

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, September 8, 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, DDOT, 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:

Ed Daniel, Montgomery County Police Department
Buddy Ey, MATOC
Craig Franklin, Trichord, Inc.
Bill Gouse, Open Roads Consulting
Michael Harris, Virginia DRPT
Egua Igbinosun, MD SHA (by phone)
Catherine Johnson, MD SHA
Ed Jones, Prince George's County DPW&T
Steve Kuciemba, Parsons Brinckerhoff
Yanlin Li, DDOT
Mena Lockwood, VDOT Richmond (by phone)
Alvin Marquess, MD SHA
Nick Mazzenga, Kimley Horn & Assoc.
Curt McCullough, City of Fairfax (by phone)
Frank Mirack, FHWA DC Division
Donna Nelson, DCI
Tom Scherer, Arlington County DOT
J.D. Schneeberger, VDOT
Richard Steeg, VDOT (by phone)
Mona Sutton, MD SHA
Kenneth Vaughn, Trevilon

COG Staff Attendance:

Michael Farrell
Karin Foster
Andrew Meese
Patrick Powell
Wenjing Pu
Jim Yin

MOITS Policy Task Force and Technical Subcommittee

Notes from the September 8, 2009 Joint Meeting

Page 2 of 5

Actions:

1. Welcome and Review of Notes from the July 14, 2009 Meeting

Participants introduced themselves, and the July 14 notes were reviewed.

2. Regional Emergency Support Function 1 – Transportation Committee Update

Mr. Patrick Powell, the new RESF-1 Safety staff person, introduced himself to the committee. Mr. Powell, with his work background in fire services and knowledge of transportation, will be supporting both functional areas at COG.

Urban Area Security Initiative (UASI) updates were as follows:

- FY2007 – At the previous meeting, there was discussion of \$1.7 million in reprogrammable funds being available. RESF-1 and other groups submitted proposals. Since that report, the Chief Administrative Officers (CAOs) and Senior Policy Group (SPG) elected to devote the entire total to protective equipment and related expenditures for readiness for the H1N1 virus, and no further funds were programmed to transportation.
- FY2008 – All projects in progress.
- FY2009 – A list of approved projects was available.
- FY2010 – DHS grant guidelines were anticipated to be issued around November 6, 2009. At that time, the region will follow through on developing FY2010 projects based on those guidelines.

The RESF-1 Committee last met on August 25, after a several month hiatus due in part to the staff changeover. A major topic was the National Capital Region Homeland Security Strategic Plan, which is the process of being updated by a consultant team from the University of Maryland, under the auspices of the CAOs and SPG. The August 25 meeting served as a working discussion for transportation to give input to the University. A stakeholder survey was also being circulated among RESFs.

Mr. Meese distributed and spoke to a draft handout comparatively describing RESF-1, MATOC, and MOITS committees and activities. The handout noted the reporting structures of the three committees: RESF-1 reports to the CAOs and the COG Safety Policy Committee; MATOC reports to its own MATOC Executive and Steering Committees; and MOITS reports to the Transportation Planning Board (TPB). The roles for these three committees ranged from long range planning, down to yearly programs, and then to real time activities and/or post real time activities. MOITS focuses on long range planning and technology issues. MATOC is an operational program focused on information exchange. RESF-1 is responsible for transportation input to emergency preparedness programs and plans, and to the UASI process. The handout noted that none of the three committees has operation responsibilities of deploying or controlling assets; that is reserved for the individual and jurisdictional implementing agencies.

MOITS Policy Task Force and Technical Subcommittee

Notes from the September 8, 2009 Joint Meeting

Page 3 of 5

Mr. Li noted that emergency transportation management had two roles, both in providing transportation support functionally during emergencies, as well as managing what ends up being a transportation emergency occurring as a result of the initial emergency. Transportation's day-to-day experiences in handling incidents helps transportation agencies know what tools to use and how to clear situations quickly.

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

Mr. Ey reported. Since the last report in July, he had continued to monitor incidents in the National Capital Region, focusing on significant incidents or incidents which had regional impact and sharing the information with other stakeholders. For example, there if is an incident on I-95 between the Capital Beltway and Baltimore, such an incident might impact DDOT and surely had impacts on WMATA since WMATA buses run on I-95. So such information would be passed to WMATA and DDOT as well. However, August was a relatively slow in terms of major incidents.

The MATOC Operations Subcommittee meets monthly. Several items were discussed during these meetings, which included operational institution system coordination defined by ConOps, standardized SOPs, and direction of activities. MATOC has stretched its current grant funding to cover operations through June 30th. And now MATOC was ready to occupy a mini-operations center in the CapWIN offices in Greenbelt. MATOC put out an advisement for one additional MATOC operator. Funding for MATOC was still an issue. DOTs executives were all fully supportive of MATOC. \$1.2 million per year was needed for the operation of MATOC, \$400,000 for each of the three major stakeholders. However, the current bad economic situation made it difficult for stakeholders to contribute such funding. The MATOC Steering Committee was to hold a funding workshop late September to look for other funding strategies such as CMAQ funding and other possible options.

Mr. Ey highlighted major incidents from the previous 45 days. On Wednesday, July 29, 2009 at 6:55 AM, on the Inner Loop Beltway just past Telegraph Road, there was an overturned truck trailer on fire, blocking all lanes. VDOT did exactly what was expected, such as immediate phone calls to other related agencies. MATOC helped by calling DDOT and SHA regarding the incident with details, helping discuss sign usage and alterative route posting on SHA and DDOT message signs. The other incident occurred approximately 3:00 AM on the Outer Loop in the Virginia near Springfield, a severe crash involving a motorcycle and a dump truck. Investigation of a fatality necessitated keeping the roadway closed until daylight. MATOC was able to contact SHA and discuss with them how this incident was going to grow and impact Maryland. A third incident on the previous Friday night with light traffic illustrated that full use of variable message signs could still help motorists choose alternate routes and avoid delays, especially choosing between going around the east side or west side Beltway. Sharing the information among agencies and providing the information to the public so they can make better travel decisions is what MATOC can bring.

MOITS Policy Task Force and Technical Subcommittee

Notes from the September 8, 2009 Joint Meeting

Page 4 of 5

4. Update on the MOITS Strategic Plan

Mr. Meese reported. The MOITS Strategic Plan RFQ Review Committee met in July and recommended a team led by Craig Franklin from Trichord, Inc., with Donna Nelson from Daniel Consultants Inc. and Ken Vaughn from Trevilon. Two staff/consultant meetings were held so far. The schedule was for the strategic plan to be completed by the end of the year. There would be a first working group meeting on the same day as the next MOITS meeting, October 13, 2009.

Mr. Franklin noted the team official notice to proceed to start to work was on August 28th. Since then, there were face-to-face meeting and extensive telephone calls and coordination. The team had collected existing background documents from various stakeholders. All documents were posted on team FTP site. The team was in the process updating the draft outline for the strategic plan. Technical work would start next week. The outcome would be used for the upcoming first working session. There would be about 4-5 days for the strategic group team to review the materials before the work session.

5. Agency/Jurisdictional Reports

Mr. Harris reported that VDRPT had completed a transit strategic plan.

Mr. Marquess reported that SHA would award a consultant contract for their NCR Transportation Evacuation Plan update.

Mr. Li reported in the next two to three weeks, DDOT would kick off a project on Critical Infrastructure Protection. Detection cameras would be deployed in the tunnel and on bridges. The project was using Homeland Security funding. DDOT also used Homeland Security funding for seven portable cameras and trailers.

6. TPB Program Updates

Traffic Signals Subcommittee

Mr. Yin reported. Staff continued to collect traffic signal performance information from the jurisdictions in support of the CMP. Recently Montgomery County provided data covering 75 percent of the County's traffic signals. Staff was still working to get data from some jurisdictions. The Traffic Signals Subcommittee was to meet again soon, date to be determined.

Regional ITS Architecture

Mr. Yin reported that a meeting of the Regional ITS Architecture Subcommittee would be held in the near future in coordination with ongoing MOITS Strategic Plan development, date to be determined.

MOITS Policy Task Force and Technical Subcommittee

Notes from the September 8, 2009 Joint Meeting

Page 5 of 5

Freight Planning

Ms. Foster reported and referred to a handout. The Freight Subcommittee met bi-monthly. An important recent topic was the CSX Transportation National Gateway Initiative, for which CSX was seeking a letter of endorsement from the TPB. The purpose of the National Gateway Initiative was to make the Mid-Atlantic and Midwest CSX track network all double-stack compatible. Several of the 61 projects proposed in the initiative were in the National Capital Region, the largest of which would be the reconstruction of the Virginia Avenue Tunnel in the District of Columbia to double-track and double-stack capacities. The project also included a new intermodal facility near BWI that would help trains avoid the capacity-constraining Howard Street Tunnel in Baltimore. The initiative's cost estimate was \$842 million, of which CSX proposed contributing \$393 million, and rest would come from state and federal funding. Several states and other jurisdictions had already endorsed the initiative. This was to be discussed further at the next meeting of the Freight Subcommittee, taking place on Thursday, September 10, 2009. Both Norfolk Southern and CSX were to present on rail operations in the region.

Development of a new National Capital Region Freight Plan was in process. Currently, staff was collecting data from both public and private sources.

Congestion Management Process (CMP)

Mr. Pu reported and referred to a handout. Staff received and has undertaken analyses of speed data obtained through the I-95 Corridor Coalition from INRIX, Inc. probe vehicle monitoring of roadway speeds for the first quarters of 2009. Also, RITIS events data for the first quarter of 2009 was extracted. A GIS layer was created to present these data and analysis results.

Mr. Pu reported that the internal draft white paper, "Data for the Congestion Management Process (CMP): Current Activities and Discussions of Future Needs", has been completed and is being reviewed. It is anticipated that both RITIS and the I-95 Corridor Coalition could provide some archived (raw) speed and travel time data that could be used for non-recurring congestion and travel time reliability analyses. Staff has already started compiling data and documents for the next version of the Congestion Management Process Technical Report, projected to be released in spring 2010.