

# Conceptualization, History, and Status of Establishing a Regional Transportation Coordination Program (“CapCom”)

Chief Administrative Officers Committee and Senior Policy Group  
Special Briefing and Discussion

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# Background

- Regional Emergency Transportation Coordination Annex (REETC) approved by TPB, COG Board in March/April 2004
- Key findings:
  - Timely public communications during incidents are essential and can be highly effective in managing transportation
  - The greatest potential for improvement of travel conditions is reduction of demand
  - Incident ripple effects necessitate timely communications and coordinated actions
- Follow-up actions explored how to strengthen transportation communications during incidents

# Exploration of Options for Strengthening Transportation Coordination Leading Up to CapCom

- Four strategies have been explored:
  - Integration of transportation agencies' technical systems and databases
  - Procedural changes by transportation agencies, and associated staff training
  - Duty rotation among existing transportation agency staffs
  - Creation of a new regional organization to be responsible for transportation communications and coordination, referred to as "CapCom" (name likely will be changed due to copyright)
    - Modeled after an organization for metropolitan NYC called "TRANSCOM"
- A growing number of stakeholders came to the conclusion that the non-CapCom strategies were insufficient

# History of New York's TRANSCOM as a Background to CapCom

- TRANSCOM began in 1986 hosted by Port Authority of NY/NJ
- Initially TRANSCOM just coordinated road construction schedules to ensure better management of NYC-area roadways
  - E.g., not closing outbound lanes on two parallel bridges at the same time
- Evolved over years to take on more “real-time” roles
- Became an independent membership-owned entity
  - Roadway agencies, toll roads, transit, police agencies – [www.xcm.org](http://www.xcm.org)
- Played a critical role in coordinating management of transportation ripple effects of 9/11 attacks in metro NYC through information sharing
- TPB, Greater Washington Board of Trade urged consideration of a TRANSCOM-like organization for Metropolitan Washington after 9/11

# Existing Situation

- On-scene incident response is the priority of existing organizations - and they're good at it
  - On-scene transportation incident clearance times have been reduced
- Significant agency-by-agency communications and coordination improvements have been made since 9/11 – reaction would be much better now to such an incident
- Still, no single entity has coordination of regional transportation information as a primary job
  - Regional coordination left to the busiest responders, relying on a limited number of key individuals
  - Notification good within state DOTs and transit agencies, otherwise inconsistent
  - Timeliness of initial notifications and ongoing situation updates have been challenges

# Anticipated Components of the Regional Transportation Coordination Program

- Information backbone – based upon the Regional Integrated Transportation Information System (RITIS) real-time database of traffic and transit conditions
- Live transportation information exchange among agencies – focal point for transportation status information to facilitate coordination
- Public information – single place where press, public, fellow agencies can find automated transportation status information via Web, phone interfaces
- Planning – focal point for coordinated regional transportation operations planning

# CapCom Benefits

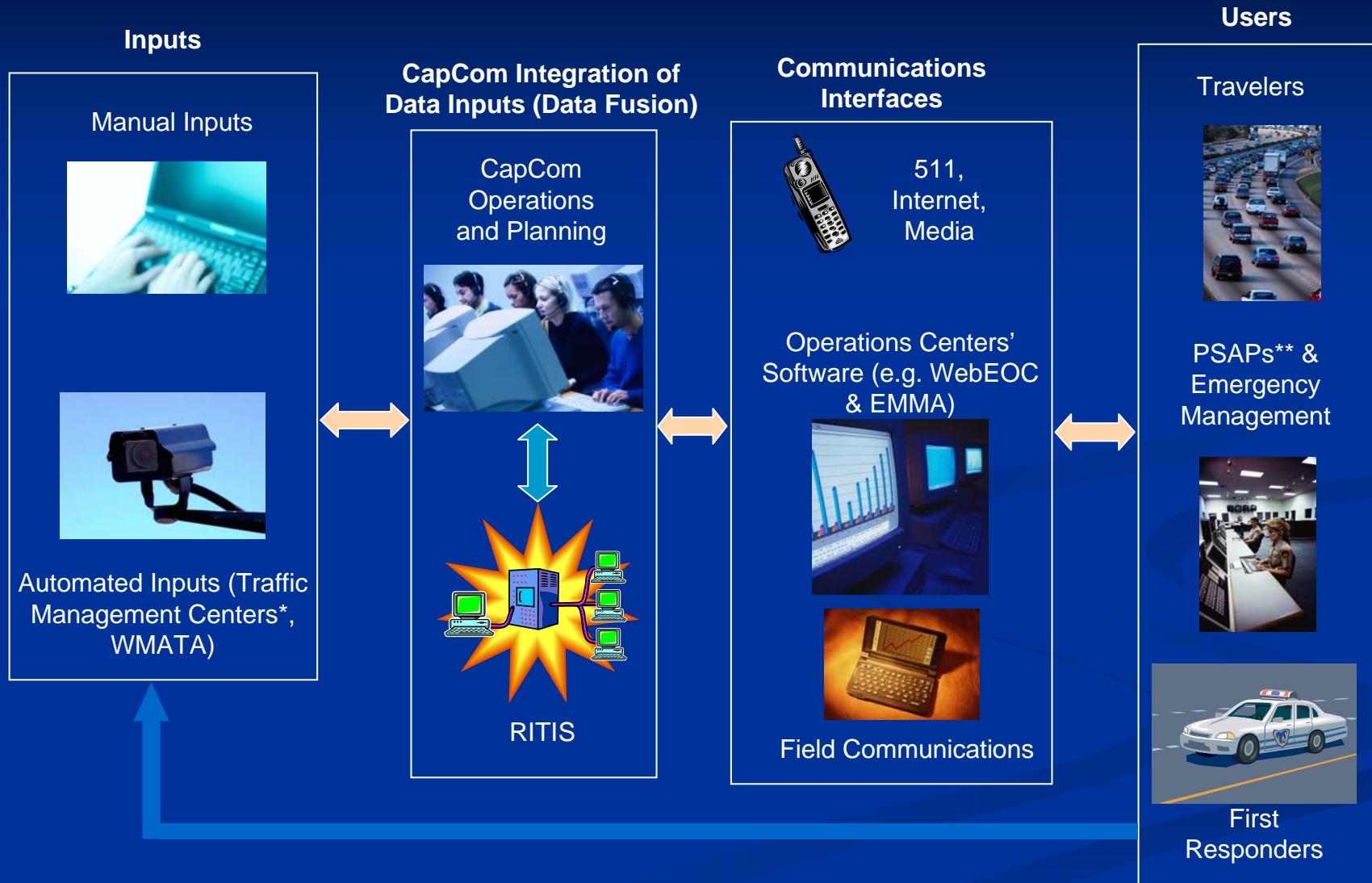
- Take full advantage of RICCS and other means for timely recognition of when an incident becomes regional and facilitated communications among multiple transportation agencies
- Improve coordination of transportation management during major incidents (often not “transportation” per se); e.g., 9/11, “Tractor Man”, bomb threat near RFK
- Serve as a source for information verification and ongoing situation updates to affected agencies, the media, general public
  - CapCom offers equivalent of “one-stop shopping” for automated transportation information
  - Availability, timeliness, accuracy of transportation information are key

# Chronology of Regional Transportation Management During Incidents – Now and with CapCom

Step	What Happens Now	If CapCom Existed
Discovery	First responders	First responders
ID as regional incident	Varies (if lead agency is uncertain, can lead to delays)	CapCom in consultation with responding agencies
Facilitate regional coordination	Varies (if lead agency is uncertain, can lead to delays)	CapCom initiates (e.g. conference call)
Ongoing communications	Varies (if lead agency is uncertain, can lead to delays)	Scheduled – CapCom ensures it occurs
Information dissemination	Varies (if lead agency is uncertain, can lead to delays)	CapCom in coordination with lead & participating agencies
Tracking regional impacts	Ad hoc	CapCom
Closeout & lessons learned	Lead agency and other agencies	Lead & participating agencies with CapCom assistance



# Anticipated Regional Systems and Information Flow



\* Traffic management centers include DDOT, MDOT (CHART), VDOT (STC), local governments

\*\* PSAP = Public Safety Answering Point

# Current and Potential CapCom Funding Sources

Funding Source	Process	Requirements for Matching Funds	Status
UASI (Homeland Security)	Proposal submission and selection	No match required	\$1 million FY2005 UASI subgrant
Congressional Earmark	Congressional action requested by the region	At least 20% match using state transportation funding	\$2 million one-time earmark pending in House bill*
Transportation Federal Aid	Agreement of three state DOTs	At least 20% match using state transportation funding	Under discussion
TPB Member Contributions	TPB members' agreement	Not applicable	Not under active consideration at this time

\*Some related technical systems development has begun at the University of Maryland through a portion of previous years' federal transportation grants (RITIS).

# Outlook

- TPB, in November 2004 and January 2005, declared creation of a regional transportation coordination program as a top priority
  - Endorsed the concept of using the CapWIN Program and governance structure as the basis for a regional transportation coordination program
  - Requested that the region's transportation agencies collaborate with the University of Maryland to prepare a proposed work program for an enhanced CapWIN organization to perform regional transportation coordination activities
- Basics of how CapCom will work can be modeled on the experience of New York's TRANSCOM
- Since the fall of 2004, the region's transportation agencies have been participating in an ad hoc steering committee to work out the implementation details of CapCom, and some may wish to add comments now