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**Highlights from the  
Joint Meeting of The**

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

**DATE:** Tuesday, March 9, 2004

**TIME:** 12:30 PM

**PLACE:** COG, First Floor, Meeting Room 1

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

**ATTENDANCE:**

Brien Benson, George Mason University  
Ron Burns, Maryland DOT  
Lora Byala, WMATA  
Howard Chang, Tri-County Council for Southern Maryland  
Tony Clarke, Edwards & Kelcey, Inc.  
John Contestabile, Maryland DOT  
Scott Cowherd, Virginia DOT  
Craig Franklin, Trichord Inc.  
Brian Glenn, Federal Transit Administration  
William Haynes, City of Alexandria  
Al Himes, Alexandria Transit  
Egua Igbinosun, Maryland State Highway Administration  
Keith Jasper, PBS&J Inc.  
Tom Jennings, Federal Highway Administration – Richmond  
Eric Marx, Potomac-Rappahannock Transportation Commission  
Douglas McCobb, City of Alexandria  
Amy T. McElwain, Virginia DOT  
Glenn McLaughlin, Maryland State Highway Administration  
Frank Mirack, Federal Highway Administration - DC

Continued...

Jean Yves Point-du-Jour, Maryland State Highway Administration  
James Robinson, Virginia DOT  
Alfie Steele, Montgomery County Transit  
Toby Valmas, Maryland State Highway Administration  
Alex Verzosa, City of Fairfax  
Robert Winick, Motion Maps LLC

COG Staff:  
Andrew Austin  
Michael Farrell  
Andrew Meese

## **ACTIONS:**

### **Update on the Regional Emergency Evacuation Transportation Coordination (REETC) Annex of the Regional Emergency Coordination Plan**

The revised Regional Emergency Evacuation Transportation Coordination (REETC) Annex was distributed. It had been approved by the National Capital Region Emergency Preparedness Council (EPC) at their March 4, 2004 meeting. Also distributed were an executive summary and PowerPoint slides that Councilman David Snyder used during the EPC meeting. Key findings were that timely public communications are essential and had the potential for great effect; a reduction in demand provides the greatest potential benefit to travel conditions; and ripple effects from incidents require timely communication and coordination of actions.

The REETC Annex made four recommendations that were developed by the ETWG. The first was to continue to practice regional emergency management coordination efforts. Most of the groundwork in the transportation arena has been done and that emergency management agencies would begin to take the lead on this task. There were also nine remaining workshops with kits prepared to explore emergency transportation issues.

The second recommendation was to conduct a coordinated regional public education campaign on emergency preparedness with avoidance of unnecessary travel as a key message. The EPC was very interested in this topic, and a \$5 million campaign was proposed in the near future to address this.

The third recommendation was to ensure that timely information was provided to the public during incidents. Leadership of the EPC-member agencies were to work within their agencies to address this.

The fourth recommendation was made to strengthen emergency communication in the transportation sector. This was to be the subject of a paper and presentation. Mr. Snyder had agreed to report on this at the next EPC meeting on May 6.

The REETC Annex was scheduled to go before the Transportation Planning Board (TPB) at its March 17 meeting. The ETWG would not be meeting on a regular basis, and only reactivated as needed; emergency transportation planning issues will now be addressed by MOITS.

The Annex was posted at <http://www.mwcog.org>. It was clarified that the Technical Compendiums to the REETC Annex were not vetted policy documents to be approved by the EPC, rather they collections of draft technical materials gathered or prepared during development of the Annex, and were available to agencies as a reference. It was noted that the MOITS Task Forces and the TPB should remain engaged in the EPC process.

Information was distributed on how to subscribe to and use the Regional Incident Communication and Coordination System (RICCS<sup>SM</sup>). Transportation groups on the RICCS had been streamlined down to three options: All Transportation, Transportation Core, and Transit Only; transportation users could also send messages to the RICCS<sup>SM</sup> Host Center or to RESF #5 (Information and Planning).

### **Briefing on the US Department of Homeland Security Urban Area Security Initiative (UASI) Process and Funding**

A total of \$60 million in homeland security funding had been assigned to the metropolitan Washington region for FY 2003 and that \$29 million was being granted for FY 2004. Funds were to be used either for planning, training, exercises, or equipment. The District of Columbia would be the contracting agency through which the grant would be administered. Any proposals for the FY 04 grant should be prepared by mid summer. It was noted that the majority of funding was being distributed to police, fire, and emergency response agencies. It was suggested that there needs to be a unified voice and plan about transportation needs in the region. The group was to revisit a proposed project list that had been developed two years ago; the list was to be distributed to participants for reference.

### **Update on ITS Architecture Activities**

A handout was distributed from the ITS Joint Program Office of the U.S. Department of Transportation. Highlighted were two actions that need to be taken by April 2005 to comply with national architecture standards. It was discussed that COG/TPB may hire or contract a new staff person to support these activities.

A regional architecture had been developed in 2002 to the satisfaction of Federal Highway Administration and with the understanding that there would be more specifics from the Federal Transit Administration that might need to be addressed at a later time. A chairperson was still needed for the ITS Architecture Subcommittee.

### **Update on Traveler Information and 511 Activities**

An ad hoc group met on February 20 to discuss Traveler Information and 511 activities. The Virginia Department of Transportation (VDOT) was initiating a contract for a statewide 511 service and that they had offered to include service in the Washington region as feasibility study, with an option for implementation. Proposals were due to VDOT by March 17. The service would focus on providing exception information on highways and transit. It was emphasized that VDOT would not be competing with private traveler information providers. It was also noted that this project was separate from the Regionally Integrated Traveler Information System (RITIS) project. Both projects would be overseen by the same committee.

### **Other Business**

The next MOITS Task Force meeting was scheduled for April 13. Also, the date of the May meeting was changed from the originally scheduled May 11 back to May 4 to enable discussion on the transportation communications strengthening paper before the May 6 EPC meeting, and because of other scheduling issues.