National Capital Region Transportation Planning Board

Meeting Notes

MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) TECHNICAL SUBCOMMITTEE MEETING

DATE:	Tuesday, February 11, 2014
TIME:	1:00 PM
PLACE:	**By Conference Call/WebEx Only – No In-Person Meeting**
CHAIR:	Jean Yves Point-du-Jour, Maryland State Highway Administration

Attendance:
Tad Borkowski – Fairfax County DOT
Warren Henry – Jacobs Engineering/MDSHA
Mena Lockwood - VDOT
Alvin Marquess – Jacobs Engineering
Amy Tang McElwain – VDOT
Andrew Meese – COG/TPB
Erin Morrow – COG/TPB
Jean-Yves Point-du-Jour – MDSHA
Wenjing Pu – COG/TPB
Joseph Sagal – MDSHA
Tom Scherer – Arlington County
Daivamani Sivasailam – COG/TPB
Marco Trigueros – COG/TPB

1. **Welcome and Introductions**

The participants introduced themselves. Review of notes from the January 7, 2014 meeting was deferred to the March 11 meeting.

2. **Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee Update**

Mr. Sivasailam provided an update on RESF-1. They have been involved in developing the NCR strategic evacuation plan. The purpose of the plan is to guide investment as grants become available. Additionally, they are developing a NCR strategic communication and interoperability

plan. RESF-1 was consulted on the topic though it is mainly an issue for emergency operators; it encompasses both voice and data. The committee has given its input, but the plan is still under development.

The committee has released an RFP to stage a tabletop exercise to test the region's evacuation plans; this will include working with UMD's CATT Lab to develop emergency scenarios in RITIS.

The deadline for UASI grant applications was last week, and seven projects were submitted to RESF-1:

- VDOT proposal for radio communications bridge between operations centers across states
- DDOT applied for funds for their evacuation annex
- MD SHA in conjunction with the other DOTs has applied for funding of their evacuation trailers
- UMD CATT Lab has applied for three projects to support RITIS, including funding for operations and maintenance of their servers and the development of a simulator for RITIS
- Alexandria, Arlington, Prince George's County, and Herndon applied for power backups for traffic signals

3.   **Update on Traffic Signals Activities**

Mr. Meese summarized recent activities of the Traffic Signals Subcommittee. The last meeting was held on February 4 in conjunction with the Northern Virginia signals managers meeting at VDOT. The first topic discussed was power back-ups for traffic signals, and the survey conducted to track the installation of power back-up systems in the region. An estimated 61% of signals are backed up by generators with 26% relying on battery back-ups; since most signals with battery back-up are also generator ready, a conservative estimate is 61% of all signals have power back-ups of some sort. The presentation will go to the EPC next at their February 12 meeting. The second topic of interest is the survey of signal timing/optimization in the region. The results memo was included in the TPB letters sent/received in September, and they have requested a live presentation that is scheduled for the meeting next week. The results show that 76% of the region's signals were optimized in the three year study period – compared to 80% found in the last survey. In addition to the survey results, the board will hear from Ms. Li who will discuss VDOT's practices regarding traffic signal management including development of special timing plans and active management. Mr. Point-du-Jour noted that MDOT is pushing for the implementation of adaptive signal control, but MDSHA currently does not have the communications capabilities to go forward. Mr. Sivasailam added that the City of Alexandria has recently completed adaptive control on one corridor.

4. **Update on Development of the 2014 Congestion Management Process (CMP) Technical Report and Compilation of Information on the Region's CMP Strategies**

Ms. Morrow reminded the participants of her presentation at the previous meeting and the request to update information on the region's CMP strategies. Only Frederick County and PRTC have replied. It would be helpful to get more responses as soon as possible, even if the response is no comment. In response to a request from Mr. Point-du-Jour, Ms. Morrow agreed to e-mail him the request again.

Mr. Sivasailam gave an update on the RFP process to get aerial photographs for freeway congestion monitoring. The RFP is anticipated to go out by the end of the week. The project will be undertaken over two fiscal years with data collection occurring in FY 2014 and report development in FY 2015.

5. **Update on Congestion Data Compilation and Analysis for the Congestion Management Process (CMP)**

Mr. Pu discussed his involvement in the data analysis for freeway and arterial congestion for the 2014 CMP Technical Report. Recent improvements in the I-95 Corridor Coalition Vehicle Probe Project (VPP) Suite developed by the University of Maryland CATT Lab made it possible for staff to rely on this web-based tool kit to draw meaningful information for performance measurement purposes. FHWA has acquired the National Performance Management Research Data Set (NPMRDS), and COG/TPB is in the process of signing the Data Sharing License to access the data. Although both NPMRDS and INRIX data are private sector probe-based traffic data, there are significant differences based on the information provided by the I-95 Corridor Coalition. Given that the NPMRDS provides truck speeds, staff will explore the feasibility of using this data to assess Interstate System freight movement as mandated by MAP-21. Staff will be relying on INRIX data and the VPP Suite for arterial congestion analysis for the first time in the CMP Technical Report as we move away from floating car surveys.

The National Capital Region Congestion Report will be prepared and regularly updated once again. Staff will use VPP Suite data to develop a short version of the report to be reviewed by MOITS in March. After review, it will be posted on the MWCOG website and updated quarterly.

Mr. Meese noted that at this stage, we are still evaluating the usefulness and dependability of emerging data sources. Mr. Pu advised that a comparison between INRIX and NPMRDS data is available in an I-95 Coalition webcast. One limitation of INRIX data is that it currently does not separate general purpose lanes and express lanes along the Virginia side of the Beltway where the HOT lanes operate. Although this limitation could be eliminated once separate TMCs (Traffic Message Channel, the spatial segment INRIX data are reported upon) are created for HOT lanes and GP lanes – assuming this can be done, there would be about two to three years' time lag. Ms. Lockwood noted that VDOT is aware of this issue and they have been in discussion with INRIX to improve data collection. Mr. Pu inquired about utilizing detector data to include in the analysis. Ms. McElwain noted she has been working towards this and that Mr.

Pu should contact Ms. Ling Li to coordinate on this. However, this information would be exclusively for the general purpose lanes, and TransUrban, the operator of the HOT lanes, would have to be contacted for the HOT lane data. VDOT 511 has some travel time data regarding HOV lanes vs. general purpose lanes on I-95/I-395 that INRIX has developed. However, users have to be extra cautious of data obtained directly from INRIX (e.g. verify direction of HOV lane operations).

6.   **Brief Updates**

   a.   **Federal Rule Section 1201 – the Real-Time System Management Information Program**

There was no update as to the status of CAD data being incorporated into traffic information.

   b.   **Regional ITS Architecture**

Mr. Sivasailam noted that the regional architecture draws from all states in the region and identify regional projects that have the potential to cross jurisdictional boundaries. It is anticipated that a draft report will be presented at the April meeting.

   c.   **Traffic Incident Management (TIM) Activities**

DDOT is holding a March 3-4 TIM workshop. Mr. Meese anticipated that MOITS may become more involved in this arena.

7.   **Other Business**

Mr. Point-du-Jour asked whether the committee should begin an effort to identify projects for the next round of UASI grants. Mr. Meese recommended a joint workshop between RESF-1 and MOITS to identify transportation projects that fit the Homeland Security goals identified in the Strategic Plan.

The Maryland Highway Safety Summit is scheduled for February, but registration is closed due to attendance reaching capacity.

8.   **Adjourn – Next Scheduled Meeting:** Tuesday, March 11, 2014, 12:30 PM to 2:30 PM, COG Meeting Room 1