

# **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:** March 11, 2008

**TIME:** 12:30 PM

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

#### **ATTENDANCE:**

Susan Armstrong, Telvent Farradyne  
Kevin Barron, TrafficLand  
Kirk Dand, Arlington County DOT  
Gary Euler, Telvent Farradyne  
Egua Igbinosun, Md SHA  
Noah Goodall, PB  
Tom Henderson, CapWIN  
Tom Jacobs, University of Maryland  
Edward Jones, Prince George's Co, DPW&T  
Natalie Jones Best, DDOT  
Steve Kuciemba, PB  
Yanlin Li, District of Columbia Department of Transportation  
Alvin Marquess, Maryland SHA  
Amy Tang McElwain, Virginia Department of Transportation  
Mark Miller, WMATA  
Frank Mirack, FHWA DC Division  
Michael Pack, University of Maryland  
Jean Yves Point-du-Jour, Maryland SHA  
Hadi Quaiyum, Prince George's County DPW&T  
Mohammed Rahaman, Prince George's County DPW&T  
Barry Sandler, TrafficLand  
Terri Tabesh, Maryland SHA  
Robert Winick, Motion Maps LLC

#### **COG/TPB STAFF ATTENDANCE:**

Karin Foster  
Andrew Meese  
Melanie Wellman  
Ryan Whytlaw  
Jim Yin

## **MOITS Policy Task Force and Technical Subcommittee**

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### **1. Welcome, Introductions, and Review of February 12, 2008 Notes**

MOITS Technical Subcommittee Chair Amy Tang McElwain called the meeting to order, and participants introduced themselves. Andrew Meese introduced new COG Public Safety staff person Ryan Whytlaw, who will be supporting the Regional Emergency Support Function 1 – Transportation Committee and related emergency transportation planning activities.

Review of the notes from the February 12 meeting was postponed to the next meeting because of a copy problem during copying of the minutes; it was suggested that attendees review the minutes on the Web.

### **2. Status of ITS Earmark Funding from Previous Years**

Recent action by the U.S. Congress rescinded federal funding from TEA-21 Intelligent Transportation Systems (ITS) earmarks if funding has not already been obligated. This impacted a number of state, regional, and local earmarks and projects, unfortunately forgoing several million dollars of federal aid. It was noted that this earmark funding had strict requirements that were in many cases not able to be met, including a 50% matching funds requirement as well as restrictions on what activities would be eligible. Ms. McElwain listed a number of the earmarks that were now forgone, including regionwide earmarks and earmarks for VDOT, MDOT, WMATA, Alexandria, Fairfax County, TYTRAN, and Montgomery County. In some cases, agencies or jurisdictions had made progress in trying to meet the requirements but ran out of time; in others no specific project had ever been identified. In some cases, sponsoring agencies may be seeking alternate sources of funding.

### **3. Survey of MOITS Participants**

Last month Ms. McElwain discussed trying to identify regional projects and programs the Subcommittee needs to coordinate or address, and staff were asked to create a survey of MOITS participants. A draft was passed out for comment. The survey is designed to be filled out electronically with pull-down menus and check-off boxes. The survey was to be emailed out soon for return by April 15, 2008.

The first question was about structure, how to conduct committee business to be more productive. Next there was a set of questions on topic areas to gauge committee member level of interest. Then there was a short question weighing in on which topic areas for regional projects we might want to discuss and promote through the Subcommittee. Once complete, a memo summarizing the results of the survey would be produced.

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Alvin Marquess suggested adding an interest area on the survey on merging transit and highway operations in a more coordinated fashion, such as to coordinate highway and transit during incidents with formalized plans and install information devices at metros with highway information, something to give commuters options.

Jean Yves Point-du-Jour suggested the addition of geographic information systems (GIS) as a popular topic now.

### **4. Update on the Congestion Management Process (CMP)**

Melanie Wellman spoke, and distributed a CMP packet with an Attachment 1 spreadsheet that contained numerous operational and demand management strategies. As the jurisdictions are submitting their projects for the TIP and the long-range plan, these agencies need to show how they have considered congestion management for all their single-occupant vehicle (SOV) increasing projects, and the spreadsheet provided them with reference material. This was in preparation for the deadline for jurisdictions to have completed any necessary Congestion Management Documentation Forms by April 25, 2008. The spreadsheet was being distributed to the MOITS and other committees to check for errors or necessary additions.

### **5. Update on Regional ITS Architecture Activities**

Jim Yin gave a demonstration of a new on-line format under development for display of Regional ITS Architecture information. The architecture is the version completed in December 2007. When completed, the interlinked Web site will provide access to the architecture that is much more user-friendly than the previous static PDF documents. There will be an ability to search architecture elements by both stakeholders and entities. The user-friendly Web site will also assist agencies in reviewing and suggesting changes or updates to architecture information. Mr. Yin noted that the computer code for this Web site, taking information from Turbo Architecture software and enabling its display in Web format, was developed in-house by him. If any member jurisdictions would like a copy of that code for their own use, they should contact Mr. Yin.

Egua Igbinosun suggested that a "use and maintenance" section be added to the architecture Web site.

There will be an ITS architecture "use and maintenance" workshop on April 22-23, 2008, at the Center for Advanced Transportation Technology (CATT) at the University of Maryland. This workshop will look at multiple ITS Architectures in the region, including the regional architecture and the Maryland statewide architecture. Staff was to follow-up with more detailed information in an e-mail. Participants were asked to let Mr. Yin know if interested in participating.

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### **6. Program Updates**

#### **• Regional Emergency Support Function (RESF)-1**

Natalie Jones Best provided a summary of the RESF-1 Urban Area Security Initiative (UASI) funding requests presented the previous week to a joint meeting of the Chief Administrative Officers (CAOs) and Senior Policy Group (SPG). She commented that the time period was very short but was happy with what they were able to pull together. Ms. Jones Best noted the challenge of obtaining UASI funding. The goal is to continue to push RESF-1 along to make sure others understand the value.

Ms. McElwain highlighted two of five top projects that have been submitted: (1) Enhanced Readiness and Response Through DOT AVL/GPS and Mobile Computing, (\$1,244,200) where \$464,000 of the funds is for maintenance of the program; and (2) Expansion of Capabilities for the NCR Regional Integrated Transportation Information System (RITIS), (\$1,175,000).

Ms. Jones Best described the remaining three projects. The included funds for three trailers were submitted (\$180,000), one for each jurisdiction. These are standardized trailers that can be taken to incidents outside the jurisdiction if needed. Also mentioned was the Regional Evacuation Traffic Monitoring and Management Tool Reader project, (\$900,000), and the Establishing a Coordinated Regional Geospatial Infrastructure to Support EMMA (\$1,150,000).

Mr. Marquess suggested that RESF-1 get started earlier next time, and have project lists and information ready. Mr. Meese agreed, noting that periodically there were quick turnaround requests for such lists when funding decisions were being discussed, for both UASI and other funding discussions.

Soon they will find out the total UASI dollar amount awarded to the region. Then the CAOs and SPG can make project recommendations. Work will be required to develop detailed project proposals. It will have to be determined if the projects are scalable.

The next RESF-1 meeting was announced as March 25, 2008, 1:00 PM in the COG First Floor Meeting Room 2.

#### **• Metropolitan Area Transportation Operations Coordination (MATOC)**

Gary Euler spoke. The COG contract with Telvent Farradyne, Inc. for MATOC support was signed February 19, 2008. In early March the first task order was issued, to develop a work plan for the rest of the program. Mr. Euler is the Program Implementation Manager. Now that administrative issues have been addressed, the focus will be on the MATOC program development. Mr. Euler added that it has been difficult to get initial

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momentum but he had some ideas on how to get MATOC underway and publicized. He commented on the need for more publicity for MATOC, there is not much out there and MATOC needs to be better explained.

### **• Regional Integrated Transportation Information System (RITIS)**

Michael Pack of the University of Maryland provided an update of the RITIS program. RITIS was working with Maryland's CHART (and contractors at Computer Science Corporation/Telvent Farradyne) and VDOT to enhance data feeds of travel time data. VDOT was getting ready to switch over to a new traffic management system. RITIS support staff have recently started talking with staff from Prince George's County. Overall, RITIS support staff were doing a lot of work to enhance data feeds. They were still working to iron out some issues with DDOT incident data feeds.

RITIS was in the planning stages of pulling in travel time data, in conjunction with the I-95 Corridor Coalition probe data travel time project. There had been discussions with private sector data providers.

Mr. Pack also noted that the CATT Lab was being moved out of its current building to another location on campus, and they were doing best to ensure continuity.

In response to a question from Ms. McElwain on limits to the use of data real-time, Michael Pack replied he was not sure at this time, however, test data would be coming in July 2008. It would be another few months before speed information would be ready. The current probe data is only travel time.

### **• CapWIN and Common Field Reporting System (CFRS)**

Tom Jacobs reported. The intent of the Common Field Reporting Systems (CFRS) project is to integrate the Capital Wireless Information Net (CapWIN) application more tightly with RITIS. He noted that to integrate information more tightly with RITIS, one needs to enter information into CapWIN, the information then flows back to RITIS, then back to the Centers. He recently had a good meeting with VDOT to see how this application could be integrated with VDOT's ATMS (slated to replace VDOT's current traffic management system). Also released was an updated plan, the plan has a slight delay of three months, but otherwise on schedule.

In response to a question on how this work related to the UASI proposals for additional funding, Mr. Jacobs replied that 100 mobile computers would be required for the CFRS. The way the application is written, it shows there are regional software applications used on the computers, but primarily is a hardware oriented application. If officers are able to touch a screen, it will increase the usage of the tool. Many officers have CapWIN and

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CFRS in their vehicles to report information when on-scene at an incident. Touch screens often get more usage from the officers because it saves them time.

Kirk Dand commented that these AVL and GPS technologies need a good street layer to start, and asked about efforts to develop regional geographic information systems (GIS) mapping. A number of ongoing mapping activities in the region were discussed, including individual jurisdictional activities, VDOT working with local jurisdictions, and the Maryland Emergency Management Mapping Application (EMMA), with the concept to bring data from disparate sources into one resource.

In response to a question, Tom Henderson noted that some additional funding has been secured for CapWIN to continue for five years. Growing numbers of users and accessing the system, with 70 agencies currently active, and 100 expected by the end of the year. There are now system capabilities to allow users to see CapWIN information in their own native systems. The data in the system is being expanded. A side benefit of the CFRS project is that the work environment really matters – applications need to be consistent with the work environment where they are being used, whether that is a mobile environment or a central office environment.

- **I-270 Integrated Corridor Management (ICM)**

This update was deferred to the next meeting.

### **7. Other Business**

Mr. Igbinosun announced the upcoming Maryland Transportation Operations Summit, Thursday, May 1, 2008 at the Conference Center at the Maritime Institute. MOITS participants are invited. One can register for the conference on the Web site. An outcome of the summit will be a White Paper.

Ms. McElwain added that the MOITS strategic planning process is looking for volunteers. There would be a conference call or update at the next meeting.