

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 12, 2010

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:

Craig Franklin, Trichord, Inc.
Michael Harris, Virginia DRPT
Jamey Harvey, WMATA
Warren Henry, Jacobs Engineering
Taran Hutchinson, MATOC
Egua Igbinosun, Maryland SHA
Broderick Kelly, Montgomery County Ride On
Sean Kennedy, WMATA
Steve Kuciemba, Parsons Brinckerhoff
Nick Mazzenga, Kimley-Horn & Associates
Curt McCullough, City of Fairfax (via phone)
Frank Mirack, FHWA DC Division
Jean Yves Point-du-Jour, Maryland SHA
John Reginaldi, MEMA
Bill Rigney, WMATA
Tom Scherer, Arlington County DES
Greg Williams, Joint Forces HQ Nat. Cap. Region

COG Staff Attendance:

Michael Farrell
Andrew Meese
Patrick Powell
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MOITS Policy Task Force and Technical Subcommittee

Notes from the October 12, 2010 Joint Meeting

Page 2 of 3

Actions:

1. Welcome and Review of Notes from the July 13, 2010 MOITS Meeting

Participants introduced themselves. Notes from the July MOITS meeting were approved.

2. Briefing on Metro's Transparent Data Set Projects and Policies

Mr. Harvey made a presentation on the WMATA's Transparent Data Sets program. This program provides software developers with access to real-time Metro data via an easy-to-use API (application programming interface). The API is available at no charge and can be implemented in both for-profit and non-profit applications. The slides of the presentation are available on the MOITS committee website.

The initial release of the API provides Metrorail data only, and the Metrobus data would be available in the fall. The Metrorail data includes Metro lines, Metro stations, elevator/escalator incidents, rail path, rail predictions and rail incidents. Metrobus information contains bus positions, bus routes and shapes, bus schedule and bus stops. Upon completion of the program, WMATA would become the transit agency providing the most transparent data among the several largest transit agencies in the U.S. Mr. Harvey also introduced the technical specifications of the Transparent Data Sets program and showed a video clip that demonstrated one of the many applications of using the Transparent Data Sets API.

Mr. Harvey clarified that the API is just the infrastructure in response to Mr. Meese's question regarding the impacts of the API on emergency response and management – the impacts depend on the way by which people utilize this infrastructure. Queries via the API do not reach the native WMATA operational database (servers); they obtain results from a "mirror" of the operational database. The latency of the API information varies, depending on the methods. Metrobus information is updated every 2 minutes on the hardware side and the API features approximately 30 seconds latency. The latency for Metrorail information is much smaller. This project plans to enable archiving function of all transit service information distributed via the API in the future (archived information might also be available from developers). Currently, the API does not share any video/image transit information.

Mr. Harris expressed Virginia's strong interest in doing something similar to the WMATA's project. Several other participants conveyed their wish that this project could expand to more transit agencies in the region.

3. Briefing on the TPB Regional Priority Bus Project Grant under the Transportation Investments Generating Economic Recovery (TIGER) Program

Mr. Randall reported the status of the TIGER grant supported priority bus transit improvements in the National Capital Region. After an overview of the 16 projects funded by the grant, Mr. Randall turned to signal optimization and transit signal priority projects that were of specific interest of the MOITS committee. Next, COG was to finalize and sign grant agreement between FTA and COG, to

MOITS Policy Task Force and Technical Subcommittee

Notes from the October 12, 2010 Joint Meeting

Page 3 of 3

sign subgrantee agreements between COG and five project owners to establish roles and responsibilities of all parties, and to procure consultant services for project management.

Mr. Randal also summarized the research study of developing a set of bus priority implementation guidelines as a common reference for the region. The goal of this study was to facilitate the support to the TIGER grant funded transit improvements. The draft guidelines were already available and the final report was expected in the near future.

In response to Mr. Franklin's question, Mr. Randall pointed out that before and after analysis was planned for the transit signal priority studies, as required by the grant.

4. Regional Emergency Support Function 1 – Transportation Committee Update

Mr. Powell summarized the previous RESF-1 committee meeting with an emphasis on the MOU discussions for transit emergencies. The October RESF-1 meeting was postponed due to conflicted schedules and the holiday. The RESF-1 was involved under the NCR Investment Planning Process, which was initiated by the CAO/SPG to develop a detailed investment plan to follow the newly approved NCR Strategic Plan. The investment was planned for 15 areas, including situational awareness, emergencing planning, mass casualty, and others.

5. Metropolitan Area Transportation Operations Coordination (MATOC) Program Update

Mr. Hutchinson, the MATOC facilitator, reported the latest activities of the MATOC program. This program had two new operators since July 1 this year, now covering 4:30 am – 8:00 pm from Monday through Friday. The FY 11 MATOC budget turned out to be slightly higher than planned with a total of \$1,468,139. MATOC operator had been utilizing a variety of applications and received a number of trainings. The challenges facing the program were providing notifications for additional regional stakeholders (e.g., transit providers, federal parkways, county roads) and incident verifications.

6. Formation of Nominations Committee for 2011 MOITS Technical Subcommittee Officers

Mr. Igbinosun, Mr. McCullough and Mr. Scherer volunteered to be on the nominations committee to nominate a chair and a vice chair for 2011 MOITS Technical Subcommittee.