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## Meeting Notes Joint Meeting

### MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY TASK FORCE and MOITS TECHNICAL TASK FORCE

**CHAIRS:** Hon. David Snyder, City of Falls Church  
and James Austrich, DDOT

**DATE:** Thursday, June 3, 2004

**TIME:** 1:00 p.m.

**PLACE:** COG, 777 North Capitol Street, N.E., Meeting Room 1

#### Attendance:

Jim Austrich, DDOT

Ron Burns, MDOT

Howard Chang, Tri-County Council for Southern Maryland

John Contestabile, MDOT and Maryland Governor's Office for Homeland Security

Soumya Dey, DMJM & Harris

Matt Felton, Towson University

Kathy Franklin, Trichord Inc.

Jennifer Gajenslu, Towson University

Eric Garbin, Fairfax County DOT

Brian A. Glenn, FTA DC Metro Office

Kamal Hamud, DDOT

Doug Hansen, Fairfax County DOT

Egua Igbinosun, Maryland SHA/CHART

Natalie Jones, DDOT

Jana Lynott, NVTC

Alvin Marquess, Maryland SHA

Deborah Matherly, Louis Berger Group, Inc.

Amy Tang McElwain, VDOT Northern Virginia

Glenn McLaughlin, Maryland SHA/CHART

J.F. Peter Meenehan, WMATA

Frank Mirack, FHWA

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Tom Phillips, VDOT Northern Virginia  
Jean Yves Point-du-Jour, Maryland SHA Office of Traffic and Safety  
Michelle Pourciau, DDOT  
Jim Robinson, VDOT Central Office  
Hon. David Snyder, City of Falls Church  
Alfie Steele, Montgomery County Ride-On  
Phil Tarnoff, University of Maryland  
Bob Winick, Motion Maps, LLC

### **COG Staff Attendance:**

Andrew Austin  
Michael Farrell  
Andrew Meese  
Gerald Miller

#### **1. Welcome and Introductions**

#### **2. Update on ITS Architecture Activities**

Due to a number of factors including MWCOG staffing, the Regional ITS Architecture workshop originally scheduled for June 29, 2004 was postponed to a date to be determined.

Ms. McElwain reported on VDOT's ITS activities. Ms. McElwain will forward the information to MWCOG to ensure that the VDOT and Regional Architectures are compatible.

Mr. Austrich reported that DDOT was working on its variable message signs, with communications links to the signs to be established within the next sixty days.

#### **3. Update on Traveler Information – 511 Activities**

As discussed at previous meetings, VDOT had issued a Request for Proposals (RFP) for a statewide 511-traveler information service, and the contract was to include a 511 feasibility study for the Washington metropolitan area. The winning bid was from PBS&J Inc. The kickoff meeting for the feasibility study was scheduled for Friday, June 11, 2004 [later rescheduled to Tuesday, June 29 due to the June 11 memorial services for President Reagan].

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### **4. Update on the U.S. Department of Homeland Security Urban Area Security Initiative (UASI) Process and Funding**

On July 7, 2004 the COG Chief Administrative Officers Committee and the Senior Policy Group (U.S. Department of Homeland Security and representatives of the Governors of Maryland and Virginia and the Mayor of the District of Columbia) were to discuss strategic needs for regional security, before examining any the individual by those committees in May. There are \$29 million in FFY 04 funds, and there will be FFY 05 funds. Sustainability is an issue – how will activities supported by these funds be sustained or retain value after funding dries up.

It was suggested that each member work within their own jurisdictions make sure that transportation sector priorities are reflected at the senior level. It was suggested that COG staff draft a list of priorities. It was agreed that staff would prepare a letter for Mr. Snyder's signature reflecting the transportation priorities discussed to date in our meetings.

A meeting was to follow the MOITS joint meeting to discuss how to strengthen coordination and communication in the transportation sector during emergencies, and that discussion may further consider the issue of strategic funding priorities. Ms. Pourciau noted that we are all clamoring for more funds than are available. We should try to make our needs known.

On June 17, 2004, the "Senior Leaders Seminar" on emergency response was to take place, attended by the Chief Administrative Officers Committee, the Senior Policy Group representatives, and key federal representatives; attendance was limited to those representatives and no more than five additional staff persons that those representatives could bring. The U.S. Department of Homeland Security and their consultant were running the exercise, with COG as an observer. Mr. Snyder asked that a letter be written urging that the MOITS group serve in an advisory capacity to the US Department of Homeland Security effort. [Later, it was determined to have a meeting or meetings among appropriate representatives in lieu of writing a letter.] Also, Mr. Contestabile, with a newly-appointed role in the State of Maryland homeland security office, is in a position to convey transportation experience and advice.

### **5. Update on Recommendation for Actions to Improve Regional Transportation Communications and Coordination during Incidents**

Mr. Snyder mentioned the WWII Memorial effort, which went very well, partly due to good weather. Considering the average age of 79 of participating veterans, not having a single death is a very good record. 106,000 people had tickets to the event. Current and previous U.S. presidents were in attendance, so security demands were high. The level of transportation coordination was good. Traveler information worked well, with through-traffic avoiding the mall area. CapWIN chose the occasion to do a live exercise, which worked well. It served as a back-up communications system for first responders. The region had six months to plan for this scheduled event.

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Mr. Snyder had briefed the TPB on the Regional Emergency Transportation Coordination Annex of the Regional Emergency Coordination Plan, and the TPB passed a resolution on May 19, 2004 supporting the recommended course of action. A copy of the resolution was distributed. This is not a planning exercise but an implementing exercise, so it will focus on the implementing agencies, with progress requested within six months. Among the issues are whether procedures can be improved within existing funding and staff. Systems integration will be examined. Duty rotation will be examined, as a way of funding and staffing the regional coordination function. An ad hoc meeting immediately following the MOITS meeting was to discuss the committee structure and time frame.

### **6. Demonstration of the Towson University – Maryland Emergency Management Mapping Application (EMMA)**

Mr. Contestable presented.

- Interoperability of communications systems is key to managing real emergencies.
- Governments are well prepared for national and local incidents, but not as well for regional incidents.
- The bigger the incident, the more data you need. Need to share data. Need to communicate with the public.
- Interoperability between radio systems is on specific channels set aside for that purpose. Not perfect. Need a radio integrator device for better interoperability.
- Next level is a state-owned IP integrator for full interoperability.
- Data interoperability is also needed.

Mr. Felton of Towson University discussed the EMMA system.

- GIS for Emergency Management: EMMA – Emergency Management Mapping Application.
- Software that provides the ability to create dynamic maps using data from multiple sources real-time.
- CGIS developed EMMA starting June 2003.
- Tested during hurricane Isabel.
- Full, fast GIS analysis of any incident, with abundant layers of data.
- Real-time resource tracking.

Normally no single agency has the responsibility to develop a platform like this. The agencies have not been demanding system compatibility, and the private sector had no incentive to provide it. Towson University is the lead agency in Maryland. EMMA is not a data warehouse approach; it reaches out and pulls in data when it is needed, so the data is up to date, not stale. For MDOT, working with Towson, as a sister agency, has advantages over working entirely with the private sector.

EMMA has all the data in the ADC Map book base in a digitized form, largely because emergency response already uses the ADC maps. It has an aerial photography layer as well.

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Each agency is responsible for maintaining its own data. Mr. Robinson pointed out that this would put agencies in the limelight, if they choose not to participate, or if their data is inaccurate.

Mr. Contestabile discussed a Conceptual model for Public Safety Communications. Public Safety Communications hubs will have access to EMMA and transmit information both to the public and to field personnel.