

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 14, 2011

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

Attendance:

Patrick Chuang, KCI Technologies
Ndanaan Jallow, WMATA
Sean Kennedy, WMATA
Steve Kimble, Snesys Networks
Steve Kuciemba, Parsons Brinkerhoff
Bob Lesneur, Sensys Networks
Alvin Marquess, MSHA
Curt McCullough, City of Fairfax (via phone)
Amy Tang McElwain, VDOT (via phone)
Frank Mirack, FHWA DC Division
Jean Yves Point-du-Jour, MSHA
Tom Scherer, Arlington County DES

COG Staff Attendance:

Andrew Meese
Patrick Powell
Wenjing Pu
Huijing Qiang
Eric Randall

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Actions:

1. Welcome and Review of Notes from the March 8, 2011 MOITS Joint Meeting and the April 12, 2011 Special Work Session

Participants introduced themselves. Notes from the March MOITS meeting and the April Special Workshop were approved.

2. Coordination Updates

a. Regional Emergency Support Function #1 – Emergency Transportation Committee Activities

Mr. Powell reported that the 2011 NCR UASI application was in progress. There were three projects submitted and all of them were accepted. The NCR expected to receive about \$59 million UASI fund this year, at a similar level to the previous year. Nationally, there was an 18% reduction of UASI funding, but only about half of the “Tier II” cities bore the reductions – all “Tier I” cities, including the NCR, received no reduction. However, there could be a reduction in the future for the NCR also.

Mr. Powell mentioned that the three accepted projects included one project on behalf of DDOT for unification of NCR evacuation plans and two projects for RITIS expansions. Mr. Pack added that the two RITIS projects were to add more DC data into the system, to add CCTV data, to make the RITIS more suitable for evacuation planning, etc. He said that, out of the 700 users of RITIS, only about 40% were from the transportation sector and the other 60% were from FEMA, DHS, and so forth.

In response to Mr. Meese’s question regarding the duration of the RITIS projects, Mr. Pack replied that those were multi-year projects.

b. COG Steering Committee for Incident Management and Response Activities

Mr. Meese reported recent activities of the COG Steering Committee for Incident Management and Response (IMR). COG Board of Directors formed an ad hoc Steering Committee on Incident Management and Response in the wake of the disruptive January 26 snow and ice storm. COG staff prepared a draft work plan which was approved by the COG Board on March 9 and was previously shared with MOITS. This plan had four focus areas: 1) improve real-time information or situational awareness among local, state, and federal government agencies with operational authority or responsibilities; 2) improve real-time information to the media and the public; 3) improve regional coordination; and 4) strengthen and focus decision-making.

The IMR Steering Committee was chaired by Councilmember Phil Andrews of Montgomery County, included representation from the 3 state DOTs, WMATA, and MATOC, held its first meeting on April 28, and would next meet June 29. Status reports of the IMR activities were

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anticipated to COG Board and TPB at their July meetings. A report would be draft by staff and finalized in October/November time frame.

Some of the notable discussions of the IMR Steering Committee included what the current or potential role that the MATOC should play, the comparison of MATOC and TRANSCOM, especially in terms of authority, and whether there were needs for changes to regional coordination among transportation agencies distinct from needs for changes to regional coordination among public safety/emergency management agencies or among all agencies. The June 29 meeting of the Steering Committee was anticipated to have briefings on MATOC and MATOC's comparison with TRANSCOM.

Mr. Meese briefly reported his recent field trip to TRANSCOM and one of the facts he confirmed was that TRANSCOM did not have any authority to order any agency to take any particular action – they just provided recommendations. Mr. Kuciemba added that TRANSCOM had not been as activities as before in the past 5 years, and it became mainly an information hub for sharing construction projects information.

c. Metropolitan Area Transportation Operations Coordination (MATOC) Program Activities

In addition to the above discussions regarding MATOC's role and operating norms in IMR, Mr. Meese reported some other MATOC activities. An updated version of RITIS was launched Monday, June 13 that added incidents data from several other states on the East Coast. Involvement in MATOC has increased by regional transit operators and by the U.S. Park Police. MATOC also has been sending out alerts through the COG RICCS system in addition to the ongoing MATOC notification system. The MATOC Steering Committee met the previous Friday and the funding for FY 2012 was reaching near the \$1.2 million target, therefore ensuring current MATOC operations staff activities and related RITIS activities for FY 2012.

3. Presentation on the FY2011 Congestion Management Process (CMP) Analysis Results

Mr. Pu made a presentation to introduce and review the first draft of the National Capital Region Congestion Report for the 4th quarter of 2010 and requested for comments. This NCR Congestion Report adopted a dashboard style and contained several key performance measures regarding highway congestion, traveler delay, RITIS-recorded incidents and MATOC situational awareness notifications.

This NCR Congestion Report represented the latest efforts of the CMP staff trying to take advantage of available data and provide more timely (quarterly-updated) congestion and related information to decision makers, planners, engineers, and the general public. Some key performance measures included percentages of freeway lane-miles by congestion level, delay per freeway traveler, travel time index, travel time burden, most severe bottlenecks, most unreliable segments, travel time of the last (or first) 5 miles to (or from) the Beltway in the AM (or PM) peak hour, distribution of incident type and duration. The data sources of this report included the I-95 Corridor Coalition/INRIX traffic speed data, FHWA Transportation Technology Innovation and Demonstration (TTID) Program

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vehicle volume data, Maryland Traffic Monitoring System volume data, RITIS incidents archive data and MATOC notifications.

After this MOITS committee meeting, this report was to be presented on the Travel Forecasting Subcommittee on July 22. It was planned that a formal report be released by the end of the 3rd quarter of 2011.

Participants made some constructive comments and suggestions, and staff agreed to take consideration all comments received and make improvements in future versions.

4. Status Report on Preparations for the Multimodal Coordination for Bus Priority Hot Spots Project

Mr. Kennedy reported. In the spring of 2010, WMATA, MDOT, DDOT and VDOT completed a long range planning study that identifies a 20 year vision for surface transit enhancements entitled the Priority Corridor Network (PCN) Running-way Evaluation Study. A follow-up study would be jointly funded by the MDOT, DDOT, VDOT and WMATA technical assistance accounts in the TPB's Unified Planning Work Program (UPWP), for a total of \$216,000. It will build on WMATA's previous study by examining both WMATA and local bus (e.g., ART, DASH, Ride On, etc.) service frequencies and speeds, to identify a truly "regional" hot spot prioritized top 10 list for each of the three states.

Multimodal coordination was identified as one of the key strategies by the MOITS Strategic Plan and the MOITS committee would act as a working committee for this effort. COG will be the project manager and issue the RFP for consulting services and WMATA would be responsible for the technical aspects of the project.

5. Jurisdictional Roundtable

The Maryland 511 system was to be officially launched soon. A report was planned for the next MOITS meeting.

6. Other Business

None.