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, March 13, 2012

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:
Selman Altun, AECOM
James Austrich, Parsons Brinkerhoff
Tad Borkowski, Fairfax Department of Transportation
Chris Francis, VDOT
Glenn Havinoviski, ITERIS
Taran Hutchinson, MATOC
Imran Indamar, Telvent USA
Ndanaan Jallow, WMATA
Sean Kennedy, WMATA
Alvin Marquess, Jacobs
Nick Mazzenga, Kimley-Horn and Associates
Curt McCullough, City of Fairfax (phone)
Amy Tang McElwain, VDOT
Mark Miller, WMATA
Jean Yves Point-du-Jour, MD SHA
Tom Scherer, Arlington County DES
Mike Wobken, Kimley-Horn and Associates
Dwight Wright, Telvent USA

COG Staff Attendance:
Andrew Meese
Erin Morrow
Wenjing Pu
Huijing Qiang
Betsy Self
Daivamani Sivasailam

Actions:

1. **Welcome and Review of Notes from the February 14, 2012 MOITS Joint Meeting**

Participants introduced themselves. Notes from the February MOITS meeting were distributed. Mr. Kennedy informed the subcommittee that this was his last meeting as Chair and would be resigning his post. He is leaving WMATA for a position at the San Francisco, California MTA. He expressed that he enjoyed working with everyone for the past two-and-a-half years. Mr. Meese expressed his gratitude for Mr. Kennedy's leadership.

Item 2: Presentation on the VDOT Integrated Corridor Management (ICM) Strawman for the I-95/I-395 Corridor

Mr. Francis from VDOT and Mr. Havinoviski from ITERIS presented VDOT's ICM Strawman for the I-95/I-395 corridor. Mr. Francis began the presentation with a background on VDOT's work on ICM. Eighteen months ago, VDOT embarked upon new technology initiatives. They are looking at new technologies and concepts that have been tested nationally or internationally to integrate operations to manage total corridor capacity including freeways, arterials, bus, rail, and parking systems. The purposes of the initiatives include identifying innovative technologies to facilitate multi-modal local, regional, and national corridor travel, and indentify tools to provide information to travelers related to travel times and parking. There are three candidate locations (I-66, I-95 in the vicinity of DC, and I-95 in the Fredericksburg area) which are all unique and use multimodal approaches. VDOT's work has focused on identifying and communicating with multi-modal stakeholders and taking inventory of transportation assets and activities. Next steps include finalizing the strawman architecture and deployment strategy, developing a concept of operations, and developing a deployment plan. ICM is a paradigm shift from moving vehicles to moving people and freight, as well as moving from individual modes and facilities to end-to-end trips focusing on multiple modes and connectivity. Additionally, it is a shift from individual jurisdictions to multiple jurisdictions adopting a more balanced approach to meet a wide range of transportation needs. The desired outcome is mobility.

ICM presents many challenges including consolidation of multiple sources of information within the corridor. Mr. Havinoviski told the subcommittee that over the last two to three months, stakeholder meetings have been conducted to ascertain needs and educate people about ICM. There is high level support from the governor for ICM. Candidate pilot ICM efforts would include multi-modal travel time information and real-time parking management and guidance focusing on low-hanging fruit and activities that are feasible with federal funding. VDOT is working to develop a multi-layer concept and is looking at RITIS as an important database. He mentioned that Virginia 511 played an important role in early ICM activities. They are looking to introduce a mobile app with travel time information, live maps, and video feeds in June. Mr. Havinoviski showed a slide with "Reach the Beach" travel time information as an example of in-route traveler information. He said that future ICM activities could include arterial management (transit priority and adaptive control), active traffic management/hard shoulder running, adaptive ramp metering/HOV priority, and corridor decision support.

Mr. Francis continued by saying that VDOT has the big picture and now it has to be built. They are looking at ITS systems. RITIS is a key element. VDOT is working to identify the key entities, including MWCOG, to work on cooperative efforts to integrate traveler information, and consolidate it for users so they have a picture of what is happening with the transportation system day in and day out. VDOT has looked at certain scenarios from the planning side of story including how to make the desired modal shifts and what incentives could be used to encourage those shifts. They are currently moving in the direction of trying to understand the numbers coming out of the MWCOG travel forecasting model and looking to influence those mode splits not only with technology, but through incentives. The intention is that no mode will be left behind.

A commenter noted that even though people make up their minds on how to travel before they leave home, being able to monitor the situation as they are traveling is important to them in order to modify their decisions. A question was asked if commercial parking is being taken into consideration; Mr. Francis responded that it will be. In certain locations that they feel is a decision point, they will target those commercial parking areas.

An additional question was raised on when strategies such as opening HOV lanes in order to distribute traffic are used, what effect does that have on slugs? Mr. Havinoviski responded that slugging is an important issue and came up during the HOT lane discussions. How willing will drivers be to pay to not pick up a slug? He did not know of any scientific study on the subject. He continued to say that the slug phenomenon is not well understood, but there is a perception that if HOV lanes are available to everyone, there is less incentive to pick up slugs, but he was unaware if any surveys have been done. An additional comment was raised on the status of slugs during an evacuation; Ms. McElwain noted that VDOT is working on a plan for evacuation and working with the local jurisdictions to identify decision spots where VDOT will need jurisdictional cooperation to put plans into place.

Ms. McElwain noted that although the ICM may seem ambitious, many of the corridors have been studied for several years and many of the pieces are there, with VDOT now focusing on feasible, deliverable projects, not just architecture. This work has received political attention because of the MARK Center, perhaps aiding funding availability for the projects; and the projects might be able to be done expeditiously because of the background work that has already been done.

In response to a question, Mr. Havinoviski stated that there has been some consideration in the project on variable speed limits (VSL) in concept exploration, such as on hard shoulder running areas near Fredericksburg. They have not yet studied full speed harmonization. Ms. McElwain noted that Virginia does not have legislation to allow enforcement of VSL, so it would be advisory only. She added that the focus on the current corridors for ICM will be traveler information delivery projects that can be more easily accomplished. Mr. Francis said that they have already done speed profiles on I-66 to try to determine where and why speeds drop resulting in the creation of hot spots at those locations. USDOT is working to deliver simulation models for VDOT to use. The onset of congestion is what VDOT is looking to manage by informing drivers of advisory speeds.

Mr. Meese raised several questions. First was the extent of these strategies being designed for individual corridors versus the entire footprint of the National Capital Region, or at least for

Northern Virginia. These are opportunities to prototype something and then to have it more widely applied. Were there strategies that should be deployed regionally instead of in just one corridor? Second, was the project is envisioning a data exchange function that is not RITIS and how would that be housed/funded/governed? By interfacing with RITIS, you may be able to utilize the existing governance structure of RITIS, but funding would have to be found to accommodate any additional functionalities. Ms. McElwain responded that the traveler information data engine that they are building would have all of the VDOT information, but for non-VDOT they would have to tap into 511. If RITIS goes out, VDOT will have to tap into individual providers. Mr. Meese suggested this be explained more clearly.

Next was a question on parking management: would there be a design that everyone would adopt or would there be an accommodating design that entities with their own parking management systems could interface with? Mr. Meese also asked whether the system would be taking into account transit capacity constraints in the traveler information it would distribute. Another question was on the national compatibility of systems (e.g., interfacing with nationally-available in-vehicle navigation systems).

Mr. Francis thanked Mr. Meese for his questions and comments. On the first question, he believes that there is a Regional Concept for Transportation Operations (RCTO) for the National Capital Region in the works and feels that ICM is a way to move towards a common vision. Mr. Meese asked who is developing the RCTO. Mr. Francis responded that the results of the ICM deployment and lessons from the effects afterwards could inform an RCTO.

Ms. McElwain noted that the traveler information deployment is happening statewide, but ICM really works in corridors that have clear alternatives, such as the ones in Northern Virginia that VDOT is working on (I-66, I-95), but not as well on a route such as the Beltway. Even for this piece, VDOT is working on institutional architecture, looking at what institutions need to be involved, and how they will coordinate.

Mr. Kennedy asked about the timeline for this project. Mr. Francis responded that by April, a polished version on concept of operations should be complete, and by the end of May, deployment plans and readiness activities should be complete. He was asked if the information would be available on the MOITS website; Mr. Francis agreed to provide documents to post on the MOITS website.

Ms. McElwain said that one major thing to make project successful is to get the transit and parking information. The Vienna Metro Station is a very complicated station to pilot and she wanted to plant the thought in people's heads so that agencies could start thinking about how to share this information.

Mr. Meese noted that a workshop is being planned on the new upcoming VDOT TVD (Traffic Video and Data) Distribution system, which will probably be a multi-committee special event, possibly in a webinar format. A workshop date and other details were to be announced at a later date.

Item 3: Coordination Updates
    a. **Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee Update**

Ms. Self provided a briefing on the activities of RESF-1. She identified MOITS Subcommittee member Mark Miller as one of the co-chairs. She said that there were four proposals that were being reviewed to submit for UASI funding. The deadline was March 15th. Ms. Self explained that the committee is made up of the Chief Administrative Officers (CAOs) and the State Senior Policy Group (SPG) for Homeland Security. Ms. Self expected to hear back by April 2nd whether the proposals met the committee's priorities and by the end of April on a final decision. Funding for funded projects would be available approximately six months after the DHS makes its decision. Mr. Miller said that this year, more work had been done on the proposals in preparation as far as identifying regional priorities and determining what needs to be done to continue to fund previously approved projects.

    b. **Metropolitan Area Transportation Operations Coordination (MATOC) Program Activities**

Mr. Hutchinson reported that since last summer, in response to the IMR report, VDOT, SHA, DDOT, and WMATA have been working on severe weather coordination in how they communicate before, during, and after weather events. Also, MATOC is looking at formalizing a subcommittee to look at how to remove conflicts from road construction projects.

    c. **Status Report on the Regional Survey on Traffic Signal Power Backup Systems**

Mr. Meese told the subcommittee that as reported last month, information on the region's traffic signals had been compiled for 20 agencies. The information was presented and received favorably and further work was encouraged. At the Traffic Signals Subcommittee to take place the next day, there were plans to go over the response to the information and plan next steps. The Traffic Signals Subcommittee has emergency transportation plan drafts for Maryland and Virginia to start discussions on tracking critical intersection battery backups.

Item 5: Update on Congestion Management Process (CMP)

Ms. Morrow reminded the subcommittee that work is underway to update the region's Congestion Management Process Technical Report for 2012 and a memo had been distributed at the previous meeting requesting changes and/or updates to the table of local TDM strategies. Any comments on the table are requested by March 31st. Mr. Meese informed the committee that this memo was also distributed to the Commuter Connections Subcommittee and to select members of the Bus Subcommittee as MOITS is more on the supply side rather than the demand management side.

Mr. Pu gave a presentation on the status of the 2012 CMP Technical Report. There are four major CMP activities: the CMP component of the CLRP, congestion management documentation forms for

the CLRP and TIP, the NCR Congestion Report (Dashboard), and the CMP Technical Report. Mr. Pu updated the subcommittee on the status of the CMP Technical Report. From part of the report, he showed the availability of INRIX data for the region (archived to July 2008), a hierarchical list of highway performance measures, and measures to quantify delay, reliability, and quality of service.

There was a clarification question on unreliability and the planning time index. Mr. Pu responded that the planning time index is the 95th percentile of travel time compared to free flow travel time. For example, if a trip takes 30 minutes in free flow conditions and the planning time index is two, one must budget an hour for that trip. The unreliable locations on the map were ranked by planning time index which is based on the longest travel time, not variation. Ms. McElwain suggested including arrows on the maps to show the direction of the delay.

Item 5: Jurisdictional Roundtable

Mr. Marquess noted that Joey Sagal had been given his (Mr. Marquess's) old position at CHART and is now the Deputy Director of Operations.

Item 8: Other Business

There was no other business.

Item 9: Adjourn

The next meeting is scheduled on Tuesday, April 10, 2012 at 12:30 PM in COG Meeting Room 1. Mr. Meese reminded everyone to look for an e-mail about special event with TVD from VDOT.

Other upcoming meetings later that week that may be of interest to subcommittee members were announced:
- Traffic Signals Subcommittee (March 14)
- Transportation Safety Committee (March 16)
- RESF-1 conference call (March 14).

Mr. Sivasailam added that staff was working to restart the ITS Architecture Subcommittee.