road segments were visualized on color maps. The INRIX data did not come for all major highways in our region because of the coverage limitation of the I-95 Corridor Coalition Vehicle Probe Project. The INRIX data was viewed as a supplementary data source (in addition to the Skycomp aerial photography survey of the freeway system) for our region's congestion monitoring and analysis.

*Transportation Safety Planning:* Mr. Farrell reported. This briefing was abbreviated due to shortness of time. Mr. Farrell described a proposal under consideration (if sufficient funding can

## **MOITS Policy Task Force and Technical Subcommittee**

Notes from the November 10, 2009 Joint Meeting

Page 5 of 5

be identified) for the University of Maryland Center for Advanced Transportation Technology to develop a regional traffic safety data mining tool. The Center is already developing such a tool for the State of Maryland.

### **8. Review of September 16 FHWA Workshop on Applying Analysis Tools in Planning for Operations**

Mr. Yin reported. Mr. Pu and Mr. Yin attend the workshop on September 16. The workshop examined most used tools in transportation planning and management analysis, included sketch-planning tools, travel demand models, analytical/deterministic tools, traffic signal optimization tools, and simulation models. Participants were from MDOT, VDOT and other states or regions in the country. A key issue discussed at the workshop was how results from the planning process could be better used by operations people in operations, and how could operations data could be better used in the planning process. Mr. Yin mentioned that there was a case study presented at workshop worth looking at for the MOITS committee, the Freeway Performance Monitoring System (PeMS) developed by the University of California-Berkeley for Caltrans. The system is an internet-based data archive system that collects historical and real-time freeway data to conduct freeway performance measures. The system could identify the bottleneck areas of the freeway by compare real-time data and archived data, then the bottleneck areas would be verified either by video camera or police patrol. The website of the system is <https://pems.eecs.berkeley.edu/>. The website is open to anyone.