

# **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, October 13, 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:**

Tad Borkowski, Fairfax County DOT  
Peter Buckley, Montgomery County Ride On  
Ed Daniel, Montgomery County Police Department  
Buddy Ey, Telvent Inc.  
Craig Franklin, Trichord, Inc.  
Michael Harris, Virginia DRPT  
Broderick Kelly, Montgomery County DOT - Ride On  
Sean Kennedy, WMATA  
Alvin Marquess, Maryland SHA  
Amy McElwain, VDOT  
Frank Mirack, FHWA DC Division  
John Redmon, Redmon Group  
Tom Scherer, Arlington County DOT  
J.D. Schneeberger, VDOT  
Amil Sidhaye, Arlington County  
Kenneth Vaughn, Trevilon  
John Ward, IBI Group

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

Andrew Meese  
Patrick Powell  
Wenjing Pu  
Jim Yin

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### **Actions:**

#### **1. Welcome and Review of Notes from the September 8, 2009 Meeting**

Participants introduced themselves. Notes from the September MOITS meeting would be distributed later and reviewed at the November MOITS meeting.

#### **2. Regional Emergency Support Function 1 – Transportation Committee Update**

Mr. Powell reported. Regarding the Urban Area Security Initiative (UASI), there had been no significant change since the previous meeting: the FY06 funds were closed out; the last \$1.7 million of the FY07 funds were appropriated to the preparedness for the H1N1 flu virus; all the FY08 and FY09 items were in process; and the FY10 grant guidance would become available in early November. There would be 90 days after the release of the FY10 grant guidance for COG to prepare the application. The deadline for the application submitted to the Department of Homeland Security is March 22, 2010.

The RESF-1 Transportation Committee had a new monthly meeting schedule – second Friday of every month from 10 AM to noon. Mr. Powell briefly introduced the focus of the meetings and some items on the next meeting's agenda.

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

Mr. Ey, the MATOC facilitator, had officially moved into the CapWIN office suite in Greenbelt. He was in the process of interviewing candidates for the second MATOC staff position. He briefly summarized his traffic monitoring and notification activities during the past month, emphasizing there was a strong interest on arterials and providing timely and accurate incident information to transit agencies.

##### **• Review of September 25 RITIS Transit Requirements Discussion**

There was a conference call between Virginia transit agencies and Mr. Pack of the University of Maryland CATT on September 25 regarding RITIS transit requirements. The transit agencies expressed their interests in RITIS on information exchanging and sharing as well as the benefit from such information sharing. Mr. Pack was interested in what information the transit agencies could offer. The discussion looked into the Metropolitan Washington Regional ITS Architecture, Northern Virginia ITS Architecture, as well as WMATA's and local agencies' to try to identify the connections between RITIS and local transit agencies. It was anticipated that several applicable interconnections in the ITS architecture could be identified initially and the discussants agreed it was a good starting point to talk to local agencies with the identified interconnections to see what the gaps were, if any.

Mr. Marquess confirmed that, on the Maryland side, it was decided to expand RITIS out to local agencies. He used a WMATA example to illustrate the potential benefits of integrating transit

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information into RITIS. On the Virginia side, the Department of Rail and Public Transportation (DRPT) had looked into local transit agencies' system specifications and RITIS's requirements on transit information.

### **4. Updates on the MOITS Strategic Plan**

Mr. Franklin reported. The MOITS Strategic Plan Working Group had their first meeting in the morning right before the MOITS meeting. The meeting reviewed the draft outline of the strategic plan and various topics to be discussed in different sections, and defined the direction of the actual development of the document. The work had been on schedule thus far and the next 30 days would be the actual development of the strategic plan document.

### **5. Updates on Transit Signal Priority (TSP) Activities**

Mr. Kennedy made a presentation on *Transit Signal Priority: Identification of On-Board Equipment Needs for WMATA Buses*. The motivations of the WMATA transit signal priority project were to gain the ability to shift buses between divisions, to assist priority corridor implementation, and to enhance the reliability of buses services. This project was divided into two phases and WMATA had been working on Phase I. In this phase, focuses were given to identifying route segments with excessive bus delays, evaluating transit signal priority technologies and identifying communication strategy, and identifying what WMATA must purchase to put on bus. In Phase II, there would be several demonstrations along selected corridors with funding from TIGER grant (if awarded) or other sources.

### **6. Tysons Corner Traveler Information Display Project**

Mr. Schneeberger made a presentation on *Tysons Corner Center Traveler Information Displays*. This ongoing project was funded by VDOT Megaprojects Traffic Management Plans (TMPs) and aimed to provide real-time, multimodal and Tysons Corner-specific traveler information to patrons throughout the Tysons Corner Center Mall with about 25 screens. The display screens were designed not to be interactive with users at this stage in order to provide information to more people at the same time. The displays would show traffic incidents, traffic cameras, transit map, transit schedule, traveler option (commuter connection program contacts) and other traffic information that would be relevant to Tysons Corner Center Mall, along with some entertainment-oriented information such as weather, time and news. One of the significant aspects of the displays was they gathered all the possible transit choices that travelers could get the mall. A variety of stakeholders were very interested in this project and there were opportunities to expand this project in the future.

### **7. Other Business**

- **Review of September 16 FHWA Workshop on Applying Analysis Tools in Planning for Operations**

This item was deferred to the next meeting due to the time limit for the current meeting.