

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, April 13, 2010

TIME: 12:30 PM

PLACE: COG, First Floor, Meeting Room 1

CHAIRS: Hon. David Snyder, City of Falls Church, Chair, Policy Task Force
Sean Kennedy, Washington Metropolitan Area Transit Authority,
Chair, Technical Committee

VICE CHAIRS: J.D. Schneeberger, Virginia Department of Transportation

Attendance:

Jeff Adler, Open Roads Consulting

James Austrich, DC Metropolitan Police – SOD

Hubert Clay, Delcan Corp.

Craig Franklin, Trichord, Inc.

Michael Harris, Virginia DRPT

Broderick Kelly, Montgomery County DOT - Ride On

Sean Kennedy, WMATA

Steve Kuciemba, Parsons Brinckerhoff

Curt McCullough, City of Fairfax (via phone)

Frank Mirack, FHWA DC Division

Tom Scherer, Arlington County DOT

Hon. David Snyder, City of Falls Church

Kenneth Vaughn, Trevilon

COG Staff Attendance:

Michael Farrell

Karin Foster

Andrew Meese

Patrick Powell

Wenjing Pu

Jim Yin

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Actions:

1. Welcome and Review of Notes from the February 19, 2010 Meeting

Participants introduced themselves. Notes from the February MOITS meeting were approved.

2. Discussion on the Scheduling of the June MOITS Meeting

Mr. Meese reported that TPB was asked to host the next Executive Committee Meeting of the I-95 Corridor Coalition, but that meeting was scheduled on the regular MOITS meeting day, June 8. Mr. Meese thus proposed to postpone the MOITS meeting to Friday, June 11 and to have a joint meeting with the RESF-1 Transportation Committee. Participants agreed.

3. Regional Emergency Support Function 1 – Transportation Committee Update

Mr. Powell reported that RESF-1 just had a committee meeting on Friday April 9. RESF-1 submitted its comments on the NCR Strategic Plan, which sets forth the goals and directions for the next three or five years in the area of Homeland Security. Whereas the MOITS Strategic Plan was technically detailed, the NCR Strategic Plan was a relatively brief document structured at the policymaking level.

The 2010 UASI process was almost concluded. The projects had been selected and the submission was going to DHS with a total cost around \$59 million dollars. This is the first year that sustainment cost is allowed for grant application. So far, no transportation projects had been selected this year by the regional security leadership.

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

Mr. Meese reported. The MATOC Program continued with two operating staff covering 5 days / 13 hours (6 AM – 7 PM) based out of the CapWIN offices in Greenbelt, Maryland. A MATOC facilitator was still under search for recruitment.

The original federal grant provided funding for the MATOC Program through June 30, 2010. The Program would sustain in FY 2011 with \$400K pledged by MDOT, \$90K eligible planning expenses from TPB UPWP, \$200K earmark from FTA and potential \$100K from Northern Virginia CMAQ. VDOT sent a letter to express their support for this program and interest in seeing the benefit-cost analysis results. DDOT was still working on identifying potential sources of their \$400K share of the \$1.2 million required to fully sustain the program.

The consultant team was close to reporting the final results of the benefit-cost study of the MATOC Program. The study looked at “modified trips” - trips made at a later time, on another route, by

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another mode, or not made, and benefits were estimated from reduced delay, fuel consumption, emissions (including greenhouse gases), and secondary incidents. An overall benefit / cost ratio was conservatively estimated at 10 to 1.

5. Review and Discussion of the Final Draft MOITS Strategic Plan

Mr. Meese made a presentation on the “Final Draft Strategic Plan for the MOITS Program”. The final draft MOITS Strategic Plan was sent on April 7 to the MOITS public sector participants list. Mr. Meese wanted endorsement from the MOITS committees so the plan could be forwarded to higher level reviews by the TPB Technical Committee and the TPB.

In the presentation, Mr. Meese first briefly reported the highlights of the latest revisions of the document since its February 5 version, the overall framework of the plan, and then turned to a more detailed discussion of the seven proposed projects, the three proposed strategic efforts, and the seven key recommendations for the MOITS program.

Suggestions and comments from participants were received and appropriate adjustments were agreed. Mr. Snyder particularly requested the Working Group to depict a “full picture” of the Strategic Plan and to give the general public a clear picture of the good benefits that would come out of this plan.