

# **National Capital Region Transportation Planning Board**

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## **Meeting Notes**

### **MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY TASK FORCE AND MOITS TECHNICAL SUBCOMMITTEE**

**DATE:** Tuesday, June 9, 2009

**TIME:** 12:30 PM

**PLACE:** COG, First Floor, Meeting Room 1

**CHAIRS:** Hon. David Snyder, City of Falls Church, Chair, Policy Task Force  
Yanlin Li, District of Columbia Department of Transportation, Chair,  
Technical Committee

**VICE CHAIRS:** Peter Buckley, Montgomery County Ride On  
Mark Miller, Washington Metropolitan Area Transit Authority  
J.D. Schneeberger, Virginia Department of Transportation

#### **Attendance:**

Sam Baker, Joint Forces Headquarters/Military District of Washington  
Raul Catangui, Synergy Alliances  
Kirk Dand, Arlington County  
Ed Daniel, Montgomery County Police Department  
Richard Easley, E-Squared Engineering  
Buddy Ey, Telvent/MATOC  
Egua Igbinosun, MDSHA  
Imran Indamar, Telvent  
Steve Kuciemba, PB Americas  
Yanlin Li, DDOT  
Alvin Marquess, MDSHA  
Nick Mazzenga, Kimley-Horn & Associates  
Glenn McLaughlin, MDSHA  
Mark Miller, WMATA  
J.D. Schneeberger, VDOT  
Amil Sidhaye, Arlington County  
Mona Sutton, MDSHA  
Joel Ticatch, Telvent  
Alan Toppen, Kimley-Horn & Associates  
Gregory Williams, Joint Forces Headquarters/Military District of Washington  
Robert Winick, Motion Maps LLC

#### **COG Staff Attendance:**

Andrew Meese  
Wenjing Pu  
Ryan Whytlaw  
Jim Yin

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### **Actions:**

#### **1. Welcome and Review of Notes from the May 12, 2009 Meeting**

Participants introduced themselves. Last meeting notes reviewed and approved by the committee.

#### **2. Regional Emergency Support Function 1 – Transportation: Update, Staffing Changes, and Outlook**

Mr. Whytlaw reported. He announced that this would be his last MOITS meeting because he was leaving COG for a new job in New Jersey the following week. The group wished him well.

Regarding RESF-1, the committee had not met in the last couple of months because events and issues made it difficult to have everyone get together. On June 17<sup>th</sup>, DHS would announce the regional awards for FY2009 UASI funding. Metropolitan Washington originally applied for \$64 million in projects, and the award could be anywhere from that maximum down to \$53 million. A joint meeting of the Chief Administrative Officers Homeland Security Executive Committee and the states' Senior Policy Group (SPG) for Homeland Security would meet on July 1<sup>st</sup> to determine what proposed UASI projects would be cut if necessary.

RESF-1 had two FY2009 projects that had been previously accepted, but were not subject to funding cuts: \$3.5 million for a detection/evacuation modeling project, and \$1.3 million for the Regional Integrated Transportation Information System (RITIS). WMATA had two projects will be fully funded, for cameras, and for chemical detection for two stations. An RESF-1 for an evacuation planning effort, which would ideally be an effort by emergency managers, remained unfunded.

Unused FY 07 funds were to be reprogrammed, with a meeting regarding this issue scheduled on June 18. Around June each year, reprogramming fund became available through UASI project set. There may more funds available for more planning in the future through RESF-5, or through the Exercise Training Oversight Panel.

In response to Mr. Meese's question about when UASI would have an action or major activity, Mr. Whytlaw said the answer would be not clear until after July 1<sup>st</sup> meeting.

In response to questions from Mr. Dand:

- Mr. Li reported DDOT was having some internal discussions regarding the upcoming July 4 traffic preparations, but there had been a decision not to call it "Fast-Forward" as in previous years, though many of the same traffic management and monitoring activities would still be taking place.
- Mr. Whytlaw noted NCR-Net Data Exchange projects had been developed by using UASI funds. NCR-Net was a fiber optic network connecting all jurisdiction networks. It was available to all COG agency members. Almost every jurisdiction had connected with it and it was expected to connect to Loudoun County and Frederick County as well. It was still in a

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testing process and development still continued. The data exchanged within the network was not repository information, but instant information.

- Mr. Whytlaw stated anybody interested should check with their jurisdiction's NCR-Net manager to provide an account; each jurisdiction should have an assigned account manager.

### **3. Metropolitan Area Transportation Operations Coordination (MATOC) Program Activities Update**

Mr. Ey reported. He continued monitoring incidents and sharing the information with the region TMCs. For instance, he spent several hours in DDOT on June 8, morning. Because of lots of flooding, lots of signals were out and lots of intersections were closed. And such information was distributed to other agencies, WMATA, transit agencies, MD SHA, etc. He continued to work on the distribution list, all of DOTs, operators and supervisors as well as managers were on the list. A preliminary coverage network was being identified. The network was not just freeways, but also included arterials, alternate routes identified in the other agency studies, such as transit bus corridor studies, evacuation routes.

A list of RITIS enhancements was submitted to the University of Maryland CATT's development team. Such enhancements would make MATOC operation easier and make DDOTs TMCs more transparent. MATOC operation would receive all construction schedules from Maryland, Virginia and DC. Also, Mr. Winick was continuing to work on the topic of MATOC and Traveler Information. Regarding the Steering Committee, Mr. Ey stated that MATOC Steering Committee was responsible for the implementation plan, how and when implemented and cost of the program and funding issues as well.

Briefings of the executives of MATOC agencies were being held, and had received very positive feedback. However, with current financial situations, it was tough for them to find supporting funding, requested at a level of \$1.2 million per year, \$400,000 per supporting DOT. Due to funding issues, the MATOC Steering Committee decided to postpone implementation of additional MATOC operations staff beyond June 30, 2009 to sometime in the fall, to ensure the current earmark funding will last through June 30, 2010.

Mr. Meese noted that MATOC was also looking into other near-term possibilities for funding, such as FY2007 UASI reprogrammed funds, or, for eligible MATOC planning activities, a limited amount of TPB Unified Planning Work Program funds.

Mr. Ey briefed the status of RITIS. The new version of the RITIS was still in development mode. The new map would be more like the Google Earth map and new tools were under development.

In response to a question from Mr. Li, Mr. Ey stated that he was regularly briefing but not providing written monthly reports to the MATOC Steering Committee, though he was logging his activities during incidents. It could be explored to produce monthly reports.

In response to a question from Mr. Dand, Mr. Winick stated that using transit vehicle as probes to monitor traffic on arterials was under discussion.

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Mr. Dand stated that he noticed that the incident information in RITIS often did not clear in a reasonable time. There was an incident occurred at I-66 at 8:00 in the morning, at 3:30 in the afternoon, it was still shown on RITIS while actually having been cleared at 10:00 in the morning. Mr. Ey replied that DOT operators sometimes did not clear incidents from RITIS in a timely fashion, but were working on doing a better job of this.

### **4. Program Updates**

#### **• MOITS Strategic Plan**

Mr. Meese announced that COG released a Request for Qualifications (RFQ) looking for consultant assistant on the MOITS Strategic Plan. There would be a pre-proposal conference right after today's meeting.

#### **• Freight Planning**

Mr. Meese reported that TPB staff freight planner Karin Foster, along with Freight Subcommittee Chair Victor Weissberg, would present to TPB this month.

#### **• Transportation Safety Planning**

Mr. Meese reported that there would be a conference call for the safety subcommittee on June 18. Michael Pack of the University of Maryland CATT and his staff were working with SHA and the Baltimore Metropolitan Council on a project which would take Maryland crash data and put it more accessible data set for research purposes. And it was possible to integrate such data into RITIS in the future. COG/TPB staff was monitoring this project for potential future expansion into the Washington region.

#### **• Traffic Signals Subcommittee**

Mr. Yin reported that there was a meeting on May 21, 2009 at the DDOT Snow Command Center. Emtrack, the vendor who provided the DDOT transit signal priority solution made a presentation. They provided GPS based equipment for the signal priority system. Also such equipment could be used on light rail and for emergency vehicle preemption. DC deployed 33 intersections with signal priority system and DC fire department adopted the Emtrack system and would deploy emergency vehicle preemption by end of the year. Regarding the traffic signal information GIS/Google application, staff was still working on it. COG received data from VDOT, MD SHA, PG County, and Arlington County. However, Montgomery County data was still unavailable. And some data was missing from DDOT.

#### **• Regional ITS Architecture**

Mr. Yin reported. Staff attended the ITS America Annual Meeting, where the National ITS Architecture update to Version 6.01 was discussed. Therefore, Turbo Architecture Software was

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updated to version 4.01 accordingly. There were some new features in this version Turbo Software. Users could generate all web page files by just clicking a button. However, the web pages files might need to be modified to meet user's requirements.

Mr. Schneeberger noted that VDOT had completed the NRO ITS Architecture update and went through the validation process. Mr. Ticatch reported that MD SHA also finished the MD State Wide ITS Architecture update.

### **• Congestion Management Process (CMP)**

Mr. Pu reported. Staff was looking at the RITIS and INRIX data. INRIX data would be integrated into RITIS in several months. More data analysis had been done along the I-66 East Bound corridor. Other congestion indicators such as a travel time index, were also under consideration. Staff also tried to explore data analysis to identify the causes of the congestion.

### **• Northern Virginia Transportation Management Plans**

Mr. Schneeberger reported. NOVA was in the process to install additional DMS signs. 20 additional signs were procured for the I-66 corridor construction site. 20 portable CCTV systems were proposed for the construction projects. An RFP would be issued soon.

### **• Maryland Statewide 511 RFP**

Mr. McLaughlin reported. An RFP for Maryland 511 was issued on April 15<sup>th</sup>, due June 2<sup>nd</sup>. Currently, the proposals were under review. The system would be hosted within CHART. It was a 5 year contract. It would maximize use of data from multiple agencies including RITIS. Although it would be a state wide 511 system, it would also provide users with outside Maryland information. A 100% state fund would be used for the project. It would still coordinate with state wide ITS architecture.

In response to Mr. Meese's question regarding the transit information, Mr. McLaughlin stated that the future 511 system would have capabilities of Maryland transit. For WMATA, it was still unclear if the RITIS would have such information available. However, essentially all data would be integrated into RITIS and Maryland 511 would have system enhancement once the data would be available in RITIS.

### **• ITS America Annual Meeting**

Mr. Igbinosun informed that the ITS America Annual Meeting took place at National Harbor from June 1<sup>st</sup> to June 4<sup>th</sup>. He appreciated all the volunteers and help, and coordination from other jurisdiction. Mr. Meese added that he noted the booth from Houston TransStar, which has a system was similar to RITIS.