

March 16, 2005

Update on Actions to Improve Regional Transportation Communications and Coordination During Incidents

Prepared for the Transportation Planning Board

Presented by
Philip Tarnoff, Director
University of Maryland

Center for Advanced Transportation Technology

March 16, 2005

Background

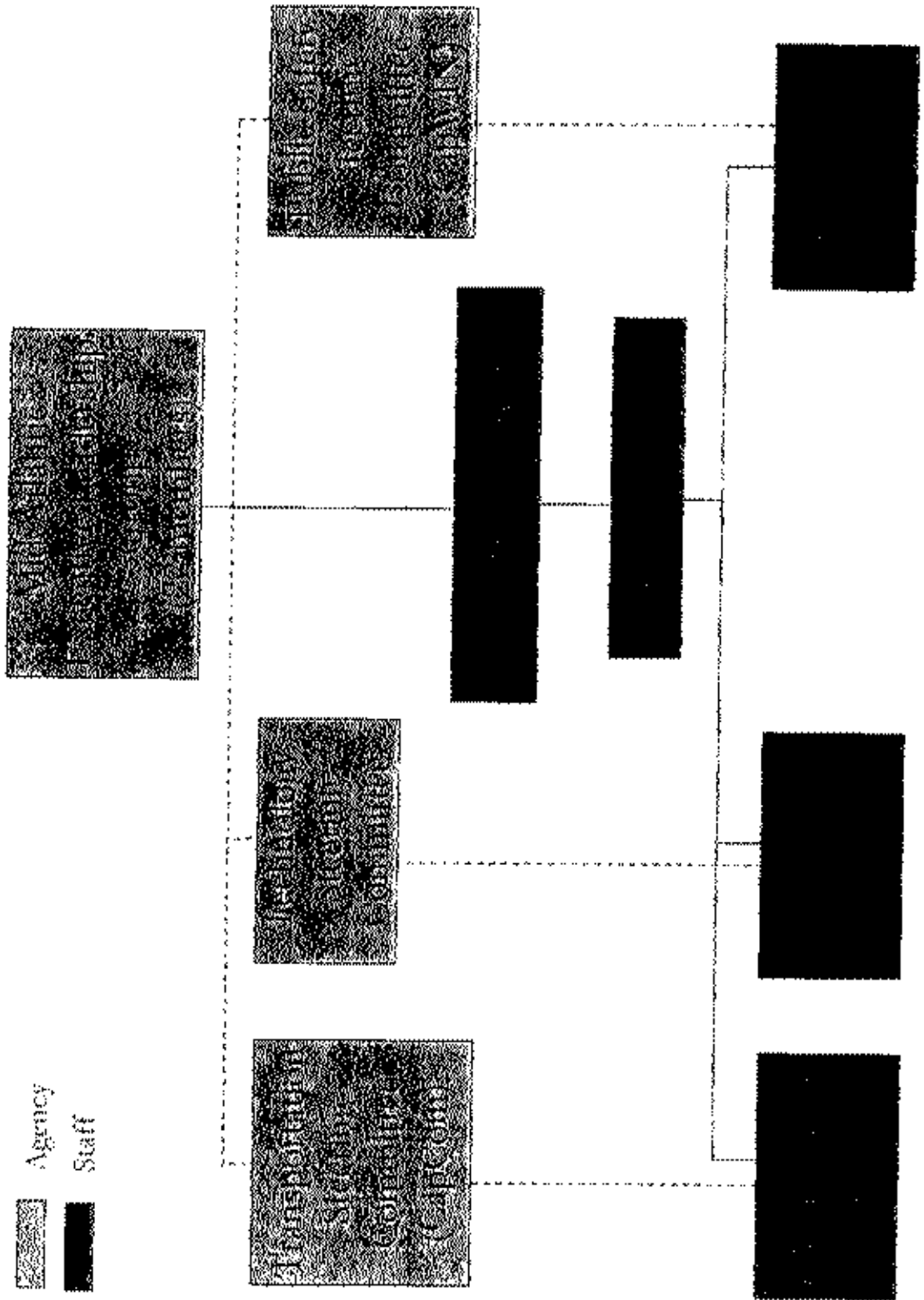
- CapCom organization proposed
 - Operations – collaboration, communication, information sharing, facilitation
 - Planning – operational procedures, databases, training
- Three phase plan unanimously approved at 1/19/05 TPB meeting – preparation, prototyping, and full operation
- Next steps were to explore funding and governance issues

Proposed Governance Structure

Governance

- Studied by stakeholders, GMU
- Balance between transportation and public safety requirements
- Need to establish an organization whose sole responsibility is regional coordination, building on the existing CapWIN governance structure
- A new structure endorsed by existing CapWIN Executive Leadership Group, submitted for TPB consideration

New Name: Mid-Atlantic Interoperability Partnership (MAIP)



MAIP Exec Leadership Group of 22 (proposed)

- 5 Maryland
 - 2 Governor's appointments (transportation and public safety)
 - 3 Local government users
- 5 Virginia
 - 2 Governor's appointments (transportation and public safety) 3 Local government users
- 5 District of Columbia
 - 2 Mayor's appointments (transportation and public safety)
 - 3 D.C. Users
- 5 Federal
 - 3 Cabinet-level Agencies
 - 2 Federal agency users
- 2 Inter-jurisdictional
 - WMATA
 - MWAA

A Review of Funding Needs

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

Funding Sources

Funding Source	Process	Requirements for Local Match	Status
UASI (Homeland Security)	Proposal submission and selection	No match required	CAOs Exec. Cmte. 3/11/2005 recommended against providing UASI funding now
Congressional Earmark	Congressional action requested by the region	Match using local funding	\$2 million one-time earmark in House bill
Transportation Federal Aid	Agreement of three DOT's	Match using local funding	To be explored
TPB Member Contributions	TPB Agreement	Not applicable	To be explored

Where Do We Go From Here?

- TPB Members
 - Consider options if federal funding expectations reduced
 - Active support of UASI proposal with CAOs
- University of Maryland, departments of transportation, TPB staffs:
 - Ready for further UASI discussions as they occur
 - Continue efforts to define governance structure
 - Continue to explore other funding options
- Action awaits funding

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

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
March 16, 2005**

Members and Alternates Present

Phil Mendelson, D.C. Council
Catherine Hodgins, Fairfax County Board of Supervisors
Michael Knapp, Montgomery County
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
Kanti Srikanth, VDOT
Michelle Pourciau, DDOT
Ludwig Gaines, City of Alexandria
Ron Spalding, MDOT
Karina Ricks, DC Office of Planning
David Moss, Montgomery County DPWT
Damon Harvey, DDOT
Robert Werth, Private Providers Task Force
Cicero Salles, Prince George's County
Lora Byala, WMATA
Bill Wren, City of Manassas Park
Hilda Barg, Prince William County
Wally Covington, Prince William County
Bruce Reeder, Frederick County
Skip Coburn, DC Council
Sandra Jackson, FHWA
Rick Carizales, Prince William County
Julia Koster, NCPC
Edward Thomas, WMATA

to submit the proposal. The three state departments of transportation submitted letters of support and the Virginia Department of Transportation actually submitted the proposal because it had to come from a state DOT.

Mr. Kirby also noted that the letters packet included a letter to the City of Bowie responding to its inquiry regarding the status of a project in the CLRP.

A question was asked as to why amendment actions taken by the Steering Committee are exempt from the air quality conformity requirements.

Mr. Kirby explained that the projects that are approved by the Steering Committee that do not require any conformity finding are either already in the plan and have met the conformity requirement or they are exempt from conformity. He said that something like the widening of I-95 in Prince William and Fairfax counties is already in the program and has been through the conformity process. He said the amendments were budgetary actions, moving money from one category to another, but not changing the nature of the project or the scheduled completion date.

Chairman Mendelson explained that the Steering Committee takes action on what he considered to be minor matters. He said that when this item is brought before the Board that is an opportunity to take exception with any action taken.

6. Chairman's Remarks

Chairman Mendelson said he did not have any remarks himself, but he noted that Congressman James Moran was in attendance and he asked Mr. Moran to speak.

Mr. Moran began his remarks by thanking the Council of Governments for its work in developing the pawn shop database sharing system for police departments. He noted that he had participated in a press conference the previous day on this subject. He said that organizing those kinds of projects was a perfect role for COG.

Mr. Moran noted that he and former Senator Charles Robb had sponsored a bill in the late 1990s that would have made the Transportation Planning Board into a regional transportation authority. He said the bill did not receive adequate support. He said he has now developed a smaller version of that legislation, which fit well into the aegis of the TPB. He said it would provide a \$10 million authorization along with a 25 percent match. He said that while it would not finance a lot of major transportation projects, it would help with a number of small, but important, regional projects, including the CapCom center.

Mr. Moran also said that at his request, the House transportation authorization legislation included \$2 million for CapCom. He said the House had passed the reauthorization bill the previous week.

He said the CapCom center would largely be for incident management, especially for communications and coordination. He said he would like to get more than \$2 million for CapCom, but this would need the support of the region's Congressional delegation.

Mr. Snyder thanked Congressman Moran for his leadership over the years. He said it was important to remember that the CapCom project was a good example of something with a comparatively low cost and a very high value. He said it would be very valuable not only for major emergencies, also for daily commuting.

Mr. Moran thanked Mr. Snyder for his support and for the support of the Northern Virginia Transportation Commission, which Mr. Snyder chairs.

Chairman Mendelson asked what is the total amount needed for CapCom.

Mr. Snyder said staff has estimated CapCom needs \$5 million, including establishing it and running it for two years. He said the \$2 million earmark, which Mr. Moran is helping to obtain, will provide a good start.

Chairman Mendelson asked what Congress is doing on the issue of transporting hazardous materials through the region.

Mr. Moran expressed concern about the vulnerability of trains that go close to the Capitol building. He said that he and other members of Congress had held meetings with CSX Railroad and the Homeland Security Department. He said that CSX said it is not sending trains through as frequently, if at all, but it did not provide specific information about the transport of hazardous material. He said he believes these trains need to be rerouted. He said he was glad the D.C. Council is trying to do something about it.

Chairman Mendelson said the D.C. Council has passed legislation to regulate this issue, which has caused CSX to sue the Council. He said that if CSX prevails, then the situation will require federal action because the courts will have ruled that the localities cannot act because this is a case of interstate commerce.

Mr. Moran said he appreciated and shared Chairman Mendelson's concerns, but he said he would be shocked if Congress actually fixed the problem.

Mr. Zimmerman said he wanted to point out that the rail line in question also runs near the Pentagon, Reagan National Airport and right through Crystal City.

Mr. Moran said he and other members of Congress have asked that monitors be established next to the rail line on both sides of the Potomac River to detect toxic leakage.

Mr. Moran said he wanted to call attention to another issue. He said that in 1994, Congress passed legislation declaring tow truck operations to be interstate commerce. Congress's elimination of the Interstate Commerce Commission (ICC) in 1995 meant there was no longer any authority to regulate towing operations. He said that the reauthorization bill passed the previous week would reestablish some regulation of tow truck operators. He said he was hopeful that the Senate would include similar language in its version of the legislation.

Chairman Mendelson thanked Mr. Moran for coming to the TPB meeting and in particular, for Mr. Moran's support for CapCom.

Mr. Moran said it was an honor to be invited to speak to the TPB and said he appreciated the TPB's work.

7. Approval of Amendments to the FY 2004-2009 and FY 2005-2010 TIPs That Are Exempt from the Air Quality Conformity Requirement to Modify Funding for Fifteen Projects in Frederick, Montgomery and Prince George's Counties, as Requested by Maryland Department of Transportation (MDOT)

Referring to the mailout material, Mr. Kirby said the amendments were for 15 projects in Frederick, Montgomery and Prince George's counties as requested by the Maryland Department of Transportation. He said they were exempt from air quality conformity requirements. He said the amendments were mostly modifications to funding for projects. He said this item was released for public comment the previous month, and he said that no comments had been received.

Ms. Kaiser said a similar item comes up every year. She said these amendments would reconcile the TIP with the capital budget of the state's general assembly.

A motion was made to approve Resolution 14-2005, to amend the 2004-2009 Transportation Improvement Programs (TIP). The motion was seconded.

Ms. Pourcian asked if it would be possible for the Maryland and District of Columbia departments of transportation to work together to ensure that the scoping of projects is coordinated.

Ms. Kaiser said she recently met with the District staff and discussed setting up a workshop to review cross-jurisdictional projects.

The motion was passed unanimously.

A motion was made to approve Resolution 15-2005, to amend the 2005-2010 Transportation Improvement Programs (TIP). The motion was seconded and was passed unanimously.

jobs/housing imbalance was being realistically addressed by the forecasts. She said the letter should raise this issue so that the discussion can move toward better solutions. She said the letter should enhance the opportunity to continue the discussion that has already started.

Mr. Dorsey asked for information about the proposal to remove some seating from Metrorail cars.

Mr. Edwards said that WMATA had submitted a recommendation to the WMATA board to reconfigure the seats in some of the cars. He said the recommendation is not yet approved. He said they were seeking to do a pilot test case. He said were roughly estimating this change could result in a 10 percent reduction in the crowding, which would not be a major change, but would provide some relief.

12. Status Report on Staff Proposals Regarding Commuter Connections

Referring to the mailout material, Mr. Kirby said that staff has been working with the state transportation agencies to come up with some alternative approaches to structuring the Commuter Connections Program and funding it. He said staff hoped to be able to present a detailed work program for the Board's consideration next month.

Chairman Mendelson asked when the Board would need to act on this item.

Mr. Kirby said the fiscal year begins July 1, so it would definitely be needed by then. He said the current plan was to bring a draft work program to the Board in April with the goal of having it approved in May.

13. Update on Actions to Improve Regional Transportation, Communications and Coordination During Incidents

Referring to the handout presentation and the mailout materials, Mr. Tarnoff of the Center for Advanced Transportation Technology at the University of Maryland briefed the Board on the development of the CapCom center and actions to improve communications and coordination during incidents. He described options and plans for establishing the center's governance structure, building on the existing CapWin governance structure.

Mr. Tarnoff also described potential funding sources. He said it has been estimated the center will cost \$4.9 million over the first two years. He described a chart showing potential funding sources. He said the University of Maryland had submitted a proposal for Urban Area Security Initiative (UASI) funding from the Department of Homeland Security. He said the proposal was reviewed by the Council of Governments (COG) Chief Administrative Officers (CAO) Committee, which did not recommend the CapCom proposal for UASI funding at the current time. He said the CAO

Committee said the CapCom proposal would get first consideration if additional funding becomes available. He said this outcome was discouraging.

Mr. Tarnoff noted that it was encouraging to hear from Congressman Moran that the Congressional earmark for CapCom seemed to be on track.

Mr. Tarnoff said that the people working on CapCom need to consider looking at funds that might be available from the traditional federal transportation programs. He also said that supporters of CapCom need to continue to encourage funding from the Department of Homeland Security. He said that all potential funding options must be considered. He emphasized that even if the Congressional earmark comes through, continuing funding for operations will still be needed. He said sustained funding will be essential to retaining good staff.

Mr. Snyder said that regarding the proposed governance structure, consideration was being given to including emergency management agencies, private sector representatives and representation from the TPB.

Mr. Snyder said it was important for the TPB to reiterate its support for CapCom to the CAO Committee at COG. He said the TPB should send a letter to the CAO Committee urging UASI funding and noting the strong potential for a Congressional earmark.

Mr. Zimmerman asked for a clarification of the authority of the CAO Committee at COG. He asked if it actually makes the decision on the allocation of UASI funding.

Mr. Snyder said it is his understanding that the CAO Committee provides an advisory opinion to a senior policy group of state and District of Columbia officials that was put together by the head of the Department of Homeland Security.

Mr. Zimmerman asked if that meant that this is ultimately a decision of the Department of Homeland Security, but the recommendations of the CAO Committee could determine where the funding would be allocated.

Mr. Snyder said that based on his understanding, Mr. Zimmerman's comments were correct.

Mr. Zimmerman asked if the full CAO Committee or a subgroup had made the recommendations so far.

Mr. Snyder said a subgroup made the recommendations to the CAO committee the previous Friday.

Mr. Zimmerman said it would be useful to know which jurisdictions' CAOs had made the decision and if there any recorded votes. He said the CAOs for the most part work for the members of the

TPB, and it would be useful to know how their own staff members were acting on these issues. He said it seemed backward that elected officials have to go now begging to the people they appoint.

Chairman Mendelson said the proposal was to send a letter to CAO Committee expressing continuing support for the transportation projects that had been submitted to for UASI funding, especially CapCom.

The motion was seconded and was approved unanimously.

Ms. Porter asked for information regarding the study of the transport of hazardous materials, which was something the TPB had discussed previously.

Ms. Koster said the Department of Homeland Security had asked the National Capital Planning Commission (NCPC) to seek UASI process for its study to look at potentially relocating several railroad alignments. She said the District Department of Transportation had submitted the application for UASI funding.

Ms. Porter said that she recalled that the TPB had sent a letter saying the Board believes that this is a regional issue.

Chairman Mendelson suggested the Board might get an update at its next meeting.

Mr. Fellows said Ms. Koster's description seemed to indicate the study would look at physically moving the rail lines. He asked if a decision had been made not to look at the issue of where hazardous material is routed.

Ms. Koster said NCPC is trying to obtain funding to conduct a study looking at different alternatives that could include both physical solutions as well as operational solutions.

Mr. Robertson, COG Executive Director, who had not previously been in attendance at the meeting, said he understood that Board members had raised questions regarding the UASI process. He explained that the Senior Policy Group, comprised of the District of Columbia mayor and the two governors, had jointly agreed to administer the grant process for UASI funds. This group delegated the COG Chief Administrative Officers Committee to be the technical review body of the applications for UASI funds. A subcommittee of the CAO Committee has made recommendations on the transportation applications for funding. The fall CAO Committee will be meeting later in the month to consider those recommendations.

Mr. Robertson said he understood that the TPB had submitted a letter in support of the CapCom proposal. He said there are efforts underway to identify other sources of funding, including matching monies, for projects like CapCom so that scarce UASI funds are not quickly expended. However, he emphasized that the final decision regarding this year's UASI funding has not been

made.

Chairman Mendelson asked if it was correct that the CAO executive committee which met on Friday had made the recommendations that did not include CapCom.

Mr. Robertson said that was correct.

Chairman Mendelson asked who is on the executive committee.

Mr. Robertson said the executive committee includes all of the larger cities and counties in the region.

Mr. Zimmerman said some members would like to know if they are included in the executive committee. He asked if a membership list was printed anywhere and if there minutes of the meetings with information on who members voted.

Mr. Robertson said that information could be provided.

Mr. Zimmerman expressed concern that such information is provided rather late. He said the Board was being told that a letter should be sent to a group of CAOs, but he said it was not made clear what this group is and who comprises it. He said that some members might want to have conversations with some of the people who serve on that committee. He said that no one from his county had had a conversation with their city manager about this matter. He said the CAOs' decision might make sense, but if that were the case, the TPB should be informed of the CAOs' reasoning.

Ms. Pourciau said that she had observed in the District of Columbia that in competing for funding, transportation proposals often do not carry the same weight as the typical emergency responders.

Mr. Robertson said that Ms. Pourciau had a good point; the community of first responders had been very effective in advocating for funding.

Chairman Mendelson emphasized that this program needs to get started. He expressed concern that progress was not being made fast enough. He said that it was important to remember that ongoing funding would be needed. He said he believed that ultimately, the departments of transportation would have to work this funding into their budgets. He said it was fine to try to get UASI funding, but that would not take care of long-term support for the program.

Ms. Pourciau said that DDOT struggles to adequately fund operations for their own centers and facilities, although they recognize the benefits of regional integration. She said DDOT was working with the CapWin group to integrate the existing systems and to hopefully do that in a way that would be more electronic-based rather than staff intensive.

Mr. Tarnoff said that given past experience, assuming that the reauthorization bill is passed in June, the new federal funding for CapCom might not be available until the very end of 2005.

Chairman Mendelson emphasized how extremely important this issue is. He said that September 11 demonstrated that regional coordination was needed in the event of a major incident and there have been a number of much less serious, but still significant, examples since that time. He said that he believed that if the CLRP does not include proposals to fund this critical regional need, then he questioned why the TPB as a Metropolitan Planning Organization (MPO) should approve the CLRP.

Mr. Snyder agreed with Chairman Mendelson. He said that if this is not addressed, there will be an appropriately negative public reaction.

Mr. Jaffe underscored what Mr. Zimmerman, Mr. Mendelson and Mr. Snyder said.

Ms. Kaiser suggested it might be time to think outside the box on an approach for this. She suggested that perhaps the Board of Trade might assist in procuring private sector funding for this project.

14. Briefing on Recent Congressional Actions to Reauthorize the Transportation Equity Act for the 21st Century (TEA-21)

Referring to the handout material, Mr. Kirby gave a short report on the status of the reauthorization legislation of the federal surface transportation program. He said the previous reauthorization had expired 18 months earlier and there have been six short-term extensions; the current one will expire on May 31. He said the House passed a bill on May 10 called the Transportation Equity Act: A Legacy for Users (TEA-LU). It was hoped the Senate would move on the legislation quickly. Mr. Kirby called attention to some attachments regarding the legislation, which were prepared by the Association of Metropolitan Planning Organizations (AMPO).

Mr. Kirby noted that the TPB had sent two letters to Congress recently on the reauthorization:

- A letter was sent in September under Chairman Zimmerman's signature expressing concern about restrictive language in last year's House bill regarding tolling provisions. Mr. Kirby reported that that language was not included in the bill passed by the House.
- A second letter was sent earlier this year under Chairman Mendelson's signature expressing support for CapCom. Mr. Kirby noted that Congressman Moran had reported earlier at the meeting that the House bill included \$2 million in funding for CapCom.

Metropolitan Washington Council of Governments

1000 Wilson Blvd., Suite 1000, Arlington, VA 22204

- Transportation
- Environment
- Housing & Planning
- Health & Human Services
- Homeland Security & Public Safety
- Cooperative Purchasing
- Information & Publications
- Events Calendar
- Committee Business
- News Room

News Room

- Net
- Pre
- CO
- Iss
- Cor

U.S. Congressman Jim Moran addresses TPB

U.S. Congressman Jim Moran (D-VA) announced during today's monthly meeting of the National Capital Region Transportation Planning Board (TPB) that he included \$2 million in last week's approved House transportation bill to lay the foundation for a regional incident management center called CapCom.

Moran's legislation, included in Congress' surface transportation reauthorization bill, would be the first funding commitment for CapCom, which stands for National Capital Region Communications and Coordination Center. CapCom will strengthen transportation coordination and reduce traffic congestion during major regional incidents.

"We need to coordinate construction schedules. We need to coordinate the way we address traffic incidents. And we certainly need to communicate better, both with public safety and regionally so that we can immediately figure out the most efficient way to deal with transportation crises as they arise," Moran told the TPB Board.

The region is seeking \$4.8 million to get the center fully operational for a year. The TPB has identified additional funding sources such as homeland security grants, an agreement between the region's transportation agencies, or contributions from TPB member jurisdictions.

Since September 11, TPB leaders have worked on improving transportation coordination during regional incidents. The TPB approved plans for developing CapCom earlier this year. The region's transportation agencies have partnered with the University of Maryland's Center for Advanced Transportation Technology to carry out the project. Before CapCom's creation, no organization was responsible for coordinating a response to incidents that could snarl traffic throughout the region.

In addition to CapCom, Moran has introduced legislation to empower the TPB to administer a six-year, \$10 million per year annual grant program for non-controversial, non-road projects aimed at reducing congestion such as transit centers and telecommuting programs.

The TPB is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Transit Authority (WMATA), and members of the Maryland and Virginia General Assemblies.

*

Release Date: Mar 16, 2005
 Contact: Steven Kania
 Phone: 202-862-3248

MWCOG.org - Homepage
 Transportation | Environment | Health & Human Services | Housing & Planning |
 Homeland Security & Public Safety | Cooperative Purchasing | Publications |
 Events Calendar | Committee Business | News Room | About COG |

