

National Capital Region Transportation Planning Board

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Meeting Notes

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

DATE: October 9, 2007

TIME: 12:30 PM

PLACE: COG, First Floor, Meeting Room 1

CHAIRS: Hon. David Snyder, City of Falls Church
Chair, Policy Task Force
Egua Igbinosun, Maryland State Highway Administration
Chair, Technical Task Force

VICE CHAIRS: Kirk Dand, Arlington County
Yanlin Li, District of Columbia Department of Transportation
Mark Miller, Washington Metropolitan Area Transit Authority

ATTENDANCE:

Bala Akundi, Baltimore Metropolitan Council
Susan Armstrong, Telvent Farradyne
Peter Buckley, Montgomery County Ride On
Noah Goodall, Parsons Brinckerhoff
Jamey Harvey, WMATA
Egua Igbinosun, Maryland State Highway Administration
Tom Jacobs, University of Maryland
Yanlin Li, DDOT
Amy Tang McElwain, VDOT
Greg McFarland, Northern VA Transportation Commission
Mark Miller, WMATA
Frank Mirack, FHWA DC Division
Jean Yves Point-du-Jour, Maryland State Highway Administration
Hon. David Snyder, City of Falls Church
Joel Ticatch, Telvent Farradyne
Alex Verzosa, City of Fairfax
Robert M. Winick, Motion Maps LLC

COB/TPB STAFF ATTENDANCE:

Michael Farrell
Andrew Meese
Gerald Miller
Melanie Wellman

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ACTIONS:

1. Welcome, Introductions, and Review of Notes from the June 12, 2007 meeting:

Mr. Igbinosun chaired the meeting. Participants introduced themselves. Notes from the June 12, 2007 meeting were reviewed.

2. Update on the I-270 Integrated Corridor Management (ICM) Project

Mr. Igbinosun presented the update in place of Steve Rochon, manager of the ICM project for MSHA, who was unable to attend the meeting. The purpose of this presentation was to give an update of the project's status. Mr. Igbinosun stated that they are making good progress, and at this point are about 11 months into the project. The project consists of four phases, with the project currently being in phase 3, stage 1 (ICM Concept of Operations and Requirements). This stage is scheduled to be completed by March, 2008. MSHA anticipates that the draft for this stage will be completed by December of this year, and the final document will be available next March. The pioneer demonstration project, which is the ICM deployment, will take place in February, 2009, and possibly lasting until 2011. Mr. Igbinosun outlined the Con Ops highlights, including operational needs areas, ICM goals, framework, key approaches, and gave a systems requirements overview.

Joel Ticatch added that they last briefed the MOITS group in May. All comments from that meeting have been addressed, and he can provide a summary of those comments to anyone who is interested.

A question was raised whether there was a website for the project. Mr. Ticatch explained that there is a national website, which at a later date will contain all documents from the eight pioneer sites. Until that time, he or Ms. Armstrong would be happy to provide information and drafts on the I-270 site.

Mr. Snyder asked how the success of the project intends to be measured (e.g. how are incidents and capacity taken into consideration) and what the ultimate goal of the project is. Mr. Ticatch explained that the steering committee spent time considering this very issue when developing the approach. The specific performance measures have not yet been defined, but information from CHART and RITIS will be used to develop these assessments. In addition, an emphasis is placed on multi-modal forms and commuting. Mr. Jacobs added that they considered existing data and models as part of the Con Ops development. The next stage in the process will likely be a time when more performance measures are developed.

Mr. Snyder asked if the project will be brought to the TPB. Staff continues to be available for technical assistance with the project, and the TPB could provide policy-level input at such time MOITS and the I-270 ICM team recommend it is needed.

As an aside, Mr. Meese distributed a copy of the National Traffic Signal Report Card, calling attention to the grade of "F" for traffic signals in our nation, though our region is taking steps in the right direction to improve traffic signalization.

A comment was raised that the I-270 project could be an alternative to strategies such as HOT lanes.

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3. Development of the Congestion Management Process Report Including Management and Operations/Non-recurring Congestion Inputs

Mr. Meese presented an overview of the Congestion Management Process (CMP). The TPB's CLRP, to be updated by December, 2007, must be SAFETEA-LU compliant and contain a CMP component. The CMP is a requirement and a part of the federal regulations. Four major CMP components include 1) evaluating and monitoring transportation system performance, 2) defining and analyzing strategies (documenting existing programs), 3) implementing strategies and assessing, and 4) compiling project-specific congestion management information. For SOV capacity-increasing projects, federal regulations require that congestion management strategies be considered and that this consideration be documented. Mr. Meese noted that our region is doing more than most other regions in terms of existing strategies; it is just a matter of documenting them and bringing them together into a process. Currently there are two tracks of the CMP – the CMP component of the CLRP, and a technical report, to be completed at a later date.

Most strategies fall into two categories – demand management and operational management. MOITS is primarily focused on operational management strategies (including incident management and non-recurring congestion). One area that may need additional research and work is that relating to capacity-increasing projects (e.g. turn lanes, intersection geometrics). TPB/COG staff would like to interact with MOITS to collect information on non-recurring information, traffic management, etc., as we currently do not have a comprehensive database for this data. Other subcommittees that would be asked to provide comments on the CMP would be Travel Management, Travel Forecasting, and Commuter Connections. The Travel Management subcommittee expressed interest in the process development component. A special session of the Technical Committee, which will be focused on the CLRP, was to be held on October 26 [later cancelled in favor of the regularly scheduled Technical Committee meeting of November 2]. Mr. Meese reiterated that MOITS has knowledge of the day-to-day variation of traffic and the existence and impacts on non-recurring congestion (e.g. CHART data). MOITS can provide specific information on the operational management side of the CMP. TPB staff will continue to work with MOITS to collect this sort of data.

Ms. McElwain suggested that RITIS is good information to consider at this point in the process. In addition, connecting with MATOC is key in gathering this type of information.

The question was also raised whether we would be considering transit in our analysis. Mr. Meese stated that transit and other roadways, such as arterials, would be of interest to us. The Travel Management subcommittee would likely provide guidance on that area.

A question was also raised whether our CMP will be SAFETEA-LU compliant by the end of this year. Mr. Meese responded that the process will be defined by the end of this year, but the process will be ongoing.

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4. Program updates

- **Metropolitan Area Transportation Operations Coordination (MATOC) Program**

The MATOC program was scheduled to meet in the afternoon, after this meeting. The administrative paperwork is almost complete and they are ready to get the consultant on-board. Once those steps are complete the contractor will likely be working with several agencies to help define an enhanced coordination process for operations.

- **Regional Integrated Transportation Information System (RITIS)**

No update.

- **Regional Emergency Support Function (RESF) 1 – Transportation Committee**

Mr. Meese explained that the high levels of officials in our states and region are in the process of reconsidering the role of the RESFs and COG in its support of the emergency plan. It was hoped that this may be resolved within a couple of months.

- **Traffic Signal Activities**

No committee meeting is currently scheduled.

- **Regional ITS Architecture**

A productive meeting was held on September 27, and TPB staff has been working with agencies to polish up the project and by the end of the year should have something to present. Mr. Meese acknowledged Jamey Harvey, new staff for WMATA working on ITS architecture, and looks forward to working with him further.

- **Transportation Safety Planning**

A new Transportation Safety Subcommittee is forming under the TPB Technical Committee. Mr. Meese emphasized that the focus of the committee is not on homeland security and public safety, but rather transportation safety, such as accidents and drunk driving. Any MOITS members interested in being a member of the Transportation Safety Subcommittee should contact Mr. Meese or Michael Farrell.

- **Traveler Information/511**

No update.

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- **Jurisdictional Updates & Other Business**

Mr. Igbinosun stated that in Maryland they are hoping to implement travel time on dynamic message signs. Up to this point, data collection and verification has been delaying them, but they should be implemented soon.

Mr. Jacobs mentioned that there is project in the region called CFRS (Common Field Reporting System) which is directly related to the RITIS system. There is a draft concept of operations available for anyone who wishes to view it. A meeting will be held November 16 to discuss the Con Ops and the draft functional requirements document.