

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: Tuesday, March 13, 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

ATENDANCE: Peter Buckley, Montgomery Co. Ride On Transit
Kirk Dand, Arlington Co. DOT
Noah Goodall, Telvent Farradyne
Tom Jacobs, CapWIN
Joe Langley, VDOT
Yanlin Li, DDOT
Peter Meenehan, WMATA
Mark Miller, WMATA
Frank Mirack, FHWA DC Division
Michael Pack, University of Maryland
Lev Pinelis, IBI Group
Jean Yves Point-du-Jour, Maryland SHA
Richard Steeg, VDOT
Alex Verzosa, City of Fairfax
John Ward, IBI Group
Michael Zezeski, Maryland SHA

COG/TPB Staff:
Andrew Meese
Jim Yin
Robert Young

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ACTIONS:

1. Welcome, Introductions

Mr. Miller chaired the meeting. Participants introduced themselves.

2. Update on the MATOC Program

Mr. Meese reported the progress regarding the MATOC program. The central activities were getting the funding agreement and MOU signed among the steering committee partners. So far the documents had been signed by three parties, VDOT, DDOT and WMATA. It was in process to get the signature from Maryland DOT, where the previous Secretary had signed before the change of the administration, but because the overall agreement was subsequently changed, it was determined that Maryland would have to re-sign. The timetable for re-signing was uncertain, which made the timetable for the overall MATOC Program uncertain as of this time.

When the agreement completed the next two steps would be for COG to re-issue RFQ for consultant support, to occur when only all signatures are in place; and the steering committee would have its first official meeting to take actions to formalize itself. There would be an official formal program to execute work tasks in the next two years.

In response to a question, Mr. Meese noted there were no plans to apply for UASI Funding for the MATOC or RITIS programs at this time. MATOC consultant support will be funded through the received SAFETEA LU earmark with matching funds from DDOT, MDOT, and VDOT. Mr. Pack of UMD CATT noted that all UASI funding previously received for the RITIS project were required to have been spent by January 31, 2007, and tasks and equipment purchases supported by that grant had already been completed.

3. MOITS Aspects of February 14, 2007 Federal Final Rule for Statewide and Metropolitan Transportation Planning

Mr. Meese spoke to handouts. TPB is a transportation Metropolitan Planning Organization (MPO) which needs to adhere to federal regulations pursuant to the SAFETEA-LU legislation enacted in 2005. USDOT issued draft regulations in June 2006. On February 14, 2007 USDOT issued the final rule for statewide and metropolitan transportation planning, which will govern MPO activities. There were numerous impacts on TPB regional transportation planning process, including several that impact the MOITS program:

- ITS Architecture
- Safety
- Security
- Congestion Management Process
- Inclusion of operations and management in the regional transportation plan

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ITS Architecture

The metropolitan transportation planning process shall be consistent with the development of applicable regional ITS architecture. The TPB regional ITS architecture addresses only multi-agency, regional-scope projects, but must be consistent with the detailed architectures of DDOT, VDOT (Northern Virginia), MDOT (Maryland Statewide) and WMATA. Currently, a short-term update is underway and a long-term update will be completed by end of the calendar year.

Safety

With the new regulations that metropolitan planning has to be consistent with the state strategy highway safety plan(s), and metropolitan transportation must include a safety element. For FY 2008, which starts July 1, 2007, the TPB Unified Planning Work Program (UPWP) will have a new dedicated safety planning task. We have an assigned staff and ongoing work and have already been participating in the state processes. Creation of a new safety subcommittee was to be explored.

Security

Security in the new regulation is separated from safety. It tries to distinguish accident-related safety from Homeland Security-related major or purposeful threats. COG hosts numerous security activities including the RESF-1 committee. A challenge is how sensitive information and the sensitive nature of security planning should be handled in the publicly open transportation planning process.

Mr. Meese referred to a diagram from the FY2008 UPWP showing a revised TPB Committee Structure. The TPB Technical Committee is advised by number of subcommittees. Whereas the old diagram did not, the new diagram clustered these subcommittees into categories: Methods Subcommittees, Coordination Planning Subcommittees, and Long-Range Planning Subcommittees. The MOITS Task Force will become MOITS Technical Subcommittee. There was also a cluster of Joint/External Committees, which included the RESF-1 Committee, as well as other committees under the auspices of the COG Board rather than TPB.

In response to a question of where MATOC fits in, Mr. Meese stated that MATOC would be in the Joint/External Committees if listed. However MATOC is not a committee or subcommittee of TPB or COG. The way it is set up is it is an independent identity and COG as corporation is to provide administrative support only.

Congestion Management Process

In the new law and regulation, there are several key components of a required Congestion Management Process, which are:

- Identification and monitoring of congested locations
- Consideration of both demand management and operations management alternatives
- Post-implementation evaluation.

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Though TPB staff regular collects or compiles traffic count and other transportation usage information in a GIS format, we will need to undertake more work on the consideration of alternative strategies and evaluation.

Inclusion of Operation and Management in the Regional Transportation Plan

Inclusion of operations and management is mentioned in a number of places in the rule. We have to, through the MOITS, make sure it is reflected in the long range plan, notable the new CLRP that is slated to be developed by this fall and must be SAFETEA-LU compliant.

Mr. Meese noted the separation of a new section in the FY2008 UPWP that was not separate in previous years, entitled "Coordination and Programs". Several new items are in this section, including the Congestion Management Process (CMP), Transportation Safety Planning, and Regional Bus Planning. Regional Bus Planning was established in 2007 as an initiative of TPB, to gather information and discuss information about the long range planning for buses.

4. Update on Regional Emergency Support Function (RESF) # 1 Transportation Activities

Mr. Young reported the RESF # 1 activities. Regarding the ongoing regional evacuation planning initiative, RESF committee took DC evacuation plan core components that would be used by every jurisdiction for their required evacuation plans. The concept of operations and operation procedures were examined. The draft report would be available in the April time frame. The next RESF-1 meeting would be March 27, 2007.

5. Brief MOITS Program Updates

The Regional Traffic Signal Forum was to be held at the Maritime Institute in Linthicum Heights, Maryland, near BWI Airport, on March 14, 2007. This is the third forum in recent years, but the first covering both the Baltimore and Washington regions.

Mr. Yin reported the status of the Regional ITS Architecture activities. The Regional ITS Architecture Working Group met February 22 and the next meeting would be March 22. The working group discussed the possibilities of hosting the ITS Architecture Use and Maintenance Workshop provided by the FHWA National ITS Architecture Team. The purpose of the workshop is help the ITS professional to better understand the Architecture and apply the ITS architecture into program and project development. Mr. Yin noted that the COG/TPB had the draft regional architecture in place in 2005, and a short term Regional ITS Architecture update was under going. For the short term update, several components would be addressed including systems inventory, operational concepts and functional requirements. The rest of architecture components would be updated in the long term update process by end of the calendar year. A series of validation processes would be conducted.

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Mr. Meese spoke to the handout regarding Transportation Safety Planning. The SAFETEA-LU final rule now required a safety element in the CLRP and consistency with state strategic highway safety plan(s). A WMATA pedestrian and bicycle strategic plan is ongoing with a strong safety element, so the TPB effort will try to be consistent with it as well. A current activity for the COG/TPB is participating in state and WMATA safety planning, getting data from stakeholders for review and analysis. TPB also recently launched the fifth wave of the Street Smart Pedestrian and Bicycle Safety Campaign.

Mr. Meese also noted safety data was collected from different sources and databases available. TPB staff would analyze the data and how it would impact the plan. GIS maps would be helpful. It was being explored to have a stakeholders meeting with safety stakeholders in the May time frame.

6. Brief Regional Activities Updates

There were no updates regarding the federal Urban Partnership Agreement efforts under consideration by the states.

Mr. Pack briefed the status of RITIS. The draft concept of operations had been distributed to the MATOC Steering Committee for review and comment. A limited functional prototype of RITIS would be available to agencies participating in RITIS in the April time frame.