

**DRAFT Meeting Notes**

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

**DATE:** Tuesday, June 12, 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 Transportation  
Mark Miller, Washington Metropolitan Area Transit Authority

**Attendance:**

Brien Benson, George Mason University  
John Contestabile, MDOT  
Kirk Dand, Arlington County DOT  
Noah Goodall, Telvent Farradyne  
Egua Igbinosun, Maryland State Highway Administration  
Yanlin Li, DDOT  
Mark Miller, WMATA  
Frank Mirack, FHWA DC Division  
Michael Pack, UMD-CATT Lab  
Phil Tarnoff, University of Maryland  
Alex Verzosa, City of Fairfax

**COG/TPB Staff Attendance:**

Michael Farrell  
Andrew Meese  
Jim Yin  
Robert Young

**1. Welcome, Introductions & Review of Notes from the May 8, 2007 meeting**

Mr. Igbinosun chaired the meeting. Minutes from the May 8, 2007 MOITS meeting were approved.

**2. Update on Regional Emergency Support Function (RESF) #1 –  
Transportation Activities**

**• Operation Fast Forward III**

Mr. Young discussed RESF-1. Operation Fast Forward III in the planning stages again for this year, intended to test evacuation coordination and procedures during the Fourth of July celebration on the mall. Mr. Miller noted that WMATA was working on bus transfer points for an evacuation. It was also noted that RESF-1 maintained involvement in the emergency management agency-led regional evacuation and sheltering plan, which continued progressing. The June 26 RESF-1 meeting was to again review progress on the draft plan.

Participants at the RESF-1 exercise last fall had requested quarterly meetings between their counterparts, and work continued on putting together an RESF-1 subcommittee of transportation emergency communications personnel. The first meeting was to be scheduled soon. Meetings likely would rotate among major transportation operations centers such as the SHA CHART Statewide Operations Center.

**3. Update on the Metropolitan Area Transportation Operation  
Coordination (MATOC) Program and June 20 TPB Work Session on  
MATOC**

The Steering Committee had last met on May 17, and would meet again immediately following this meeting. All the parties had now signed agreements, enabling COG to put out an RFQ for consultant support, which was issued on May 24, with a due date of June 25. The previous RFQ was withdrawn for internal administrative reasons, now addressed by the new RFQ which was otherwise technically similar. Approximately one dozen representatives from consultant firms attended a June 5 pre-bid conference, showing a substantial level of interest. The consultant hired would have a program implementation manager and a technical support team to guide the integration of technical systems, as well as the human factors, as well as traveler information. It was intended to have a consultant on board in the July or August time frame.

The TPB was to hold a work session on MATOC on June 20, 10:30 AM to 11:45 AM, immediately prior to the regularly scheduled TPB meeting that day. This would be an opportunity for the TPB to better familiarize itself with MATOC, RITIS, and many of the

principals, in greater depth than a Board meeting normally permits. In addition to the participation of members of the MATOC Steering Committee, Natalie Jones-Best was to present on RESF-1, and Michael Pack was to present on RITIS. During the regular Board meeting following the work session there will be an agenda item to recap the MATOC work session as well as the response to the Phil Tarnoff Traffic Technology magazine article. There had been continuing interest in the topic of MATOC from the Board, especially from MOITS Policy Task Force Chairman David Snyder, and for TPB members Phil Mendelson of the District of Columbia and Timothy Lovain of Alexandria.

#### **4. Response to TPB Request for MOITS Response to *Traffic Technologies International Magazine Article for June 20 TPB Meeting***

This article had been called to the attention of the Board by former TPB Chairman John Mason. At the March Board meeting, the TPB referred the article to the MOITS Task Forces for response and recommendations. A response memo had been prepared, and versions reviewed by MOITS at the previous two MOITS meetings. Today was a final look before it was to go to the Board the following week.

Copies of the memo were distributed. The article describes ten of the most successful technology developments globally, and seven technologies said to have unmet potential. The memo also notes what the region is doing with the technologies mentioned in the article. For example, for transit we have smart trip cards.

Mr. Tarnoff suggested several wording changes to the memo.

Language had been added to the memo based upon the discussion at the May MOITS meeting to discuss the topic of traveler information. The Task Forces considered a number of potential edits, and agreed on a revised version of the traveler information paragraph.

In response to a question from Mr. Tarnoff on adaptive signals, Mr. Meese reported information from signals representatives about their agencies focusing on improving and maintaining their current systems rather than redesigning to a new technology, as well as views about adaptive signals being of limited benefit in areas with high pedestrian volumes. Mr. Meese suggested keeping the recommendations general and not specifying particular techniques.

#### **5. Regional Activity Updates**

- **I-270 Corridor Management Project**

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Mr. Igbinosun briefly reviewed the project which had been presented in detail at the May meeting. A current topic in the project was that of metrics for success. In response to a question from Mr. Meese, Mr. Igbinosun agreed to look into whether comments provided to the project by MOITS at the May meeting were being addressed. Also raised was a question as to whether evacuation scenarios would be part of the project.

- **RITIS**

Mr. Pack said that since it was summer semester, the University now has nearly 40 students working on the RITIS project. Comments received on the beta version of the web site were now being incorporated.

- **Jurisdictional Activities**

Mr. Tarnoff discussed the upcoming second year of the Operations Academy, conducted by University of Maryland at the Maritime Institute, an intensive course for training operations staff. Registration for the November 2007 session was open through the end of June. Students will be mid or upper-level management, often with a construction background but now being asked to work in operations management. Coursework is in the format of lecture 1/3, workshops 1/3, and field trips 1/3. The field trips are working field trips in which students will be applying what they have learned in the classroom.

In response to a question, it was noted that MATOC could be a venue to do pooled common projects for the region, if all agencies agree and a funding mechanism can be found.

## **6. MOITS Program Updates**

- **Congestion Management Process**

This is a major revised requirement under SAFETEA-LU. It will have its own line item in the FY 2008 TPB work program, which starts July 1<sup>st</sup>. COG/TPB was in the process of hiring a staff person for this work program activity.

- **Traffic Signals Activities**

The last meeting was May 30, and the next meeting will be July 19. There was a good discussion at the meeting on technical traffic signals issues, following up from the March conference.

- **Regional ITS Architecture**

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The last meeting was June 8, and the next meeting will be July 25. Progress is being made; a more substantive update will be given to this Subcommittee later in the year. There will be a Federal Use and Maintenance workshop proposed for sometime in August. This is a Federal Highway initiative, and they will present their views on use and maintenance of the ITS Architecture.

- **Transportation Safety Planning**

Mr. Farrell discussed recent and proposed activities. We had a Safety forum on June 6, where we discussed the new federal requirements, and had representatives of the three States present on their State Highway Safety Plans. It was agreed that a Safety Subcommittee should be created under the TPB, to oversee the creation of a Safety element of the Constrained Long-Range Transportation Plan for the region, as well as to serve as a source of information on Safety for the TPB and for the other Subcommittees. The forum was successful, with a broad array of representatives of law enforcement, public health, as well as safety and transportation professionals.

Mr. Igbinosun asked about the State Highway Safety Plans. Mr. Farrell replied that the Strategic Highway Safety Plans had a five-year time frame, but that they would be followed up with action plans, which would provide detailed action items and identify the agencies, divisions, and offices which would carry them out. Some of those agencies would be agencies within the State DOTs, but others might include State and local law enforcement and local jurisdictions.

The primary responsibility of TPB is to create a Safety element of the Long-Range Transportation Plan for the region, which will deal with implementation, but which must be consistent with the State Strategic Highway Safety Plans.

- **Traveler Information – Regional 511**

Mr. Li had requested that MOITS discuss the status of regional 511 deployment, because of pending decisions to be made on the topic by the District of Columbia regarding a proposed donated 511 service by a private contractor to the District of Columbia in exchange for certain agreements. It was noted that the three States are at different stages of development for their 511 systems. A region study on the topic had been completed a couple of years ago, and had left regional decisions to the formation of a regional entity to address the issue, namely MATOC, but there was no time frame set for MATOC to consider the topic. Many questions remained about implementation, particularly how a regional system would interface with the existing Virginia statewide system and potential Maryland statewide system, as well as the District of Columbia's, WMATA's, or any other system, as well as sustained funding for any system(s). Mr. Igbinosun noted the need for this to be addressed at the MATOC level. Mr. Contestabile said that this issue was not unique to this region – you always have border issues. He recommended hosting

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a meeting between the three States. Mr. Contestabile also recommended involvement of agency procurement experts in such cases. Mr. Meese recommended making sure DC needs for a 511 system are well documented to prepare for any negotiations with vendors. Mr. Contestabile suggested that participants give Mr. Lin any suggested questions or requirements they may have.

- **Outlook to FY 2008 Activities**

Mr. Meese noted that on July 1<sup>st</sup> the new Unified Planning Work Program subcommittee structure will be in place, so the MOITS Technical Task Force will become the MOITS Technical Subcommittee. It will continue to hold joint lunchtime meetings with the MOITS Policy Task Force.

## **7. Other Business**

There was no other business.

## **8. Adjournment**