

September 15, 2004

Progress Report on Actions to Improve Regional Transportation Communication and Coordination During Incidents

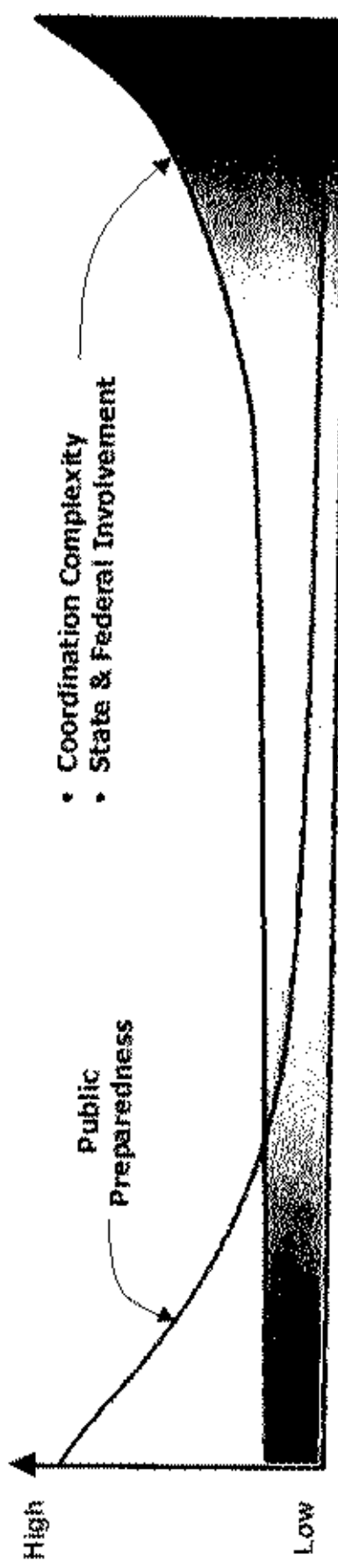
John M. Contestabile

**Director, Office of Engineering and Homeland Security
Maryland Department of Transportation**

**Presentation to the
National Capital Region Transportation Planning Board
September 15, 2004**

Course of Action for Strengthening Transportation Communications and Coordination

- On May 19, TPB endorsed a course of action for strengthening transportation communications and coordination during significant transportation incidents
- Program of technical and procedural improvements are to be developed over a 6-month period
- Working groups have been meeting, and technical systems upgrades and procedural changes are now underway



CLASSIFICATION	LEVEL I LOCAL	LEVEL II REGIONAL	LEVEL III STATE	LEVEL IV NATIONAL
EXAMPLES	<ul style="list-style-type: none"> Minor Traffic Incidents Traffic Crashes Minor Load Spills Vehicle Fires Minor Train/Bus Accidents Accidents w/ Injuries 	<ul style="list-style-type: none"> Train Derailment Major Bus/Port Transit Accidents Major Truck Accidents Multi-vehicle Crashes Hazmat Spills Some Casualties & Fatalities 	<ul style="list-style-type: none"> Train Crashes Airplane Crashes Hazmat Incidents Multi-vehicle Accidents Tunnel Fires Major Casualties & Fatalities Port/Airport Incidents Large Building Fire or Explosion Industrial Incidents Major Tunnel or Bridge Closure 	<ul style="list-style-type: none"> Terrorist Attack/WMD Floods, blizzards, tornadoes Transportation Infrastructure Collapse Extended power/water outage Large Riots Mass Casualties
EXPECTED ROAD CLOSURE	0-2 HOURS	2-4 HOURS	4-8 HOURS	DAYS
TRAFFIC MANAGEMENT RESPONSE	<ul style="list-style-type: none"> Traffic Operations Center Support Multi-agency SOP Person-to-person Notification and Communications Dispatcher Notices SOC Traffic Advisory Dissemination 	<ul style="list-style-type: none"> Traffic/Transit Operations Center Support Multi-agency SOP Agency-to-Agency Notification/Comm Person-to-Person Notification/Comm Regional "Bridge Call" Neighboring TOCs (TRIP, I/MC, I/MMS, STC) Provide Traffic Advisory Info Assist in Traffic Detour Coordinate Traffic Signal Operations 	<ul style="list-style-type: none"> Traffic/Transit Operations Center Support Agency-to-Agency Notification & Communications Person-to-Person Notification & Communications Regional "Bridge Call" Neighboring TOCs (TRIP, I/MC, I/MMS, STC) Provide Traffic Advisory Info Assist in Traffic Detour & Evacuation Traffic Mgt Coordinate Traffic Signal Operations SOC coord regnl traffic mgt I-95 Corridor Coalition alerted 	<ul style="list-style-type: none"> Transp. Ops Center Support Agency-to-Agency Notifi/Comm Person-to-Person Notifi/Comm Regional "Bridge Call" Neighboring TOCs (TRIP, I/MC, I/MMS, STC) Provide Traffic Advisory Info Assist in Traffic Detour & Evacuation Traffic Mgt Coordinate Traffic Signal Operations SOC & MLCMA EOC coordinate regional evacuation traffic mgt I-95 Corridor Coalition alerted Possible Federal involvement

Objectives of Regional Coordination During Incidents

- Ensure that clear responsibility exists for shepherding the shared coordination process
- Facilitate communication/information sharing among agencies (at all levels) responding to emergencies
- Inform the public on the status of transportation facilities and provide critical public safety information
- Strengthen linkages between public safety and transportation organizations (e.g. CapWIN)

Issues

- Transportation operations centers do not communicate as effectively as they should: one on one; agency to agency; agency to public
- NCR interagency paging procedures needs to be more consistent and comprehensive
- Current technical systems integration needs to be improved and knowledge of each others' procedures and protocols need to be strengthened
- NCR needs a single repository for complete traffic information, both real time and historical

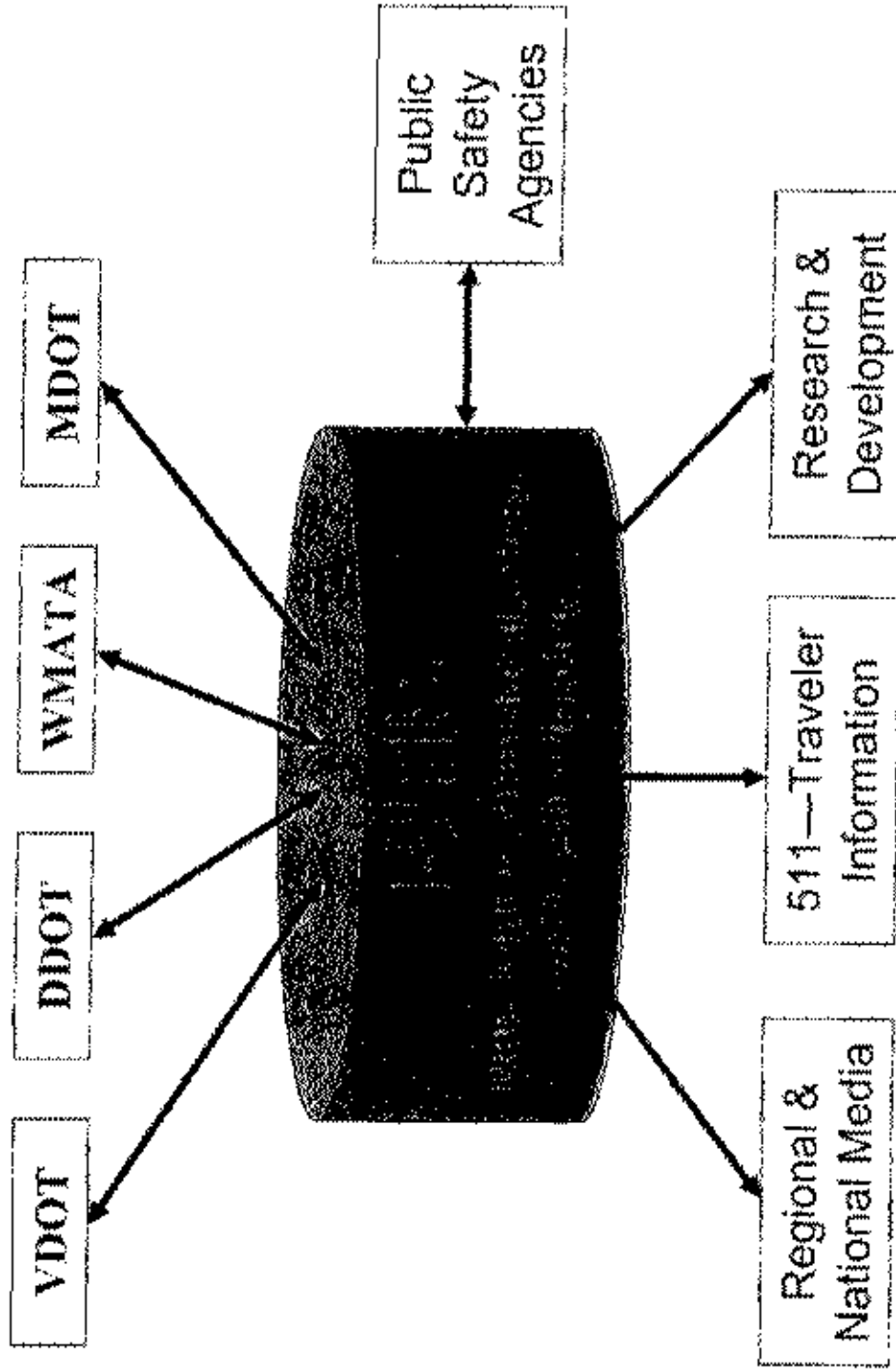
Actions by November 2004

- Develop and present to TPB a proposal to provide regional coordination 24/7
- Develop agency reference/contact lists and improve paging systems
- Continue working with the Public Information Officers' effort to improve public information
- Hold regular meetings of a newly-formed steering committee to speed progress on these issues

Actions by June 2005

- Complete full implementation of interagency operating procedures and protocols, including cross training of each agency's staffs
- Interconnect existing systems utilizing similar architectures
- Implement Regional Integrated Transportation Information System (RITIS) prototype

Actions by June 2005



Enhancements Beyond June 2005

- Commence fully operational RITIS that would be governed, hosted and maintained 24/7
- A fully operational regional "511" telephone and Internet traveler information service
- Integration with local transit/traffic operation centers and emergency service providers

Questions and Feedback

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

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Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
September 15, 2004**

Members and Alternates Present

Chris Zimmerman, Arlington County Board
Phil Mendelson, D.C. Council
Michael Knapp, Montgomery County Council
Ron Spalding, MDOT
Cicero Salles, Prince George's DPW&T
Catherine Hudgins, Fairfax County Board of Supervisors
Kathy Porter, City of Takoma Park
Brian A. Glenn, FTA
Bill Wron, City of Manassas Park
Edgar Getzalez, Montgomery County Executive Branch
David Snyder, City of Falls Church
JoAnne Sorenson, VDOT-NOVA
Eric Olson, City of College Park
Rick Camizales, Prince William County
Richard Stevens, WMATA
Edward Thomas, WMATA
Karina Ricks, DC Office of Planning
Jeff Jennings, DC City Councilmember Jim Graham
Damon Harvey, DDOT
Linda Smyth, Fairfax County Board of Supervisors
Kam Srikant, VDOT
Dick White, WMATA
Harry J. Parrish, Virginia House of Delegates
Karina Ricks, DC Office of Planning
Michelle Fourciau, DDOT
Patsy Ticee, Virginia Senate
Carol S. Petzold, Maryland House of Delegates

Mr. Kirby also said the Board was being asked to authorize transmittal of a letter from the TPB Chairman to Mr. Demoga, Chairman of the Metropolitan Washington Air Quality Committee (MWAQC), advising Mr. Demoga that staff was recommending the use of Option 2, which would keep Stafford County in the analysis. MWAQC is asked to comment on this recommendation as part of the comment period and the interagency consultation process.

A motion was made and seconded to release for public comment the draft scope of work for the eight-hour conformity assessment and project submissions for 2010 and to authorize Chairman Zimmerman to send the letter to MWAQC.

Mr. Gonzalez asked whether in the future it would be too technically challenging to have the results by jurisdiction so that the region would not find itself in this bind.

Mr. Kirby said it would be very technically challenging to do that and would require considerable additional work. He added that he did not view the current situation as "being in a bind." He said the recommended approach was entirely appropriate and was one of two options that EPA explicitly offered. He emphasized that this approach would only cover the next year. Staff will begin work with MWAQC right away to establish new emissions budgets for the eight-hour standard on the new attainment area.

The motion was approved unanimously.

10. Progress Report on Actions to Improve Regional Transportation Communications and Coordination During Incidents

Mr. Snyder said that considerable progress had made since the attacks of 2001, but in terms of managing a major transportation crisis, the job is not completed. He said the major challenge is determining the right structure for overseeing coordination and communications during incidents. He introduced John Contestabile of MDOT to make the presentation.

Referring to the handout presentation material, Mr. Contestabile summarized the presentation. He said a senior working group has been steering this effort, including members of the TPB and their staff. He said that one particular challenges the region faces is ensuring coordination in an event that is truly regional in scope. He said the DOTs were trying to make sure that clear responsibility exists for this coordination process. He said they want to facilitate communication, inform the public, and of course, and strengthen linkages between transportation and public safety agencies.

Mr. Contestabile said communication needs to occur at three levels: individual-to-individual, agency-to-agency, and agency-to-public. He said a repository is needed for all the data that is developed. He said the DOTs were currently in discussions about having the CAPWIN

organization perform functions similar to the TRANSCOM organization in New York. He said they hoped to return to the TPB in November to present a proposal for coordination on a 24-hour basis. He said they would also be updating their contact lists, references, and paging systems. He said they were continuing to work with the public information officers on improvements. He said that by June of next year, the DOTs hoped to implement protocols guiding these improvements, including cross-training of each other's staff. He said they also want to implement a regional transportation information system. He noted that Virginia is moving ahead with a system.

Mr. Snyder asked that when the issue is brought back to the TPB in November that a completion date be set for sometime in the first or second quarter of 2005. He said that while he appreciates the work that has been done, he believed a stronger push needs to be made for a much more aggressive time frame.

Ms. Pourciau emphasized that improved public information was not just important for potential security issues, but also for transportation problems that occur every day. She said the members of the Task Force believe that CAPWIN is an existing structure that might be used to support the coordination that is needed. She said that leadership is needed to develop the right system to make sure the public is informed.

11. Briefing on Presentation of the Results of the TPB Regional Mobility and Accessibility Study for the TPB Citizen Advisory Committee (CAC) Outreach Meetings

This item was deferred to the next meeting. However, Mr. Kirby did ask that Board members look at the presentation that was distributed and provide comments to staff.

12. Other Business

There being no other business, the meeting was adjourned at 2:15 p.m.

