



POTOMAC HOGS INFORMATION EXCHANGE

Meeting Date: August 9, 2017

Location: Virginia Public Safety Transportation Operations Center, Fairfax, VA

MEETING MINUTES

The Potomac HOGs Information Exchange convened on August 9, 2017 at 10 a.m. Presentation slides are included in the addendum to these Minutes, along with the attendee list.

The group was welcomed by Denise Markow, I-95CC TSMO Program Director, who introduced Dr. Patricia Hendren, Executive Director of the I-95 Corridor Coalition, and Mr. Joey Sagal of MdSHA. Trish noted that the I-95 Corridor Coalition is committed to continuing the HOGs meetings and activities, and Joey noted the importance of the HOGs. During self-introductions, participants suggested the following:

- ✓ Encourage attendance at HOGs Meetings by Medical Examiners;
- ✓ Consider how to incorporate a safety message re. tow-ers on the road – perhaps using VMS (currently done by MdSHA several times per year through the Department of Safety) to convey a message to watch out for the safety of tow-ers;
- ✓ Encourage attendance at HOGs Meetings by Fire Personnel.
- ✓ Encourage attendance at HOGs Meetings by representatives of local police and fire safety/TIM groups, as well as State Police.

Proceeding with the agenda, Mr. Michael Pack, Director of UMD's CATT Lab, presented the RITIS Tool Demo- User Delay Cost Quantification. Please go to www.i95coalition.org under the TSMO tab for a link to the presentation. The following were noted in the presentation:

- ✓ Incidents were first described by agency personnel, followed by demonstration of the actual data on the incident using RITIS tools.
- ✓ The first incident was described by Joey Sagal and Scott Yinger of MdSHA regarding a 10/29/16 fatality incident on I-70: the road was closed for 12 hours, and user cost of this delay was about \$77k. Michael proceeded to display the statistics of this incident.
- ✓ Discussion noted that the national average cost of delay is \$16-17/hour/person for passenger vehicles and \$100+ per hour for commercial vehicles; this does not include added gas consumption or excess environmental discharge.
- ✓ Further discussion noted that, in the future, agencies should look to add in First Responder costs (including police and fire), and secondary incident costs, to the assessment.

Another incident explored with the group concerned the Georgia I-85 Bridge Collapse on 3/30/17 at 7 p.m., presented by Matthew Glasser and Mark Demidovich of Georgia DOT.

- ✓ User delay was estimated to increase by 20% during affected periods.
- ✓ Schools were not in session, for they were on spring break, right after the collapse, so the first Monday after the collapse did not witness extremely heavy congestion; however, the Monday of the next week, when schools were back in session, indeed witnessed significantly increased congestion.
- ✓ A 7% reduction in vehicle counts and a 25% increase in mass transit occurred during the period, but subsequently mass transit usage levels returned to normal.

Another incident was also explored using RITIS tools – in Maryland on I-495 on 7/3/17. Michael noted that these data tools can be used for legislative reports, particularly user delay costs.

Next on the agenda was a discussion of TSMO program funding, and the following FHWA panelists participated:

Breck Jeffers (Maryland);
 Josue Pluguez (Washington DC);
 Iris Vaughan (Virginia); and
 Joe Gregory (DC-HQ).

The items for discussion are included in a table in the Addenda to these Minutes, and Denise Markow, I-95CC, will be following up with the Federal Representatives to complete the table. Discussion included:

- ✓ Project of Division Interest (PODI) can involve FHWA at all stages from procurement to task orders. PODI Agreements are reevaluated when they begin a new stage.
- ✓ Projects such as rebuilding/reconfiguring/refreshing outdated (e.g. 15-20 years old) TIM systems could be eligible for federal funding.
- ✓ Radio consoles might be eligible, but such things as furniture would not be eligible.
- ✓ VDOT has a capital budget reflecting qualified federal funds.
- ✓ DC has an annual budget for “core programs”.
- ✓ MD has a TIM budget reflecting federal funds including CMAQ funds. Some of Maryland’s CMAQ funds have been used for AVL on plows and service patrols; Maryland’s CHART program has an 80-20 reimbursement.
- ✓ VDOT has used CMAQ funding for traffic signalization, noting that CMAQ funds have to be used for activity in a non-attainment area.
- ✓ Federal funding might be able to be used to lease new Safety Service Patrol vehicles.
- ✓ When considering applying for federal funding, ITS projects/items compete with construction/paving projects and may not score as high as these projects. Incorporating element of ITS in bigger projects might be a better option.
- ✓ It was noted that the FHWA VA Division office along with VDOT and some HQ assistance put together a document regarding ITS and how to proceed to obtain federal funding. This was very useful, and it was suggested to the FHWA Representatives that perhaps this could be updated.
- ✓ VDOT noted that it has obtained some federal funding for its ATMS IT Support, and Maryland noted the same for its ATMS software development and system support. These allocations are separate from the state agencies’ own ITS staffs which are not under

federal funding. All of this boils down to “normal operations” (which are not eligible for federal funding) vs. “special” activities such as certain ATMS systems which could be eligible for federal funding. If cameras go down, for example, repair may not be eligible for federal funding. It would depend on why the camera is down. If it is considered to be under “normal repair operations,” states have to pay for their own normal systems maintenance.

- ✓ Federal Representatives noted that it is very good to include a “business case” when applying for federal funds telling why the funds should be awarded. This is very helpful since all applications from the states are essentially competing for funds, and defining why the proposed project should be done could be a distinguishing factor. The business case could also include opportunities to collaborate with other disciplines to improve the project.

Continuing with the agenda, a group roundtable discussion noted:

- ✓ The group was provided with the TMC-TMC contact mapping. Denise requested that any updates be provided to her at dmarkow@i95coalition.org.
- ✓ Topics of interest were also discussed, and included:
 - Interest by VDOT in hard shoulder running; it was suggested that Massachusetts is doing work on hard shoulder running and could be of help. Denise Markow, I-95CC, will follow-up.
 - Interest by VDOT in noise abatement
 - Heavy Towing and Recovery, and Staged Towing for Quick Clearance;
 - 511 and updating the agency websites, perhaps including WAZE, should be looked at;
 - Sharing Business Plans from a multidisciplinary viewpoint as a governmental structure;
 - How we change the paradigm using new tools such as the RITIS tool demonstrated today – for example, predicting crash prospects for a rainy Saturday afternoon on I-95 based on historical data, or using acid content in salt to monitor and predict road situations;
 - Consider Integrated Corridor Management activities;
 - How to best get program policies and procedures more widely distributed;
 - Further working with the Towing and Recovery Sector to improve highway clearance, including consideration of current processes such as rotational lists.

The Information Exchange adjourned at 2:45 p.m., and was followed by a Tour of the PSTOC by VDOT.

ADDENDA

Attendee List

Agenda and Meeting Handouts

POTOMAC HOGs 8-9-17 INFO EXCHANGE ATTENDEES

First Name	Last Name	Agency/Organization
TJ	Bathras	Maryland Transportation Authority
F/Sgt. Colin	Bristow	Maryland State Police
Betty	Cornwell	Towing & Recovery Professionals of Maryland
Nick	Dais	VDOT
Mark	Demidovich	Georgia DOT
Soumya	Dey	DCDOT
Dotty	Drinkwater	I-95CC Support
Candice	Gibson	VDOT
Daniel	Glass	Parsons/ VDOT SSP
Matthew	Glasser	Georgia DOT
Joseph	Gregory	FHWA
Dean	Gustafson	VDOT
Mark	Harris	MDOT
Trish	Hendren	I-95 Coalition
Taran	Hutchinson	MATOC
Breck	Jeffers	FHWA - MD
Darryl	Kelly	MdSHA
Larry	Kimble	Maryland Transportation Authority
Denise	Markow	I-95 Coalition
Alvin	Marquess	Jacobs Engineering
Amy	McElwain	VDOT
Andrew	Meese	Metropolitan Washington Council of Governments
Bradford	Miller	VDOT
Michael	Pack	UMD CATT Lab
Tim	Peck	MD SHA
Josue	Pluguez	FHWA - DC
Daniel	Rodgers	Parsons/VDOT SSP
Joseph	Sagal	MD SHA
James	Strange	DC DOT
Kamal	Suliman	VDOT
Wayne	Sullivan	Towing & Recovery Professionals of Maryland
Paul	Szatkowski	VDOT
Charles	Tenbrook	DCDOT
Iris	Vaughan	FHWA - VA
Michael	Wood	VDOT
Scott	Yinger	MD SHA

POTOMAC EXCHANGE WELCOME

August 9, 2017

PSTOC

Fairfax, VA





POTOMAC REGIONAL OPERATIONS EXCHANGE
SPONSORED BY THE I-95 CORRIDOR COALITION
WEDNESDAY, AUGUST 9, 2017
AT VIRGINIA PUBLIC SAFETY TRANSPORTATION OPERATIONS CENTER (PSTOC)
4890 ALLIANCE DRIVE, FAIRFAX, VA

AGENDA

- COFFEE AND NETWORKING** 9:30
- WELCOME AND INTRODUCTIONS**
TRISH HENDREN, EXECUTIVE DIRECTOR, I-95 CORRIDOR COALITION 10:00 – 10:15
JOEY SAGAL, MARYLAND SHA
- SESSION 1: RITIS TOOL DEMO- USER DELAY COST QUANTIFICATION** 10:15 – 12:15
MICHAEL PACK, DIRECTOR, UNIVERSITY OF MARYLAND CATT LAB
- MARYLAND AFTER ACTION REVIEWS
 - ATLANTA BRIDGE COLLAPSE AFTER ACTION REVIEW
 - GDOT (IN PERSON AND REMOTE PARTICIPATION)
- BREAK** 12:15
- SESSION 2**: HOW CAN I FUND MY TSMO PROGRAMS? AN FHWA OVERVIEW** 12:30-2:00
(A WORKING LUNCH)
- FHWA PANEL DISCUSSION- DIVISION OFFICES OF MARYLAND, DC AND VIRGINIA**
BRECK JEFFERS (MARYLAND); JOSUE PLUGUEZ (WASHINGTON DC); IRIS VAUGHAN (VIRGINIA)
- *Hear about the different types of federal funding that can be used for TSMO programs such as STP, CMAQ, NHPP . . .*
 - *What types of procurements or innovations are qualifying for federal funding?*
- ROUNDTABLE DISCUSSION** 2:00-2:30
➤ FUTURE TOPICS: TRUCK PARKING, STAGE TOWING, ESRI MAPPING, WAZE AND DATA SHARING
- WRAP UP**
DENISE MARKOW, DIRECTOR, I-95 CORRIDOR COALITION 2:30 – 2:45
- 3:00 PSTOC MINI TOUR (OPTIONAL)**

1. What types of TSMO strategies, programs and plans qualify for Federal-aid Funding?

TSMO Strategies, Programs and Plans			
Traffic Operations	1	Signal Design and Construction	8
TIM	2	Signal Maintenance and Operations	9
Congestion Management	3	ITS Master Planning	10
Construction Work Zone Management	4	ITS Design and Construction	11
Road and Weather Management and Operations	5	ITS Maintenance	12
TMC Dispatch Operations	6	ITS System Software Development & Procurement	13
TSMO Work Programs	7	IT Support for TSMO Operations	14
Comments: 			

2. What types of TSMO strategies, programs, projects and plans can qualify for specific Federal-aid Funding?

TSMO Strategies, Programs and Plans									
1	Project Type	Y/N	N/A	TSMO Program	STP	NHPP	CMAQ	SP&R	HSIP
2	Statewide Traffic Incident Management								
3	Traffic Incident Management Corridor Detour Plans								
4	Probe Data Procurement for Congestion Management								
5	Statewide 511 Traveler Information								
6	511 Live Call Center								
7	TOC Operations								
8	Advanced Transportation Management System Design and Procurement (ATMS)								
9	24/7 IT Support								
10	Safety Service Patrol (SSP)								
11	Master Planning for Operations								
12	Statewide Communications Study								
13	Webpage Development and Support								
14	Adaptive Traffic Signals- Design and Construction								
15	Signal Maintenance Contracts								
16	ITS Architecture								
17	ITS Academic Research- optimal traffic monitoring sensors								
18	ITS Device Design for RWIS sites								
19	ITS Maintenance Contracts								
20	Fiber Optic Training								
21	Coordinating Committees								
Comments:									

3. What type of documentation is required in order to have funding authorized?

Supporting Documentation and Back Up Documentation		
1	Work Program	What is this? Can you define it?
2	MOU Agreements	What are some samples of these?
3	Scope of Work	When are these not needed?
4	Costs Proposals	Do you require IGE's for all projects?
5	STIP reference	Why are these needed?
6	Project Closeouts	What are the requirements for this? When do you do it?
7	Systems Engineering Review Forms	When do you require these?
8	Professional Service Contracts	What do you require in these?
9	Research/Report Deliverables	When do you require these?
10	Design and Construction Projects	What are the requirements for Design and Construction Projects? (PPS&E Package, Sys Engineering Review Forms, ITS Testing Forms, etc.)
11	Signal Projects	Do signal projects have different requirements?
12	IT Support Projects	When IT is involved in projects, what types of requirements do you need from them? (MOU)
13		When are Financial Audit Reports needed?
14	Federal Aid Funding	At what stages do you authorize funding ?
		Project Development (Planning Process)?
		Is Project Development different than Planning?
		System Management, monitoring and evaluation?
15		Program Development?
16		ITS Architecture?
17	Federal Aid Requirements	Are there any other federal requirements that need to be followed? 2 CFR 200 for federal grants? Construction project contract provisions?
18	Performance Dashboards	Are any reporting metrics required?
Comments:		

4. What are eligible TSMO support staff costs that qualify for Federal-aid funding? Are these correct?

Typical Staff Support Costs						
	DOT in-house staffs:	Salary	Fringe Benefits	OT	Administrative/Indirect Costs	N/A
1	TOC Operators	Y	Y	Y		
2	ITS Engineering Staff	Y	Y	Y		
3	Traffic Operations Eng Staffs	Y	Y	Y		
4	IT Support	Y	Y	Y		
5	Program Managers	Y	Y			
6	Administrative Staffs	Y	Y			
7	In house staff SSP drivers	Y	Y	Y		
8	Professional Service Contracts					
9	University In-house staff	Y	Y			
10	Researchers	Y	Y			
11	Project Managers	Y	Y			
12	SP TIM Units	Y		Y		
Comments:						

5. What are eligible equipment costs that qualify for Federal-aid Funding?

TSMO Funding - Eligible Equipment			
		Y or N	N/A
1	TMC Equipment		
2	Dispatch Radio Equipment		
3	SSP Trucks		
4	SP TIM Vehicles		
5	Microwave Communication Equipment		
6	Computer Servers		
7	Application Servers		
8	Virtual Servers		
9	Media (video) Servers		
10	Portable Dynamic Message Signs		
11	CCTV Cameras		
12	Road and Weather Sites		
13	Speed Volume and Occupancy Data Sensors		
14	Promotional TSMO Items (coffee mugs, pens, etc)		
15	Video Wall		
16	Networking Switches, Routers, Cabling		
17	Tools and Equipment on SSP trucks		
18	Desktop Computers		
19	Laptops, Aircards, Printers		
20	Hardened Laptops used in Field Services		
21	Training		
22	Professional Services Contracts:		
23	ITS Consultants		
24	Maintenance Contracts (CCTV, DMS)		
25	Telecommunications contracts		
26	Software Applications: ATMS Software (Open Reach) Cloud based software applications		
27	Cloud Hosting		
28	Web development		
Comments:			



Topic Ideas (from TSMO Summit Report)

Corridor wide Topics

New England	Tri-State	Delaware Valley	Potomac	Southern
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- ✓ TSMO Corridor Strategic Plan
- ✓ How do States operate under TSMO?
- ✓ Funding Sources
- ✓ TSMO Value ROI
- ✓ Standardizing Performance Measures along the corridor
- ✓ Significant Events Coordination & Communication

Potomac

- ✓ Truck Parking ROI
- ✓ Stage Towing ROI
- ✓ ESRI Integration and Mapping
- ✓ Data Sharing (WAZE)
- ✓ Maine to FLA Portal Data Sharing
- ✓ Heavy Towing

Corridor wide 511 topics

Technology
What is trending in 511?
What is trending in Traveler Information besides 511?
What is the use of 511 vs other technologies?
Learn more about mobile apps that detect pedestrian crossings, school zones and high collision location.
GPS Routing in Emergency Operations & Special Events – how to change provider maps for major events?
Use of Traveler Information
How do we use 511 for Evacuation Planning?
What is involved with “Social Media Monitoring”? How can it be best used?
Maximizing the use of 511 for Significant Events Planning & Coordination
How can we best post work zone information?
Data Sharing
Sharing event/work zone/weather data across borders
Sharing data across all transportation modes
Data sharing – public - public partnerships
Data sharing – public – private partnerships (How do we share our data with vendors?)
Performance Measures
Conducting an ROI on Travel Times
Conduct an ROI on Truck Parking