

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

Meeting Notes

MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY AND TECHNICAL TASK FORCES

DATE: Tuesday, December 13, 2005

TIME: 12:30 PM

PLACE: COG, First Floor, Meeting Room 1

CHAIRS: Hon. David Snyder, City of Falls Church
and Lora Byala, Washington Metropolitan Area Transit Authority

VICE CHAIRS: John Contestabile, Maryland Department of Transportation
Soumya Dey, District Department of Transportation
William Haynes, City of Alexandria

Attendance:

Roger Boothe, VDOT/NOVA
James A. Bunch, Mitretek
Lora Byala, WMATA
John Contestabile, MDOT
Soumya Dey, DDOT
Calvin Green, Montgomery County Transit
Matthew Greenwald, WMATA
Al Himes, Alexandria Transit
Egua Igbinosun, MDOT/SHA
Natalie Jones-Best, DDOT
Bill Knost, Trafficland
Betsy Massie, PRTC
Amy McElwain, VDOT
Peter Meenehan, WMATA
Mark Miller, WMATA
Frank Mirack, FHWA
Jean Yves Point-du-Jour, MDOT/SHA
Alex Verzosa, City of Fairfax

Continued...

MOITS Joint Task Forces

Notes from the December 13, 2005 Meeting

Page 2 of 5

COG Staff Attendance:

Andrew Austin
Michael Farrell
Andrew Meese
Gerald Miller
Calvin Smith
Jim Yin

1. Welcome and Introductions

Participants introduced themselves. Lora Byala chaired the meeting.

2. Update on the Regional Transportation Coordination Program

Progress on the “CapCom” Regional Transportation Coordination Program depended upon three related activities and funding sources: a SAFETEA-LU grant, a DDOT-sponsored study by the USDOT Volpe Center, and the University of Maryland effort to be funded by an FY2005 Homeland Security grant.

In the SAFETEA-LU bill there is a grant that provides for implementation a regional transportation coordination program. DDOT, MDOT, VDOT, and WMATA prepared a proposal for the TPB, which approved an amendment in October to the regional long-range plan and Transportation Improvement Program which would provide for such a program. Commencement on the SAFETEA-LU grant awaited recommendations from the now-ongoing Volpe Study.

Concurrently, DDOT engaged the USDOT Volpe Center to study the need for a potential structure of a regional program. Immediately following this meeting there was a “CapCom” Steering Committee meeting for that effort to talk about options. The recommendations were scheduled to be presented to the TPB at their December 21st meeting. The “CapCom” Steering Committee has looked at a breadth of issues and identified a number of things that need to be done, and a set of recommendations will be selected at today’s meeting. MOITS will be informed next month as to the results of those discussions.

In early 2005, the University of Maryland Center for Advanced Transportation Technology (CATT) had been designated as a recipient of FY2005 Homeland Security Urban Area Security Initiative (UASI) funds to help it develop activities to help transportation information be supplied in the event of a catastrophic emergency. As of this meeting, funding had not been released by the District of Columbia State Administrative Agent (DC SAA) for UASI; the stated reason for the delay was to rectify differing University and DC SAA/DHS information disclosure policies. The University was able to continue work on the related Regional Integrated Transportation Information System (RITIS), previously funded by a transportation grant.

MOITS Joint Task Forces

Notes from the December 13, 2005 Meeting

Page 3 of 5

3. Update on the Urban Area Security Initiative (UASI) Subgrant Proposal Process for FY 2006 Funds

A hand-out was distributed, a print-out of the COG Web site page showing the FY 2006 UASI schedule, http://www.mwcog.org/security/NCR/uasi_change.asp. Similar to FY2005, the DC SAA had developed a Concept Paper template that applicants were supposed to use to briefly describe projects they were interested in submitting for FY2006 UASI funds. As of this meeting, concept papers were due on January 17. Additional guidance was still awaited. [Later, major changes to the requirements and deadlines were announced by the DC SAA.]

To date, the biggest change known was, in contrast to previous years, it was not determined up front how much UASI funding the Washington region (or any other region) will receive; rather, the entire program would be competed nationally based upon level of risk and other factors. That could be a positive development for higher-risk areas like the Washington region. Given that there was no regional funding total, the process beyond development of Concept Papers was not yet determined.

On an additional related topic, in response to problems experienced in the aftermaths of Hurricanes Katrina and Rita, Homeland Security issued Preparedness Directorate Information Bulletin (IB) Number 197 on November 23, asking the regions to describe the status of their emergency response plans by January 17, 2006 (coincidentally the same date as the Concept Paper deadline above). The requirement to submit information to DHS on IB 197 seemed to be directed at states, and the regional role was still to be determined. This information was presented to MOITS for the sake of awareness.

It was noted that, parallel to UASI, there is a national transit-specific homeland security grant, and the Washington and Baltimore region have been combined for purposes of transit grant applications. This was being handled by a regional transit working group composed of the region's rail transit providers, who were also to be involved in the regional and state IB 197 discussions.

Flyers were distributed and an announcement made for the Fifth Annual National Capital Region Incident Management Conference, to be held at the Washington Convention Center on January 5-6, 2006. Registration was free, and MOITS participants were encouraged to attend.

4. Work Session to Review RESF-1 UASI Subgrant Proposals for FY 2006 Funds

The Concept Paper due date to the DC SAA had been changed from January 3 to January 17, 2006 [The particulars of the requirements and the due dates were later changed.] This change meant that there would be two MOITS meetings before the deadline, today's meeting and the January 10 meeting [later rescheduled to January 17], instead of just today's meeting.

Today's meeting would enable a review of how many and what types of Concept Paper proposals RESF 1 – Transportation members were considering, decide if RESF 1 wants to do any prioritization, and come back on January 10 to finalize the list.

Participants brought their Concept Papers to the attention of the group.

MOITS Joint Task Forces

Notes from the December 13, 2005 Meeting

Page 4 of 5

Al Himes of Alexandria Transit had two proposals, one for security cameras for the bus maintenance facility, and one for adding security cameras to the buses. Cameras could be reviewed remotely from a laptop. It was suggested to explore making this a regional proposal, to buy security cameras for many transit systems. The group discussed whether a larger proposal might be more compelling, whether customer privacy was an issue, and whether the cost of cameras was justified given low incidence of vandalism currently. Portions of a regional grant could be tailored as appropriate for the specific needs of various agencies.

Soumya Dey and Natalie Jones-Best then presented DDOT's proposed projects, which included the following:

1. Dynamic message signs, which will include graphics as well as text.
2. Critical infrastructure monitoring, consisting of cameras.
3. A public notification system consisting of loudspeakers, enabling communication with people on the street.
4. A new transportation management center at Anacostia Gateway.
5. An emergency transportation plan for special needs populations.
6. An evacuation time estimate for partial and full evacuations of the District of Columbia.
7. A study for a rubbernecking prevention screen.
8. Testing and exercising of the Emergency Transportation Annex of the District response plan.
9. Risk Assessment and Implementation of Measures for Bridge and Tunnel Security
10. Replacement of security doors and locks in the District's tunnels.

The public emergency notification system could work on any connected signalized intersection. The dynamic message signs would be movable LED signs. They can also be used as traffic signals.

The group discussed whether some of the DDOT projects, such as the evacuation time estimates and special needs population projects, might include more funding be revised to be regionwide in scope rather than just for the District of Columbia.

In response to a question from Alex Verzosa, the group discussed that it would not prioritize these Concept Papers until there was further guidance from the DC SAA, probably at the January 10 meeting. Since it was not likely that there was a funding cap as there was on last year's process, this year's prioritization methodology may be different, and more projects in total may end up being submitted. It was also noted that the CapCom Steering Committee had recommended not seeking FY2006 UASI funds for CapCom, over and above those already in hand from last year and until last year's funds were utilized. CapCom had been the top RESF 1 priority for UASI in FY2005.

Lora Byala, Matthew Greenwald, and Mark Miller described WMATA's concept, revising its proposal from last year for funding toward a relocated operations control center with enhanced communications, with UASI funds proposed to be part of a multi-source funding arrangement. As revised, the entire project was reduced in cost versus last year's estimates. The operations center should be a priority because if that is inoperable, the entire WMATA rail system may also become inoperable.

MOITS Joint Task Forces

Notes from the December 13, 2005 Meeting

Page 5 of 5

It was suggested that members take another look at last year's list of concepts (a summary was distributed) to see if anything needed to be resubmitted, updated, or removed from the list.

In preparation for the January 10, 2006 meeting, Andrew Meese asked members to submit any new concept not identified at this meeting to him by December 23, and any changes to concepts already submitted in draft form by January 4 [these deadlines were later withdrawn due to significant changes in the overall FY2006 UASI process].

5. Update on Reestablishment of the Regional Emergency Support Function (RESF 1) – Transportation Committee for the Urban Area Security Initiative (UASI) Strategic Governance Structure

Calvin Smith, COG Director of Human Services, Planning, and Public Safety (HSPPS), briefed the committee on the creation of a new RESF 1 – Transportation Committee within the COG public safety committee structure, but that would also brief the MOITS and the TPB, and the addition of a new staff person in the Public Safety Section of COG to staff that committee. A number of resumes have been received, and it was hoped to have the new staff person on board soon. The committee membership is being determined, but will likely include non-transportation people. This staff person will also staff a long term recovery and mitigation committee and effort.

In response to a question, Mr. Smith described what kind of guidance might come from the State emergency management agency (EMA) directors regarding IB 197. The regional emergency transit working group was currently looking at the issue, but it might benefit from the participation of some non-transportation people. The State EMAs would likely take the lead in responding to IB197, and the region would undertake any follow-up work working through Mr. Smith in time for the January 17 deadline.