

January 19, 2005

Proposed Work Program for Regional Transportation Coordination

Prepared for the TPB in Response to Its Resolution
of 11/17/04

Presented by
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January 19, 2005

Existing Situation

- Incident response is the priority of existing organizations - and they're good at it
- No one is in charge of coordinating regional operations
 - Notification good among state DOTs, otherwise inconsistent
 - Continuing communication (situation updates) is weak
 - Regional coordination left to the busiest responders
 - No consistent single-point of contact for the press and the public
- Planning for regional coordination is everyone's spare-time job
 - Not included in most SOPs
 - ESF#1 Coordination Worksheets never completed
 - Relies entirely on knowledge and actions of a few key individuals from state DOTs and WMATA

Proposed Solution - CapCom

- Operations Support
 - Catalyst for Collaboration
 - Communication
 - Information sharing
 - Regional facilitation
- Planning/Preparedness
 - Regional SOPs
 - Databases
 - Multi-agency Training

The CapCom Operations Role

| Step | What Happens Now | If CapCom Existed |
|----------------------------------|--------------------------------------|---|
| Discovery | First responders | First responders |
| ID as regional incident | Uncertain | CapCom/First Responders |
| Facilitate regional coordination | Lead Agency (varies -often unclear) | CapCom initiates (e.g. conference call) |
| Ongoing communications | Ad hoc | Scheduled – CapCom ensures it occurs |
| Information dissemination | Ad hoc – stovepiped agency by agency | CapCom in coordination with agencies |
| Tracking regional impacts | Ad hoc | CapCom |
| Closeout | Lead agency | Lead agency with CapCom assistance |
| Lessons learned | Ad hoc | CapCom initiates, facilitates & documents |

CapCom Benefits

- Recognize and alert multiple transportation agencies if and when an incident becomes regional
- Ensure coordination of transportation management during major incidents (often not “transportation” per se), e.g.:
 - 9/11
 - “Tractor man” (March 2003)
 - Bomb threat near RFK Stadium (December 2003)
- Serve as a source for information verification and ongoing situation updates
 - CapCom offers equivalent of “one-stop shopping” for transportation information

The Plan

Three Phase Development

| Activity | Preparation | Prototyping | Full Operation |
|--------------|---|---|---|
| Organization | <ul style="list-style-type: none"> ■ Establish management structure ■ Develop regional procedures | <ul style="list-style-type: none"> ■ Ongoing facilitated coordination meetings ■ Training for regional response | <ul style="list-style-type: none"> ■ Continuation of prototyping phase activities |
| Operations | <ul style="list-style-type: none"> ■ Create center for 24/7 operation ■ Hire and train operations staff | <ul style="list-style-type: none"> ■ 2 shift operation ■ Mentoring, notification, dissemination, communication | <ul style="list-style-type: none"> ■ 3 shift 24/7 operation |
| Technology | <ul style="list-style-type: none"> ■ Regional database Prototype ■ Plan regional integration | <ul style="list-style-type: none"> ■ Full scale regional database development ■ Regional integration pilot | <ul style="list-style-type: none"> ■ Continue phased integration of regional systems |

Funding

| Phase | Capital Cost | Operations Cost | Total Cost |
|------------------------|--------------|-----------------|------------|
| Preparation (4 mo) | \$125K | \$220K | \$345K |
| Prototyping (5 mo) | \$840K | \$500K | \$1.34 M |
| Full Operation (12 mo) | \$1.9 M | \$1.3 M | \$3.2 M |
| Total | \$2.9 M | \$2.0 M | \$4.9 M |

Potential funding sources:

- Transportation federal aid

- UASI

- TPB member contributions

- Congressional earmark

TPB Assistance is Needed

- Work plan endorsement
- Identify start-up funding (work can begin immediately)
 - 1 full time position to lead preparation
 - Facilities (computer connections, space, etc.)
- Letter supporting a congressional earmark
- Endorsement of UASI application to support interface with emergency management agencies

Critical Next Steps

- TPB endorsement of work plan and identification of funding
- Establish CapCom governance structure
- Initiate start-up activities
- Plan for long-term (continuing) financial support

These actions are urgent. We cannot continue our current *ad hoc* response to regional incidents

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

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**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
January 19, 2005**

Members and Alternates Present

Phil Mendelson, D.C. Council
Michael Knapp, Montgomery County Council
Catherine Hudgins, Fairfax County Board of Supervisors
Chris Zimmerman, Arlington County Board
Kathy Porter, City of Takoma Park
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
Linda Smyth, Fairfax County Board of Supervisors
Karni Srikanth, VDOT
Michelle Pourciau, DDOT
Ludwig Gaines, City of Alexandria
Ron Spalding, MDOT
Julia Koster, NCPD
Karina Ricks, DC Office of Planning
David Moss, Montgomery County DPWT
David Harrington, Prince George's County
Andrew Fellows, City of College Park
Marsha Kaiser, MDOT
Art Smith, Loudoun County
Damon Harvey, DDOT
Bill Lebegern, MWAA
Dick White, WMATA
Robert Werth, Private Providers Task Force
Carol Petzold, Maryland House of Delegates
Cicero Salles, Prince George's County
Edward Thomas, WMATA

MWCOG Staff and Others Present

be a relinquishing of the Board's responsibility to deal with critical transportation issues. She noted that the Board may not be in full agreement on the specifics of the report, but she said it gives the Board an opportunity to be more focused on how the system's problems might be solved. She said she did not understand why the Board would need to continue to have discussions on this while they watch the system continue to deteriorate.

Mr. Salles said that everyone on the Board supports Metro, but he said that at this point, he could not endorse a sales tax or something like that. He said he thought it was premature to be discussing a specific recommendation.

Chairman Mendelson said he believed Ms. Petzold's amendment would take a resolution that was already tepid and make it even worse. He said the region's transportation system is facing serious problems and that a number of studies and other indicators show that a dedicated funding source is needed. He said that the choice before the TPB was whether to make a strong statement or not.

Following a voice vote on Ms. Petzold's amendment, Chairman Mendelson said the "no's" had it.

Chairman Mendelson said the resolution before the Board was as distributed, except where the word "accepted" would be changed to "endorsed."

Mr. Kirby said that on the issue of MetroAccess as suggested by Ms. Porter, the COG legal counsel had suggested the language "... be used to assist in serving people." He said the implication of this language would be to include the opportunity to secure social service money.

Ms. Porter said she would rather leave it as it was distributed.

A question was asked as to whether using the term "endorsed" would mean that a "yes" vote would endorse a sales tax.

Mr. Zimanerman said no, because the report does not really endorse a sales tax.

Vice Chairman Hudgins added that the report offered options and did not say a sales tax was the only solution.

Vice Chairman Knapp emphasized that the report did not endorse a specific tax. It said a dedicated funding source was needed for WMATA funding.

The motion was approved with Ms. Kaiser, Ms. Petzold, and Mr. Smith voting "no," and Mr. Salles abstaining.

12. Update on Actions to Improve Regional Transportation Communications and

Coordination During Incidents

Mr. Snyder introduced this item, noting that the TPB in the past had endorsed a general approach to these improvements. He said that the Management, Operations and Intelligent Transportation Systems (MITS) had been working with the agencies to develop a specific plan for implementation.

Mr. Snyder introduced Phil Tarnoff to make a presentation. He also recognized the contributions of John Contestabile with the State of Maryland.

Referring to the handout presentation, Mr. Tarnoff described the existing situation, including the need for an improved system for regional coordination. He said the proposed solution would be the establishment of an agency called CapCom, which would provide operations support and planning and preparedness efforts. He described a proposed work program for establishing CapCom. He said TPB assistance is needed to: endorse the work plan; identify start-up funding; request a Congressional earmark; and endorse an application with the Urban Area Security Initiative (UASI) to support interface with emergency management agencies. He said the start-up funding would be \$345,000 for the preparation phase.

Mr. Snyder made a motion proposing that the TPB:

- endorse the work plan;
- agree to work to identify start-up funding;
- support the congressional earmark; and
- endorse the UASI application.

Mr. Snyder said the UASI application process required an endorsement from the TPB before the next Board meeting because projects will be reviewed in the near future.

Ms. Pourciau said she understood that a group of officials from across the region will be meeting in early March to make a final selection on the regional UASI funds. She suggested that a very clear proposal be brought back to TPB at the February meeting, which could be endorsed by the TPB and then forwarded to the COG Regional Emergency Preparedness Council. The REPC could then submit the proposal as an official submission for the region.

Ms. Kaiser thanked Mr. Snyder for his hard work. She also thanked Mr. Tarnoff and Mr. Contestabile. She said she supported moving forward on this issue.

Mr. White also thanked everyone who has been working on this issue. He noted that page 4 of the handout provided a compelling case that the region needs to act quickly to make the improvements.

Ms. Sorenson said the Virginia Department of Transportation was also in support of Mr. Snyder's motion.

The motion was seconded and was passed unanimously.

13. Report of the Regional Pedestrian and Bicycle Safety Education Campaign

This item was deferred to the February meeting.

14. Review of Outline and Preliminary Budget for FY 2006 Unified Planning Work Program (UPWP)

This item was deferred to the February meeting.

15. Review of Outline and Preliminary Budget for FY 2006 Commuter Connections Work Program (CCWP)

This item was deferred to the February meeting.

16. Other Business

There being no other business, the meeting was adjourned at 2:20 p.m.