MEETING NOTES

TPB INTELLIGENT
TRANSPORTATION SYSTEMS TECHNICAL TASK FORCE

DATE: Friday, July 28, 2000

TIME: 10:30 A.M.

PLACE: COG, 777 North Capitol Street, NE
                    First Floor, Room 4/5

CHAIR: Emil Wolanin, Montgomery County Department of
                    Public Works and Transportation

VICE CHAIRS: Wils DerMinassian, D.C. Department of Public Works
                    Donald McCanless, Washington Metropolitan Area
                    Transit Authority
                    Alex Verzosa, City of Fairfax

ATTENDANCE:

Howard Benn, Mont.Co.-Transit Services, howard.benn@co.mo.md.us
Howard Chang, Tri-County Council, hchang@somd.lib.md.us
Chris Detmer, VDOT/TPD/Richmond, detmer_ce@vdot.va.us
Susan Finotti, Arlington County DPW, sfinot@co.arlington.va.us
Doug Frye, GMU-SPP, dougfrye@gmu.edu
Ginny Gibbs, US Wireless, ggibbs@uswcorp.com
Kamal Hamud, DCDPW-DOT, khamud@wam.umd.edu
Egua Igbinosun, MDSHA/CHART, eigbinsoun@sha.state.md.us
Tom Jacobs, UMD-CATT, tjacobs@wam.umd.edu
Tom Jennings, FHWA- VA Div., tom.jennings@fhwa.dot.gov
Todd Kell, VDOT ITS Div., kell-wt@vdot.state.va.us
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Jim McBride, TransCore, jim.mcbride@transcore.com
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Glenn McLaughlin, MDSHA/CHART, gmclaughlin@sha.state.md.us
Karen Cavallo Miller, Battelle/Partners In Motion, cavallok@battelle.org
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COG Staff:
Malaika Abernathy, mabernathy@mwcog.org
Stephen Dickstein, sdickstein@mwcog.org
Andrew Meese, ameese@mwcog.org

ACTIONS:

1. **Review of Notes from the June 23, 2000 Meeting**
   Chair Emil Wolanin called the meeting to order at 10:45 a.m. The June 23 meeting notes were accepted.

2. **Question and Answer Session on Federal Notice of Proposed Rule Making (NPRM) ITS and Planning**
   Robert Rupert from the Federal Highway Administration (FHWA) gave a brief explanation of the NPRM for ITS and planning. Mr. Rupert discussed the intent of the NPRM and opened the floor for the following questions:

Q: Why are there significantly more 'shall' statements in the NPRM than there had been in the interim guidance, considering the FHWA, has decided upon using less policing and more guidance measures.
A: The shall statements are necessary for statutory requirements and were intended to be outcome-oriented and flexible in nature.

Q: Please explain the intent for the NPRM regulation specifying why the level of detail should be commensurable with the size of the system.
A: The intent was to give the implementing agency as much flexibility as possible. The Integration Strategy and the Regional Architecture should be synonymous to the scope or scale of the project being implemented and not necessarily the size.

Q: Why did FHWA develop the requirement for ITS as opposed to the American Association of State Highway and Transportation Officials (AASHTO), as AASHTO has done for most other aspects of transportation?
A: The statutory requirement in TEA-21 was directed to FHWA and not AASHTO however FHWA is working with AASHTO as well as other agencies for input and guidance.

Q: Would there be a policy level agreement for ITS among operating agencies?
A: There would be a proposed ITS policy level agreement of interoperability that would be included in the rule. This agreement does not dictate the development of a Memorandum of Understanding, but does propose an agreement exist among the Metropolitan Planning Organization (MPO), the Stated DOTs and transit agencies where outcome is most important.

Q: Please explain the requirement which proposes that the planning process should identify and track ITS projects.
A: The 940-940.3 section of the NPRM defines an ITS project. In short, it's a project that provides support for ITS user services. Tracking ITS projects should use the current process used for tracking projects. The rules also specify that major projects should be identified in the Integration Strategy. The intent of the rule is to address ITS in an integrated fashion when considering piecemeal deployment.

Q: Will there be any additional funding available with the new rule?
A: No additional funding from the Highway Trust Fund would be available for ITS projects.

September 23, 2000 is the extended date for comments to be received.

3. Update on Partners In Motion

Karen Cavallo Miller reported on the progress of the following Partners In Motion (PIM) projects:

- Webtop- The Web enabled data piece for the participating agencies was on schedule. The pilot was scheduled for August and full implementation was scheduled for sometime in September.
- Transit- Draft pages of each transit agencies redesigned Web page would be created and presented at the next Operation and Maintenance meeting for feed back.
- Speed Maps- Deadline was the same as the Webtop schedule. Draft map is finished and ready for recommendations and comments.
- Custom Interfaces- Work with VRE and VDOT was in progress. VRE system should be expected to run in August. VDOT is waiting for consultant Lockheed Martin to finalize system.
- Data Warehouse- PIM concerns on the data warehouse include using requirements that have not been clearly defined and cause numerous problems. PIM suggested using a low cost, low capability approach to test the pilot of the data warehouse to avoid costly mistakes. Expected date for the data warehouse to run is the end of September.
- PUSH Technology demonstration- Sixty firms have agreed to participate in this effort. Currently profile information on where desired information should be sent was being collected. PUSH demo would be expected to run on August 15, 2000. Alert information was currently being collected.

4. N-1-1 Status and Proposed Recommendation

Roger Stough presented the group with an update from the George Mason University white paper study about the traffic information number 511 in the Washington Metropolitan Region. The FCC has assigned 511 as the nationwide number for traveler information. The information provided would include traffic information as the core and could also include the following types of information: public transit, tourism information, hotel/restaurant information, and any additional private companies paying to be listed on the service. Implementing this service in the Washington Region would require identifying additional funding resources; Bell Atlantic had reported that it would be unwilling to charge the consumer. Potential funding options that have been identified include various public funding sources

and advertising revenue. Mr. Stough concluded the presentation with two options regarding implementing 511 in this region:
- First: Decide if a regional 511 service is desirable and work on the logistics;
- Second: Evaluate the quality of information available and be sure to avoid putting out a great marketing push for a less-than-promised product.

Immediately prior to this meeting, the N-1-1 subcommittee recommended that this region take advantage of the traveler information number and that each jurisdiction should urge their elected officials and agency heads, through normal channels, not to take a position that would jeopardize this position. Mr. Mirack discussed the four independent and separate recommendations proposed to be adopted by the ITS Technical Task Force are as follows:
1. Agreement that a regional approach is advantageous- The ITS Technical Task Force could take the lead in this effort and endorse a regional approach on deploying 511. Collectively, the region could benefit from many technical and policy advantages from this effort and should be further discussed.
2. Agreement to review the George Mason University study when finished- The GMU study could help inform the elected official and agency heads on 511 and its functions.
3. Hold off permanent action until the George Mason University study is finished and a regional consensus is achieved (both in this region, statewide, and surrounding areas)- No one should take any action until there is a Metropolitan wide consensus on 511 deployment.
4. As a temporary action, agree to have Partners In Motion as the providers of the service in a provider/carrier relationship- PIM would be a temporary provider of the service until other decisions (statewide or locally) are made.

The groups consensus on adopting the recommendations concluded that not enough information on the 511 deployment is known at this time, thus, the group could not agree to all of the recommendations. However, the group accepted recommendations 2 and 3 with the intention to inform each elected official and agency head on the other recommendations and prepare to have a formal presentation on the GMU study to the ITS Technical and Policy Task Forces in September.

5. Update on CapWIN

Tom Jacobs reported on the progress of the CapWIN.

- FHWA proposal- Last year a proposal to the FHWA was submitted, and the proposal was accepted and in the notification process.
- Studies- The following studies can be reviewed at www.iacptechnology.org:
  - A white paper on Wireless Technology in the DC area was created by Mitretek and paid for by FHWA.
  - Best practices on Law Enforcement.
  - Best Practices on Transportation and Law Enforcement
- Recommendations on the governing structure for the CapWIN program have been discussed and would be presented in draft to the steering committee on August 8, 2000.
- RFI- Using the RFI to craft the RFP of the project. Fifteen responses have been received and group is in the process of review respondents. RFP should be out by the end of October.
- Strategic Plan- currently in progress
- ACU1000- developed by National Institute of Justice to allow existing agencies that have radio frequencies communicate with other agencies and frequencies. CapWIN would duplicate this process from a pilot in Alexandria by the end of this year. Agencies that would be involved in this pilot include Maryland State Police, Virginia State Police, VDOT and MDOT. Project would be centered on the Woodrow Wilson Bridge.

6. Follow-Up on ITS Deployment Game

Mr. Meese reported that the ITS Deployment Game was conducted on Thursday, July 6, 2000. Twelve ITS Technical Task Force members participated in the simulated game on ITS Deployment. Participants felt that this was an excellent opportunity to wear a different hat and overall it was a good learning experience.

7. Reports from the Working Groups/Subcommittees/Focus Areas

Traffic Signals and Operations: Next meeting was scheduled for September 8, 10:00 am, at COG Room 1. Previous meeting on June 30, 2000 discussed the results on the Signal Optimization and Inventory surveys.

ITS Training: Malaika Abernathy gave a brief synopsis on the upcoming ITS training courses. Four courses in the Fall and Spring would be offered to the public. Courses would be held once a week for three weeks at either the University of Maryland or Virginia Tech. The courses being offered include, Information Technology Applications in Transportation Management, Project Management-Managing for Success, Introduction to Public Policy and ITS Deployment and ITS in Transit. A brochure on specifics of these courses would be distributed next month.

Regional ITS Telecommunications Study: Glenn McLaughlin stated that negotiations are still in progress.

Regional ITS Architecture: Mr. McLaughlin stated that the last meeting was postponed until August 30, 2000 at 1:30 pm at COG, Rm 1.

ITS As A Data Resource: Jean Yves Point-du-Jour reported that the survey on existing and planned data generating ITS activities would be distributed to the member agencies. The questionnaire was intended to develop an "As-Is Baseline" scenario for the study. Agencies could comment and ask questions during the August 15 meeting on the study. The meeting would be held at COG at 10am in Rm. 1.

8. Update on the ITS Strategic Plan
Mr. Meese commented that currently staff was drafting the report. The NPRM ruling changed the approach to incorporate the Strategic Plan with the integration strategy. In the upcoming months, Mr. Meese and Ms. Abernathy would be conducting interviews with member agencies on ITS components and the ITS Strategic Plan.

Mr. Wolanin suggested COG staff focus on the 'shoulds' of the ruling.

Mr. Wolanin adjourned the meeting at 12:50 pm.