

**COG BOARD OF DIRECTORS MEETING**

District of Columbia  
Bladensburg\*  
Bowie  
Charles County  
College Park  
Frederick  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Manassas  
Manassas Park  
Prince William County

**DATE: April 10, 2013**  
**TIME: 12:00 Noon**  
**PLACE: COG Board Room**

**PLEASE NOTE: Chairwoman Young will begin the meeting promptly at Noon. Lunch for members and alternates will be available at 11:30 a.m.**

**AGENDA**

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE  
(12:00 Noon)**

**Chairwoman Karen Young  
President Pro Tem, Board of Aldermen  
City of Frederick**

**2. ANNOUNCEMENTS  
(12:00 – 12:05 p.m.)**

**Chairwoman Young**  
a) **Bike to Work Day – May 17**  
b) **COG Leadership Retreat – August 2-4**

**3. EXECUTIVE DIRECTOR'S REPORT  
(12:05 – 12:10 p.m.)**

**4. AMENDMENTS TO AGENDA  
(12:10 – 12:15 p.m.)**

**5. APPROVAL OF MINUTES OF MARCH 13, 2013  
(12:15 – 12:20 p.m.)**

*\*Adjunct Member*

**6. ADOPTION OF CONSENT AGENDA ITEM  
(12:20 – 12:25 p.m.)**

**A. RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO TWO CONTRACTS WITH THE OCCOQUAN WATERSHED MONITORING LABORATORY FOR THE FY14 OPERATION OF THE CHAIN BRIDGE MONITORING STATION AND ADDITIONAL TECHNICAL WORK**

The Board will be asked to adopt Resolution R15-13, authorizing the Executive Director, or his designee, to enter into a contract with Virginia Tech's Occoquan Watershed Monitoring Laboratory (OWML) not to exceed \$781,430, to operate the Chain Bridge Potomac monitoring station from FY 2014 – 2018, and authorizing a separate contract with OWML, not to exceed \$47,719, for additional technical work. Both contracts will use funds included in the approved Regional Water Resources Regional Fund work program and budget pursuant to the bylaws of the Chesapeake Bay and Water Resources Policy Committee. Extensions to future contract years are contingent on future year budget approvals. No COG matching funds are required.

**RECOMMENDED ACTION: Adopt Resolution R15-13.**

**7. FINAL REPORT OF THE INCIDENT MANAGEMENT AND RESPONSE OVERSIGHT COMMITTEE AND UPDATE ON THE METROPOLITAN AREA TRANSPORTATION OPERATION COORDINATION (MATOC) PROGRAM  
(12:25 – 1:00 p.m.)**

**Phil Andrews  
Councilmember, Montgomery County  
Chair, IMR Oversight Committee**

**Ron Kirby  
Transportation Planning Director, COG**

In the wake of the January 26, 2011 snow and ice storm, COG created a Steering Committee on Incident Management and Response (IMR) to offer recommendations to improve regional coordination, communication, preparedness, and decision-making during incidents and emergencies. The group released its report in November 2011, and it continued to meet and track progress on its recommendations as the IMR Oversight Committee. The Oversight Committee's March 2013 final report highlights significant progress in several areas, including information sharing among officials, messaging to the public, updating employee release policies, and prioritizing backup power for critical infrastructure.

One of the regional initiatives featured in the IMR report is MATOC, a joint program of DDOT, MDOT/SHA, VDOT, and WMATA, to promote real-time interagency information sharing and coordination. The Board will be briefed on the key role MATOC has in the region's transportation operations, including actions taken during the Presidential Inauguration and Super Storm Sandy, and its associated "data fusion engine", the Regional Integrated Transportation Information System (RITIS).

**RECOMMENDED ACTION: Receive briefing.**

**8. GUN VIOLENCE - MOTION TO RECONSIDER RESOLUTION R13-2013, AND PROPOSED SUBSTITUTE RESOLUTION R16-2013**

**(1:00 – 1:25 p.m.)**

**Sharon Pandak, General Counsel**

Ms. Pandak will introduce draft motions from Directors which have been brought to the attention of staff.

**Motion to Reconsider**

At its last meeting on March 13, 2013, the Board of Directors passed Resolution R13-2013, which endorsed the International Association of Chiefs of Police (IACP) position paper on firearms violence. Staff has been advised that a Director, who voted on the prevailing side, will make a Motion to Reconsider R13-2013, and that there will be a second to the motion.

**Substitute Motion R16-2013** (if the Motion to Reconsider passes)

We understand that a Director will make a Substitute Motion R15-2013; and that there will be a second to the motion. The Substitute Motion sets forth the Board's serious concerns about the impacts of gun violence but addresses the issue in a different manner. Both motions are included with the General Counsel's memorandum.

**RECOMMENDED ACTION: COG Staff hopes that the Board will achieve consensus on these matters.**

**9. CYBER SECURITY: BRIEFING ON NATIONAL CAPITAL REGION EMERGENCY PREPAREDNESS COUNCIL (EPC) 2013 PRIORITIES AND SENIOR LEADERS EXERCISE**

**(1:25 – 1:40 p.m.)**

**Paul Quander**

**Deputy Mayor for Public Safety and Justice, District of Columbia  
Chair, Emergency Preparedness Council**

The National Capital Region (NCR) Emergency Preparedness Council (EPC) was established by the Board in 2002 as an advisory body on homeland security with specific responsibilities for regional planning, including the NCR Regional Emergency Coordination Plan and NCR Homeland Security Strategic Plan. Members include local government elected officials and subject matter experts across all sectors, state and federal government representation, and private and non-profit sector participation. Deputy Mayor and EPC Chair Paul Quander will highlight the 2013 priorities for the EPC; its top priority is cyber security and development of a regional cyber security response and communication plan. To further the cyber security plan, the EPC is organizing a Senior Leaders Exercise that is scheduled for June, 2013.

**RECOMMENDED ACTION: Receive briefing.**

**10. LEGISLATIVE UPDATE  
(1:40 – 1:50 p.m.)**

Board members with active engagement and/or leadership roles in state/national associations will be invited to provide status reports on legislative activity related to COG's 2013 Legislative Priorities.

**11. OTHER BUSINESS  
(1:50 – 2:00 P.M.)**

**12. ADJOURN – NEXT MEETING MAY 8, 2013  
(2:00 p.m.)**

**THE NEXT BOARD MEETING WILL BE HELD ON MAY 8, 2013**



Reasonable accommodations are provided for persons with disabilities. Please allow 7 business days to process requests. Phone: 202.962.3300 or 202-962.3213 (TDD). Email: [accommodations@mwkog.org](mailto:accommodations@mwkog.org). For details: [www.mwkog.org](http://www.mwkog.org)





## **AGENDA ITEM #2**

### **ANNOUNCEMENTS**

# BIKE TO WORK DAY 2013 FRIDAY

## MAY 17



MAY 17



REGISTER AT [BIKETOWORKMETRODC.ORG](http://BIKETOWORKMETRODC.ORG) OR CALL 800-745-7433

**Pre-Register by May 10 for Free T-Shirt\* and Bike Raffle!**

**FREE FOOD, BEVERAGES AND GIVEAWAYS AT ALL LOCATIONS**

Visit [biketoworkmetrodc.org](http://biketoworkmetrodc.org) for specific pit stop locations and times. \*T-Shirts available at pit stops to first 12,000 who register.

**70 Bike to Work Day pit stops located in D.C., Maryland, and Virginia**



Bike to Work Day is also funded by the District of Columbia, Maryland, Virginia and U.S. Departments of Transportation.



## **AGENDA ITEM #3**

### **EXECUTIVE DIRECTOR'S REPORT**



# Metropolitan Washington Council of Governments Executive Director's Report • April 2013

COMMITTEE WORK HEART OF COG OUTREACH MEDIA UPCOMING EVENTS

Policy Board & Committee Work

## TRANSPORTATION PLANNING BOARD

The TPB authorized its Chairman to submit a formal request to the governors of Maryland and Virginia, and the Mayor of the District, that the Council of Governments, as the administrative agent for the TPB, be designated as a recipient to administer projects under the new Enhanced Mobility of Seniors and Individuals with Disabilities Program established under MAP-21, the recently established federal transportation legislation. The TPB also received briefings on the Metropolitan Area Transportation Operations Coordination (MATOC) Program as well as new findings from a Household Travel Survey of Subareas in the region.

## METROPOLITAN WASHINGTON AIR QUALITY COMMITTEE

Area officials on the Metropolitan Washington Air Quality Committee (MWAQC) approved a letter to the U.S. Environmental Protection Agency (EPA) urging the agency to propose and finalize a rule to enact new low sulfur gasoline and reduced vehicle emissions standards this calendar year. Two days after the meeting, EPA officially proposed these new regulations.

## CHESAPEAKE BAY & WATER RESOURCES POLICY COMMITTEE

The Committee was briefed on Potomac River water quality trends based upon recent monitoring data released by the U.S. Geological Survey, and a research proposal by the Occoquan Watershed Monitoring Laboratory to study these trends more in-depth. Findings are expected to confirm tremendous improvements due to decades of wastewater management actions taken by COG's local governments and utilities.

## CLIMATE ENERGY & ENVIRONMENT POLICY COMMITTEE

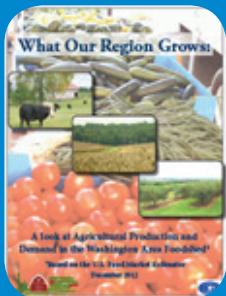
CEEPC held a panel discussion on the global and local agreements and actions to reduce greenhouse gas emissions that featured DC Councilmember Mary Cheh, Alexandria Mayor Bill Euille, Georgetown Climate Center Vicki Arroyo, and Brookings' Katherine Sierra.

## Hearts of COG: Supporting Local Agriculture

### DEPARTMENT OF ENVIRONMENTAL PROGRAMS



While the Council of Governments may be best known for bringing together groups such as area elected officials, transportation planners, and police chiefs, we also convene people dedicated to preserving and promoting local agriculture. Our Environmental Resources Department has played a key role in supporting the Regional Agriculture Workgroup, which provides services to local farms and farmers and helps market local food products.



As COG's liasons to the Workgroup, our staff use the [National Capital Farms website](http://NationalCapitalFarms.org) and host forums with economic development and agricultural officers to spread the word about our region's rich agricultural community, which contributes about \$1 billion annually to our economy.

In the recent [What Our Region Grows report](#), they also stressed that the region is not meeting local food demands and offered recommendations to support 21st century regional agriculture. Meeting our Region Forward target to maintain 450,000 acres of agricultural land will be a major challenge, and we are fortunate to have dedicated staff members focused on jobs, food security, and the environment.

- Chuck Bean, Executive Director

**MEMBER/STAKEHOLDER OUTREACH**

In March, Executive Director Chuck Bean met and spoke with most members of the Board of Directors — and several members communicated with each other — to discuss the gun violence resolution as well as a process toward building consensus on legislative issues. Mr. Bean also met with D.C. Councilmember Kenyan McDuffie for a new member orientation, and he invited several members to join him at the Board of Trade Mid-Winter Dinner.

**ECONOMIC DEVELOPMENT**

Chuck Bean gave presentations on *Economy Forward* and Activity Centers at two recent events focused on economic development — one was hosted by the Society for Marketing Professional Services Principals Roundtable, and the other was hosted by Leadership Greater Washington. At the Roundtable meeting, Bean was joined by Prince George’s County Assistant Deputy Chief Administrative Officer Aubrey Thagard, City of Gaithersburg Director of Planning and Code Administration John Schlichting, and Montgomery County Economic Development Director Steve Silverman. (see photo)



**ACTIVITY CENTERS INVESTMENT PLAN**

COG hosted three focus groups for local government planners, developers, and transportation agency representatives to gather feedback on how each group might be able to use the Investment Plan in their work.

**AFFORDABLE HOUSING**

Sophie Mintier of COG’s Community Planning and Services Department presented an overview of the Housing Security Study, a joint project with the Urban Institute, to the Communications Action Network, a new communications and advocacy group focused on increasing support for affordable housing.

**STORMWATER MANAGEMENT**

The Chesapeake Bay Program approved an expert panel report on best management practices associated with urban nutrient management. Karl Berger of COG’s Environmental Programs Department was part of that panel.

**SUSTAINABLE DEVELOPMENT**

COG Environmental Programs staff participated in a briefing for a 14 member delegation from the Hunan Provincial Government in China on sustainable development.

**CHILD WELFARE**

COG’s Child Welfare staff hosted a Wednesday’s Child Match Party preparation meeting for foster children with the organizations, Personal Ponies and the National Adoption Center. (see photo)



**COOPERATIVE PURCHASING**

Contracts and Purchasing Manager Tom Savoie and Chief Purchasing Officers Committee Chairwoman Cathy Muse met with Loudoun County Director of Purchasing Donnie Legg to discuss how to get the County more engaged in COG’s Cooperative Purchasing program.

**TRANSPORTATION OUTREACH**

Transportation Planning Director Ron Kirby attended a two-day meeting at the U.S. Department of Transportation as part of his service to the Intelligent Transportation Advisory Committee that will ultimately transmit a report to Congress. Kirby also gave a presentation on Planning for Variably Priced Lanes in the Washington Region to Transurban USA, Inc., the operators of the beltway HOT lanes.



### COUNCIL APPROVES REPORT ON 9-1-1 OUTAGES

At its March meeting, the Board of Directors approved a report calling on Verizon to take actions to prevent outages to 9-1-1, such as the one that occurred during and after the June 29, 2012 derecho storm. Board members Sharon Bulova (Fairfax County) and Walter Tejada (Arlington County) were interviewed by reporters and the action was covered by Univision, the *Washington Examiner*, WTOP, and the *Washington Business Journal*.



### REPORT HIGHLIGHTS REGIONAL, NATIONAL INFRASTRUCTURE DEFICIENCIES

In March, the American Society of Civil Engineers released a report on the state of the nation's infrastructure. The report notes that the country's infrastructure requires a major overhaul, estimating that it would cost \$1.6 trillion just to bring road, water, and rail infrastructure to desired levels. *WTOP* covered the report, focusing on the local ratings. The COG's Environmental Programs Director Stuart Freudberg was interviewed for the piece.

### FREDERICK COUNTY'S ACTIVITY CENTERS IN THE SPOTLIGHT

A recent article in the Frederick News Post highlights the County's Activity Centers and discusses in great detail how concentrating growth and development in these mixed-use places will benefit Frederick's economy, improve the County's quality of life, and preserve its agriculture, all while accommodating more residents. Board Member David Gray (Frederick County) discusses COG's work in the article. Click here to [read more on the Region Forward blog](#) (includes link to article).



### TPB SURVEY SHOWS HOW PEOPLE TRAVEL AROUND REGION

*WTOP* interviewed COG's Ron Kirby and Robert Griffiths on new TPB data on transportation patterns in seven locations spread across the region. The patterns diverge greatly with transit, walking, and biking representing a much higher share of trips in the closer-in areas studied, such as Friendship Heights in the District of Columbia and Montgomery County and the Beauregard Corridor in Alexandria when compared to those areas further out.

### GUN VIOLENCE RESOLUTION, REACTION IN LOCAL MEDIA

Following the adoption of a resolution in March by the Board of Directors in support of the International Association of Chiefs of Police position on gun control, some member governments called for the resolution to be reconsidered. This received media attention in a number of local outlets, such as *Leesburg Today* and the *Frederick Gazette*.

### BIKE TO WORK DAY – FRIDAY, MAY 17

Registration is now open for the region's increasingly popular Bike to Work Day at [www.biketoworkmetrodc.org](http://www.biketoworkmetrodc.org). Last year, a record 12,700 people registered for the event. This year's Bike to Work Day will be bigger than ever with more than a dozen new pit stops added, for a total of 72 in the region offering cyclists refreshments, entertainment and giveaways as part of the celebration. Bike to Work Day, organized by COG's Commuter Connections program and the Washington Area Bicyclist Association (WABA), prompts thousands of area commuters to bicycle to work to highlight and promote a clean commute option.

*For more information about this and other COG meetings and regional events, visit [www.mwco.org/events](http://www.mwco.org/events)*



**Metropolitan Washington Council of Governments**

**Go Recycle Campaign Overview  
April 2013**

**Message**

Recycling is the most universally accepted green activity that Americans do every day. Studies have found that recycling contributes a significant reduction to greenhouse gas emissions in the United States and can contribute more savings if expanded. With at least 50 percent of all waste generated in the workplace, focusing on recycling at work can yield big gains for the environment.

The Metropolitan Washington Council of Governments (COG) launched the Go Recycle Campaign in an effort to empower and educate local residents to extend their home recycling practices into the workplace. Through two 60-second pre-recorded radio spots that use humor to affect behavior change, the audience is directed to a Web site ([www.GoRecycle.org](http://www.GoRecycle.org)), a Facebook page ([www.facebook.com/gorecycle](http://www.facebook.com/gorecycle)), and a toll-free phone number (877-GoRecycle) for more information about how to improve recycling at work. The media spots may be found under the [Learn>Media](#) menu on the [www.GoRecycle.org](http://www.GoRecycle.org) Web site. The campaign will build on the success of COG's similar 2002-2012 campaigns.

**Coverage**

Local radio stations will air the spots during prime driving times from April 15-28, 2013. The target audience is women age 25 to 54. The \$55,000 media buy will use multiple radio stations. Our media buyer, PRR, has secured promotional extras from the stations to increase campaign awareness.

**Sponsorship**

Despite a challenging fiscal climate, Go Recycle received tremendous support from its generous sponsors, which include the American Chemistry Council, Fairfax County, Arlington County, Loudoun County, Montgomery County, Prince George's County, and Prince William County, and the District of Columbia Department of General Services.

**Contact**

For questions or further information, please contact John Snarr of the Metropolitan Washington Council of Governments at [jsnarr@mwkog.org](mailto:jsnarr@mwkog.org) or 202-962-3359.



## **AGENDA ITEM #4**

### **AMENDMENTS TO AGENDA**

**(NOTE: NO ATTACHMENTS)**





## **AGENDA ITEM #5**

### **APPROVAL OF MINUTES OF MARCH 13, 2012**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**  
**777 North Capitol Street, N.E.**  
**Washington, D.C. 20002**

**MINUTES**

**Board of Directors Meeting**  
**COG Board Room**  
**March 13, 2013**

**BOARD MEMBERS, ALTERNATES, AND OTHER PARTICIPANTS**

**PRESENT AND NOT PRESENT:**

See attached chart for attendance.

**STAFF:**

Chuck Bean, Executive Director  
Sharon Pandak, General Counsel  
Nicole Hange, Government Relations Coordinator  
Barbara J. Chapman, Executive Board Secretary  
Thomas E. Savoie, Contracts and Purchasing Manager  
David McMillion, Director, Department of Public Safety and Health

**GUESTS:**

Steve Souder, Director, Fairfax County Department of Public Safety Communications  
Glenn Roach, ENP, Vice President, Winbourne Consulting, LLC  
Alex Orfinger, Publisher, Washington Business Journal

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

Chairwoman Young called the meeting to order at 12:10 p.m. and led those present in the Pledge of Allegiance.

**2. ANNOUNCEMENTS**

**Retreat – Save the Date.** Chairwoman Young reminded members to mark their calendars for the upcoming leadership retreat at the Hyatt Regency Chesapeake in Cambridge, Maryland, August 2-4.

**Meeting with David Agnew, Deputy Assistant to the President and Director of Intergovernmental Affairs.** On February 21, the Chair reported that she, Chuck Bean, and Nicole Hange met with David Agnew at his office in the White House. Mr. Agnew expressed a sincere desire to strengthen the Administration's relationship with the Council of Governments, a commitment he made last summer at our leadership retreat. He offered to convene a meeting of under secretaries and COG officials to discuss regionally significant issues and opportunities for collaboration. Nicole Hange is working with Mr. Agnew's staff on the details.

### 3. EXECUTIVE DIRECTOR'S REPORT

The Chair turned the meeting over to Mr. Bean for the Executive Director's Report and other updates.

**Policy Board and Committee Work.** The Transportation Planning Board (TPB) approved 12 projects for inclusion in the air quality conformity assessment for the 2013 Constrained Long-Range Plan (CLRP). Federal law requires that the TPB test projects in the CLRP to ensure that they contribute to the air quality goals in the Clean Air Act Amendments of 1990. The TPB also approved two amendments to its work program to facilitate the FTA's Enhanced Mobility and Transportation programs, both of which are new programs under MAP-21, the recently established federal transportation legislation.

**Climate, Energy and Environment Policy Committee.** CEEPC Chair Roger Berliner sent a letter supporting the Prince George's County plastic bag fee to the Maryland General Assembly.

**Region Forward Coalition** hosted an initial conversation at COG to discuss regional labor market and workforce development issues, programs, and opportunities as part of its work in implementing *Economy Forward*.

**Heart of COG.** In the spotlight this month is Wendy Klancher, Principal Transportation Planner, with a Masters of Planning degree from the University of Minnesota. Wendy is the project manager for the *rollDC* a pilot project to provide wheelchair accessible taxi service in the District of Columbia. She leads a team at COG that has helped manage and implement the program which has funded 20 ramp-equipped minivans. Demand has grown steadily. Trips more than tripled between August 2010 and August 2012, *rollDC* has been pledged additional funding support.

**Outreach Highlights.** Mr. Bean reached out to members of the Board of Directors and Transportation Planning Board, including Phil Mendelson (D.C.), John Foust (Fairfax County), Reuben Collins II (Charles County), Scott York (Loudoun County), and Walter Tejada (Arlington County). Along with COG Chairwoman Karen Young and COG's Nicole Hange, he met with David Agnew, the White House's Deputy Assistant to the President and Director of Intergovernmental Affairs.

Mr. Bean also met with Rep. Gerald Connolly (Virginia), Jack Brown (Arlington County Office of Emergency Management), Stewart Schwartz (Coalition for Smarter Growth); representatives from George Mason University and the 2030 Group.

**Media Highlights and Upcoming Events.** COG and TPB officials reacted to the Virginia Transportation Bill recently passed by the Virginia General Assembly wherein it was agreed to a deal to reform transportation funding for the state. The bill gives local jurisdictions the chance to raise and allocate new local funds while also increasing the Commonwealth's total support for roads and transit. Elected officials agreed that the compromise legislation is not perfect, but they welcomed action that will provide more transportation funding after 27 years of impasse. COG has long recognized the underinvestment in transportation infrastructure in metropolitan Washington.

### 4. AMENDMENTS TO AGENDA

There were no amendments to the Agenda.

### 5. APPROVAL OF MINUTES

The minutes of the February 13, 2013, Board Meeting were approved.

## **6. ADOPTION OF CONSENT AGENDA ITEMS**

There were no items to present to the Board.

## **7. VERIZON 9-1-1 FINAL REPORT**

In the wake of the June 2012 Derecho, the Board adopted a resolution and formed a task force to address several related issues, including the cause of 9-1-1 outages, the existing redundancy and backup capabilities for that service, and communication and messaging to the public and local emergency response officials.

The report recommends that Verizon conduct a comprehensive audit of its entire 9-1-1 infrastructure, provide subject matter experts to 9-1-1 agencies to ensure network reliability, and review communications plans to keep the public informed of any service issues and outages. The report also urges Verizon's regulators, the Federal Communications Commission and state commissions, to establish service level agreements to ensure 9-1-1 reliability and continuity.

Fairfax County Board Chairman Sharon Bulova stated that in order to ensure reliable and uninterrupted 9-1-1 service, regulators must have the force of law to make sure Verizon implements best practices rather than rely on voluntary compliance.

Agreeing with Ms. Bulova's point, Vice Chair Mendelson suggested the following substitute language to "THEREFORE" clause in R10-13, reinforcing that urgency for action by the service providers and ongoing monitoring by the region's local 9-1-1 centers.

*The Board urges Verizon and other service providers to 1.) Comply with recommendations in the Steering Group report, 2.) Undertake all steps necessary to ensure the reliability and continuity of 9-1-1 service under any and all circumstances, and 3.) Proactively work with local 9-1-1 centers to ensure reliable and uninterrupted 9-1-1 service.*

*The Executive Director formalize a committee of 9-1-1 directors to meet regularly at COG.*

**ACTION: Upon motion made and seconded, Resolution R10-2013 was unanimously adopted (as amended) to accept the *Final Report of 9-1-1 Service Gaps During and Following the Derecho Storm on June 29, 2012.***

## **8. EXPANSION OF THE COOPERATIVE PURCHASING PROGRAM**

COG initiated its Cooperative Purchasing Program in 1971 with the basic objective of reducing costs through economies of scale created through volume buying. By taking advantage of the combined purchasing power of participating jurisdictions volume buying works to the advantage of our member jurisdictions and their taxpayers.

COG's Chief Purchasing Officers Committee (CPOC) currently works with its counterpart at the Baltimore Metropolitan Council (BRMPC) to plan and create cooperative contracts for various goods and commodities. Past efforts have been known variously as BRMPC/CPOC, super-regional and other names.

In order to create a consistent identification in the market place for their future joint efforts as well as compound savings for its members, the two groups have agreed to officially merge efforts to become the Mid-Atlantic Purchasing Team (MAPT).

**ACTION: Upon motion made and seconded, Resolution R11-2013 was unanimously adopted to approve the joining of BRCP and COG's CPOC to become the Mid-Atlantic Purchasing Team.**

#### **9. ACTION ON PROPOSED AMENDMENTS TO BY-LAWS AND RULES OF PROCEDURE**

The Board was asked to consider and adopt Resolution R12-2013, updating and amending the Board's By-laws and Rules of Procedure to conform to the requirements of the D.C. Nonprofit Corporations Act of 2010 and current COG practices. Ms. Pandak gave notice of and reviewed these proposed amendments with the Board at its February 13, 2013 meeting.

Local and state officials on the COG Board of Directors have overall policy, program, and fiduciary responsibility for COG's and its independent policy board's work program and budget. Therefore, it is important for the By-laws and Rules of Procedures to be periodically updated.

**ACTION: Upon motion made and seconded Resolution R12-2013 was unanimously adopted to amend the By-laws and Rules of Procedure, as presented.**

#### **10. WASHINGTON BUSINESS JOURNAL BRIEFING**

The Washington Business Journal has plans to focus on regionalism this year and is looking to the Council of Governments for potential topics and issues of interest. Alex Orfinger, Publisher of the WBJ, shared his ideas about what might be covered and what the focus might be on and offered an opportunity for COG members to pen weekly columns. Mr. Bean should be contacted with all suggestions.

**ACTION: none.**

#### **11. RESPONSE TO BOARD'S DIRECTIVES FOR FOLLOW UP REGARDING GUN VIOLENCE ISSUE**

In response to the Board's directives at its February 13, 2013 meeting, copies of position statements of the IACP, U.S. Conference of Mayors, and Mayors Against Gun Violence requested by the Board, and two alternative draft resolutions relating to gun violence were presented for review and consideration:

R13-2013—a draft resolution endorsing the position of the International Association of Chiefs of Police (IACP) regarding addressing gun violence.

R14-2013—a draft resolution setting forth a process by which pertinent COG Committees examine issues and considerations, and make recommendation(s) to the Board before it considers a resolution regarding gun violence.

**ACTION: Motion was made by Prince George's County Council member Karen Toles, and seconded by City of Manassas Park Council member Suhas Naddoni, to adopt R13-2013 endorsing the position of the International Association of Chiefs of Police on gun violence.**

**ACTION:** a Substitute Motion was made by Fairfax County Board Chair Sharon Bulova, and seconded, to instead approve R14-2013, setting forth a process for Committee review of issues before Board action.

**A roll call vote was requested by Manassas City Councilman Jonathan Way.**

**ACTION:** The Substitute Motion failed on a tie vote of 10-10. **Ayes:** Brady, Bulova, Drzyzgula, Gross, Letourneau, Scott, Tejada, Way, York, Young. **Nays:** Davis, Euille, Fellows, D Gray, Harrison, McDuffie, Mendelson, Naddoni, Snyder, Toles.

**ACTION:** The original motion to adopt R13-2013 then passed with a roll call vote of 15-5. **Ayes:** Brady, Bulova, Davis, Euille, Fellows, D Gray, Harrison, McDuffie, Mendelson, Naddoni, Scott, Snyder, Tejada, Toles, Young. **Nays:** Drzyzgula, Gross, Letourneau, Way, York.

**ACTION:** Upon a follow up motion made by City of Greenbelt Mayor J Davis, and seconded, the Board unanimously approved a directive that the appropriate COG Committee(s) look into the other issues which are related to gun violence, including but not limited to, mental health and school safety, and requested the Committee(s) to report back to the Board of Directors on their findings and any suggested actions.

## 12. LEGISLATIVE UPDATE

None.

## 13. OTHER BUSINESS

None.

## 14. ADJOURNMENT

Upon motion duly made and seconded, the meeting was adjourned at 2:25 p.m. The next meeting will be held on April 10, 2013.

**THE NEXT BOARD MEETING WILL BE HELD ON WEDNESDAY, APRIL 10, 2013.**



Reasonable accommodations are provided for persons with disabilities. Please allow 7 business days to process requests. Phone: 202.962.3300 or 202-962.3213 (TDD). Email: [accommodations@mwkog.org](mailto:accommodations@mwkog.org). For details: [www.mwkog.org](http://www.mwkog.org)

**BOARD OF DIRECTORS MEETING ATTENDANCE – March 13, 2013**

<u>Jurisdiction</u>	<u>Member</u>	<u>Y/N</u>	<u>Alternate</u>	<u>Y/N</u>
<i>District of Columbia</i>				
<b>Executive</b>	Hon. Vincent Gray	N	Christopher Murphy	N
	Mr. Allen Lew	N	Warren Graves	Y
<b>Council</b>	Hon. Phil Mendelson <b>(Vice Chair)</b>	Y		
	Hon. Kenyan McDuffie	Y		
<i>Maryland</i>				
Bowie	Hon. G. Frederick Robinson	N	Hon. Dennis Brady	Y
Charles County	Hon. Reuben Collins	Y		
City of Frederick	Hon. Karen Young <b>(Chair)</b>	Y	Hon. Randy McClement	
Frederick County	Hon. David Gray	Y	Hon. Blaine Young	
College Park	Hon. Andrew Fellows	Y	Hon. Robert Catlin	
Gaithersburg	Hon. Sidney Katz	N	Hon. Cathy Drzyzgula	Y
Greenbelt	Hon. Judith “J” Davis	Y	Hon. Emmett Jordan	
Montgomery County				
<b>Executive</b>	Hon. Isiah Leggett	N	Mr. Tim Firestine	N
<b>Council</b>	Hon. Roger Berliner	N		
	Hon. Valerie Ervin	N		
Prince George’s County				
<b>Executive</b>	Hon. Rushern Baker	N	Mr. Bradford Seamon	N
<b>Council</b>	Hon. Karen Toles	Y		
	Hon. Andrea Harrison	Y		
Rockville	Hon. Phyllis Marcuccio	N		
Takoma Park	Hon. Bruce Williams	N	Hon. Terry Seamens	Y
Maryland General Assembly	Hon. Galen Clagett	N		
<i>Virginia</i>				
Alexandria	Hon. William Euille <b>Vice Chair)</b>	Y	Hon. Redella Pepper	
Arlington County	Hon. Walter Tejada	Y	Hon. Jay Fissette	
City of Fairfax	Hon. Dan Drummond	Y	Hon. Jeffrey Greenfield	
Fairfax County	Hon. Sharon Bulova	Y	Hon. Catherine Hudgins	
	Hon. Penelope A. Gross	Y	Hon. Patrick Herrity	
	Hon. John Foust	N	Hon. Michael Frey	
Falls Church	Hon. Nader Baroukh	N	Hon. David Snyder	Y
Loudoun County	Hon. Matt Letourneau	Y		
Loudoun County	Hon. Scott York	Y		
Manassas	Hon. Jonathan Way	Y		
Manassas Park	Hon. Suhas Naddoni	Y	Hon. Frank Jones	N
Prince William County	Hon. Frank Principi	N		
	Hon. Pete Candland	N		
Virginia General Assembly	Hon. James M. Scott	Y		

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# **AGENDA ITEM #6**

## **CONSENT AGENDA**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 N. Capitol Street, NE Washington, DC 20002**

**RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE CONTRACTS WITH  
THE OCCOQUAN WATERSHED MONITORING LABORATORY FOR THE FISCAL 2014  
OPERATION OF THE CHAIN BRIDGE MONITORING STATION AND ADDITIONAL TECHNICAL  
WORK**

**WHEREAS**, it is recognized that monitoring of water quality in the Potomac River is important to the efforts of local governments and utilities to improve water quality locally and in the Chesapeake Bay; and

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) has coordinated the operation of a monitoring station at Chain Bridge, which is run by the Occoquan Watershed Monitoring Laboratory (OWML) of Virginia Tech University, to assess the amount of pollutants coming across the Potomac River fall line into the Upper Potomac Estuary.

**WHEREAS**, this regional water quality monitoring program continues to provide an independent assessment of the amount of pollutants being regulated under the Environmental Protection Agency's Chesapeake Bay Total Maximum Daily Load;

**WHEREAS**, existing monitoring data and Bay TMDL modeling results do not definitively establish to what extent the various sources of this pollution are responsible for the amount of pollutants observed at the fall line; and

**WHEREAS**, the OWML's expertise in water quality modeling and monitoring affords the region an opportunity to participate in a new EPA Chesapeake Bay Program effort to understand trends in pollutant loads over time within the Potomac basin;

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF  
THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

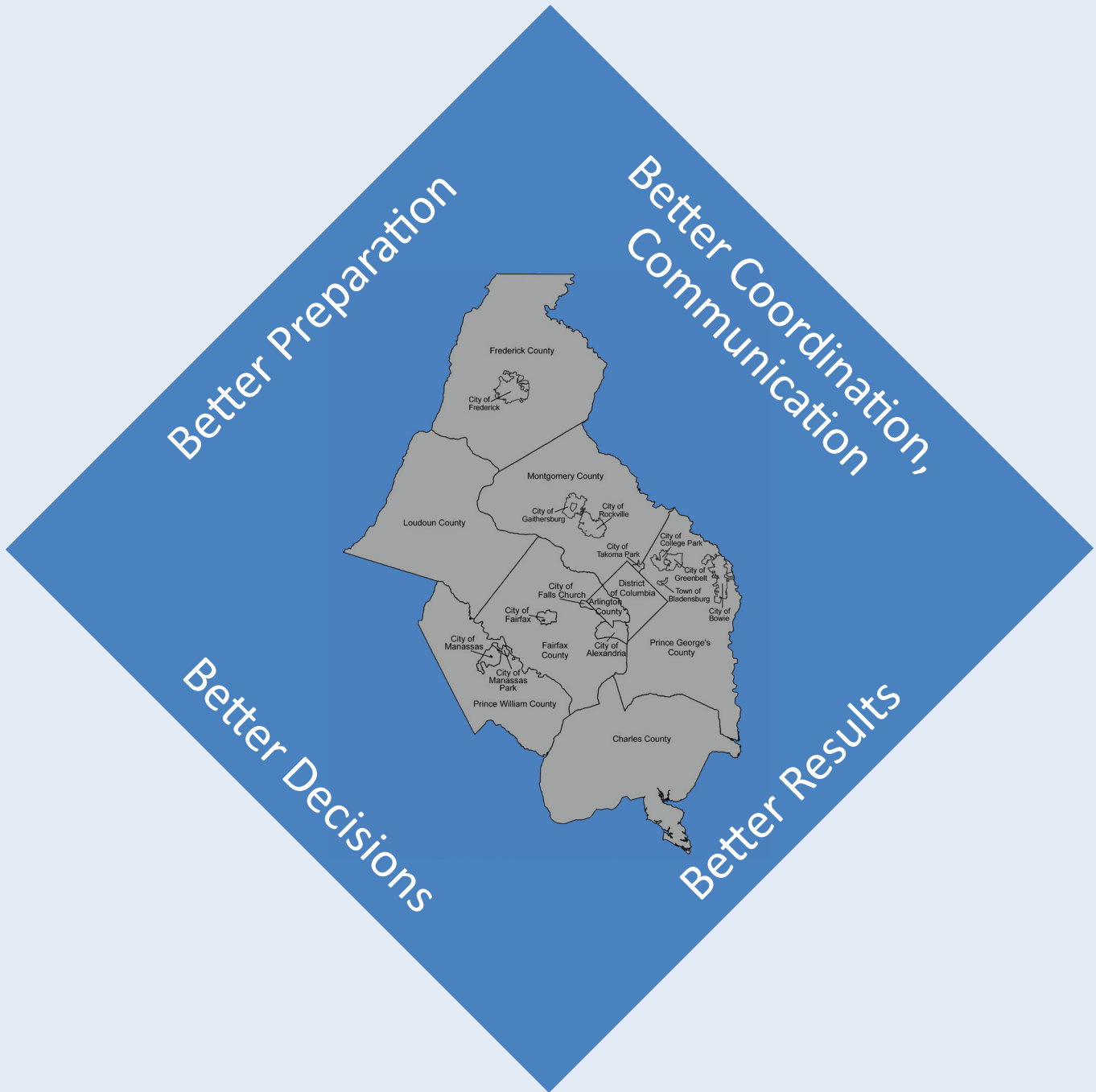
The Executive Director or his designee is authorized to execute a five-year contract with Virginia Tech's Occoquan Watershed Monitoring Laboratory, in an amount not to exceed \$781,430, to operate the Chain Bridge monitoring station from FY 2014 - 2018. In addition, the Executive Director or his designee is also authorized to execute a separate contract with OWML, in an amount not to exceed \$47,719, to work with COG and the EPA Chesapeake Bay Program in evaluating trends in pollutant loading in the Potomac River basin. Both contracts will use funds included in the approved Regional Water Resources work program budget and supported by the Regional Water Fund, pursuant to the bylaws of the Chesapeake Bay and Water Resources Policy Committee.



## **AGENDA ITEM #7**

### **FINAL REPORT OF THE IMR OVERSIGHT COMMITTEE AND UPDATE ON MATOC**

# Final Report of the Incident Management and Response Oversight Committee



Presented to the  
Metropolitan Washington Council of Governments  
Board of Directors

April 10, 2013



**Final Report of the Incident Management  
and Response Oversight Committee**

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## FINAL REPORT OF THE INCIDENT MANAGEMENT AND RESPONSE (IMR) OVERSIGHT COMMITTEE

### *Summary*

Since the release of the *Report of the Steering Committee on Incident Management and Response* in November 2011, area officials have been moving forward on a wide range of actions to improve regional coordination, communication, preparedness, and decision-making. Several of these actions aided officials during the Derecho and Hurricane Sandy in 2012, the 2012-2013 winter season, and the 2013 Presidential Inauguration. Officials made significant progress in key areas noted in the summary below. See the matrix at the end of this section for a full list of follow-up actions for each of the IMR recommendations.

**Sharing information among officials.** Several IMR recommendations focused on needs related to this issue—better integration of transportation and emergency management data, improvements to the conference calls used by officials before and during incidents, and staff dedicated to regional situational awareness.

- Emergency managers and transportation officials, through the Metropolitan Area Transportation Operations Coordination (MATOC) Program, have significantly improved communication and coordination. MATOC's Regional Integrated Transportation Information System (RITIS) has been enhanced and includes information that supports evacuation plans, and more emergency managers have been trained to use RITIS. MATOC has also seamlessly transitioned to 24/7 operations during events like Hurricane Sandy and the Inauguration.
- Regional Incident Communication and Coordination System (RICCS)/snow call procedures have been updated and new functionality has been added and worked well for the calls held during the 2011/2012 and 2012/2013 winter seasons. MATOC is also now a key resource on the calls for transportation issues.
- A Regional Incident Coordination (RIC) Program manager officially opened an office at the D.C. Homeland Security and Emergency Management Agency (DCHSEMA) in April 2012 to gather and disseminate regional incident information for area officials. In its first year, the RIC shared regional updates, participated on conference calls, and was active during the Derecho and Hurricane Sandy. Emergency managers are currently reviewing the RIC's initial year and considering ways to strengthen the new program.

**Messaging to the public.** Public information officers (PIOs) and transportation officials are getting more real-time incident information to the public and have continued to promote personal preparedness and 'stay put' messaging.

- Soon after the release of the IMR report, a Virtual Joint Information Center (V-JIC), [www.capitalregionupdates.gov](http://www.capitalregionupdates.gov), was launched. The web site, established by Fairfax County for the region, is a one-stop shop linked to emergency alerts, weather, traffic incident info, utilities updates, and other news from area governments and agencies.

### **BACKGROUND: 2011 IMR REPORT**

The Steering Committee on Incident Management and Response was comprised of 19 area officials, including emergency managers, chief administrative officers, state transportation and WMATA officials, public information officers, and representatives of OPM, area electric utilities, the Greater Washington Board of Trade, and the Red Cross.

The Metropolitan Washington Council of Governments (COG) Board formed the Committee in the wake of the January 26, 2011 snow/ice storm, which triggered widespread and many hours-long traffic gridlock and power outages that impacted thousands of residents.

Based on its review of the storm as well as input received from area stakeholders, the Committee found a need to improve regional situational awareness and coordination and communication among area officials. It also made recommendations on employee release decisions, communication with the public, and backup power for traffic signals and critical facilities.

The Committee continued to meet throughout 2012 as the IMR Oversight Committee.

- PIOs continue to use social media along with media outreach to communicate to the public before, during and after weather events and other incidents. Before the 2011/2012 and 2012/2013 winter seasons, they have led a campaign, “Get Where You Need to be Before the Weather Gets Bad.” And MATOC has added social media feeds to alert stakeholders and the public to transportation issues. MATOC’s website also now features publicly available traveler information at [www.trafficview.org](http://www.trafficview.org)



**Updating employee release policies.** The IMR Committee found that employee release decisions have a major impact on transportation conditions and the region’s overall incident management and response. This made the participation of the region’s largest employer, the federal government’s U.S. Office of Personnel Management (OPM), on the IMR Committee crucial and extremely beneficial.

Virtual JIC  
[CapitalRegionUpdates.gov](http://CapitalRegionUpdates.gov)

- OPM added three new options to its emergency tool kit including a staggered early departure with final departure time, immediate departure, and shelter-in-place. Before the 2012/2013 winter season, OPM provided additional clarification on closures and dismissals.
- To assess how many businesses follow federal release policies and allow telework during emergencies, the Board of Trade conducted a survey of its members. Over a third of businesses said they follow the federal guidelines. Only 18 percent of businesses said they do not allow working from home during weather emergencies.



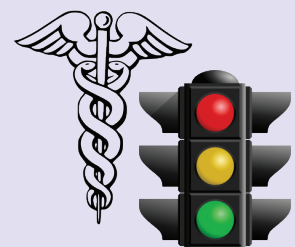
**Federal Dismissal and Closure Policies**

**Prioritizing backup power for critical infrastructure.** The IMR Committee noted many critical facilities in the region, including most traffic signals, lacked backup power. Transportation officials, emergency managers, and critical infrastructure owners have efforts underway to address these issues.



**Metropolitan Area Transportation Operations Coordination Program**  
[www.matoc.org](http://www.matoc.org)

- In the past decade, a number of regional events have severely taxed existing emergency standby power systems or exposed significant flaws that led to catastrophic failure of a backup power system, such as during the Derecho storm. Prior to Hurricane Sandy, electric utilities activated plans to bring additional crews, which helped address damage expeditiously. Officials are working on projects with Verizon, area military officials, and water, wastewater, and healthcare facilities. For example, homeland security funding will upgrade backup power at four regional trauma centers.
- Regional officials have conducted surveys to assess the number of traffic signals with backup power and their installation costs. Since the IMR report was released, there has been an increase of back-up systems from 15 percent to 26 percent. Officials have also agreed to coordinate on backup power deployments to better align with emergency plans.



**Backup Power for Critical Infrastructure**

Following the release of the original IMR report, the Oversight Committee continued to meet and track progress on its recommendations. Now with these actions well underway, standing groups like the region’s emergency managers, transportation officials and public information officers will report their progress in improving regional incident management and response to the National Capital Region Emergency Preparedness Council, the region’s Chief Administrative Officers, and their technical committees. IMR Committee members did express interest in meeting on an annual basis to continue sharing information across their areas of expertise.



## SUMMARY MATRIX – ALL RECOMMENDATIONS

Recommendations	Status
<b>SECTION 1: REAL-TIME INFORMATION AMONG OFFICIALS</b>	
Officials should create a Regional Incident Coordination (RIC) Program with appropriate staffing responsible for monitoring the region, distributing/redistributing relevant information, and sharing a picture of the regional situation with decision-makers.	In April 2012, the RIC Program commenced at D.C. Homeland Security and Emergency Management Agency (HSEMA). In its first year, the RIC shared regional updates, participated on conference calls, and was active during the Derecho and Hurricane Sandy. Emergency managers are currently reviewing the RIC and considering ways to strengthen the new program.
Emergency managers should work together to identify a medium for sharing information between various Web Emergency Operations Center (WebEOC) versions.	Information sharing is taking place among DC HSEMA, Maryland Emergency Management Agency (MEMA), Virginia Department of Emergency Management (VDEM), and the NCR.
Transportation officials should continue to work with emergency managers to integrate transportation data with WebEOC and other programs.	Regional Integrated Transportation Information System (RITIS) training for emergency staff has improved situational awareness of the transportation network. Metropolitan Area Transportation Operations Coordination (MATOC) Program staff has also worked closely with the new RIC Program staff.
Emergency managers should conduct regional exercises to test evacuation communication/coordination plans.	Officials have conducted multiple exercises which test evacuation communication/coordination plans.
<b>SECTION 2: REAL-TIME INFORMATION TO THE MEDIA AND PUBLIC</b>	
Public Information Officers (PIOs) should use and promote the regional Virtual Joint Information Center (V-JIC) established by Fairfax County on behalf of the region.	In December 2011, <a href="http://www.capitalregionupdates.gov">www.capitalregionupdates.gov</a> was launched. The web site is a one-stop shop linked to emergency alerts, weather, traffic incident info, utilities updates, and other news from area governments/agencies.
PIOs should continue media outreach and developing new tools to communicate directly with the public.	Before the 2011/2012 and 2012/2013 winter seasons, PIOs have led a public awareness campaign, “Get Where You Need to be Before the Weather Gets Bad.”
PIOs should continue to educate the public on the importance of “staying put” during many incidents, and they should communicate personal emergency preparedness messages before the start of the winter.	In addition to using the “stay put” message when appropriate, officials continue to stress the importance of personal, family, business, and school preparedness.
<b>SECTION 3: REGIONAL COORDINATION</b>	
Transportation officials should continue supporting efforts that will enhance the information provided by the MATOC Program, widen its distribution to others, including the public, and provide funding for 24/7 operations.	MATOC has received full funding support for each of its core activities, and the program has seamlessly transitioned to 24/7 operations during events like Hurricane Sandy and the Inauguration. MATOC has added social media feeds to alert stakeholders and the public to transportation issues. MATOC’s website <a href="http://www.matoc.org">www.matoc.org</a> also features publicly available traveler information.
COG should upgrade Regional Incident Communications and Coordination System (RICCS)/snow calls by adding a web-based platform to improve information sharing among participants and allow more time for decision-makers to consider actions, outcomes.	RICCS/snow call procedures were updated in December 2011 and have worked well for the calls held during the 2011/2012 and 2012/2013 winter seasons. COG is also now using a muting capability on the current RICCS system that has improved the call experience. The web-based system does not have the flexible muting capability that is needed on large calls.

Recommendations	Status
Area decision-makers and transportation officials need to work more closely together through RICCS/snow call.	MATOC is now a key resource on the calls for transportation issues.
Officials should coordinate with employers in their jurisdictions on release policies, and all government, private, and nonprofit employers should review and update closure/dismissal policies, establish and/or expand alternate work schedules and telework before/during emergencies, and use new technologies to communicate with employees.	In December 2011, the U.S. Office of Personnel Management (OPM) added three new options to its emergency tool kit including a staggered early departure with final departure time, immediate departure, and shelter-in-place. A Board of Trade member survey found over a third of businesses said they follow the federal guidelines.
Transportation officials and PIOs should focus on advance planning strategies to discourage trucks and commuters from being on the roadways during adverse conditions.	Officials have been promoting a number of initiatives to keep trucks and commuters off dangerous roadways, including PSAs, the V-JIC, Maryland State Highway Administration’s interactive emergency truck parking map at <a href="http://www.chart.state.md.us">www.chart.state.md.us</a> , and traveler information sites <a href="http://www.511virginia.org">www.511virginia.org</a> and <a href="http://www.md511.org">www.md511.org</a>
Area officials should continue pursuing measures to ensure vehicles are towed as quickly as possible.	Officials conducted an internal review of DC, MD and VA laws with respect to abandoned/disabled vehicles and found no apparent concern that there is insufficient law. Each jurisdiction handles these vehicles in different ways.
COG should convene electric utilities to discuss vegetation management, reliability improvements, public communication, and storm preparation and response.	Communications have been established with utilities and emergency management agencies to determine what is needed prior to, during, and after an event.
Utilities and local governments should share storm preparedness assessments and develop more formal emergency coordination procedures.	Both local governments and the electric utilities in particular have taken many steps towards integrating their planning and response operations, and there is additional work ongoing. While there were long waits for essential infrastructure to be restored during the Derecho, the overall frequency and duration of outages have declined. In addition, there is more communication and openness between all entities.
Emergency managers should continue working with regional stakeholders to identify and ensure backup power to critical facilities, and all jurisdictions in the National Capital Region should conduct an assessment of and expeditiously install back-up power for major traffic signals.	Officials are working on backup power projects with Verizon, area military officials, and water, wastewater, and healthcare facilities. Regional officials also conducted surveys to assess the number of signals with backup power and their installation costs. There has been an increase of traffic signals with back-up systems—from 15 percent to 26 percent—installed in the region since the release of the IMR report. In addition, as of December 2012, 50 percent of traffic signals are generator-ready.
<b>SECTION 4: DECISION-MAKING</b>	
Officials should modify, reaffirm and expand upon existing mutual aid plans and ask other federal agencies and utilities to become a formal part of the region’s emergency response network.	Officials note recent examples of closer coordination between governments and electric utilities. In addition, after outages resulting from the Derecho storm, Verizon worked closely with 9-1-1 Directors serving on a special COG steering group. The final 9-1-1 report can be found at <a href="http://www.mwcog.org">www.mwcog.org</a>
Officials should strengthen the current framework for regional coordination and communication, rather than pursue the creation of a new decision-making authority.	The COG Attorneys Committee concurred with this recommendation and has not pursued creating a new decision-making model for the National Capital Region.

**SECTION 1:  
REAL-TIME INFORMATION AMONG OFFICIALS**

***(1A) Regional Incident Coordination (RIC) Program***

Implementation of the Regional Incident Coordination (RIC) Program commenced on April 2, 2012 under the auspices of the D.C. Homeland Security and Emergency Management Agency (DCHSEMA) with oversight by COG. The RIC Program Manager officially opened a RIC office dedicated to gathering, collecting and disseminating regional incident information in order to create a common regional operation picture before, during and after an emergency or disaster within the National Capital Region.

When the Derecho was predicted to impact the region in late June, RIC staff initiated phone calls, RICCS alerts, and monitored the Washington Area Warning and Alert System (WAWAS) circuit. Program staff worked alternating 12-hour shifts for seven days during the activation of DCHSEMA's Emergency Operations Center for the Derecho event and the lingering power outages. RIC staff also participated on conference calls before, during, and after Hurricane Sandy and the Inauguration to ensure decisions being made were coordinated throughout the region.

The RIC program acquired a user license for a situational awareness dashboard in order to provide visualization and contextual collaboration when needed to generate real time operating pictures to NCR decision makers during an emergency.

Funding has been identified for the RIC Program for next year through federal homeland security funding for the region. In 2013, the region's emergency managers will work together to assess the new program's first year, refine its tasks, and determine how it can best serve their needs and be of greatest use to decision-makers in the National Capital Region.

**SUMMARY FROM  
2011 IMR REPORT**

*ISSUE:*

Area officials need new functionality to ensure regional coordination and communication and help them make better, more-informed decisions.

*RECOMMENDATION:*

Officials should create a Regional Incident Coordination (RIC) Program with appropriate staffing responsible for monitoring the region, distributing/redistributing relevant information, and sharing a picture of the regional situation with decision-makers.

*'The RIC Program grew out of a specific recommendation for emergency managers to work together to designate staff to provide regional situational awareness that could be shared among agencies throughout the region.'*

***(1A) Information Sharing Through Web Emergency Operations Center (WebEOC)***

In 2005, the Maryland Emergency Management Agency (MEMA) had already been using WebEOC for over a year and had a very strong, well established program. The District of Columbia was in the process of procuring WebEOC as well as the Commonwealth of Virginia. The localities within Northern Virginia were awarded a grant to procure, install, train and implement a WebEOC program. Within five months, the statewide system at MEMA, the Virginia Department of Emergency Management (VDEM), D.C. and NoVA (11 jurisdictions) were operational and linked together sharing information. Three years later, the regional WebEOC program had grown into what is now known as the NCR WebEOC program.

The current WebEOC implementation in the NCR is robust and provides for a strong means to share information through WebEOC FUSION. It now includes Prince George's County, Montgomery County, the Metropolitan Washington Airports Authority and the Washington Metropolitan Transportation Authority all of whom are fully integrated into the program. It has strict governance and requirements in place for its use.

The NCR WebEOC program has worked with VDEM on how best to integrate the two systems. Because VDEM's system is incident independent versus the NCR system which is incident based, officials had not worked out a complete integration. Both programs would require significant changes made to the operating procedures and boards before they could be fully interconnected.

Because both VDEM and the NCR use WebEOC FUSION, officials have been able to set it up so that anyone at VDEM can look at the NCR system boards for information about what is going on in the NCR and vice versa. With this integration, officials can now share information between the NCR and the state, while not allowing the entire state (all of the other localities) to see what the NCR is doing. Virginia localities can only see what the state has on its system.

If both the NCR and VDEM wanted to create a more seamless sharing of information, officials could utilize the enhanced capability of WebEOC. The integration would require changing existing WebEOC boards, agreeing on a process, and then creating new permissions so that a locality in Virginia could see both the state and NCR systems and vice versa. This would be a fairly complex project and would involve every locality in the Commonwealth in order to create a true comprehensive sharing of data. If MEMA were to consider doing the same with each locality in Maryland, a similar process would have to take place. Prior these activities taking place, some form of governance would need to be developed and accepted by all parties.

Although this is a capability that is available, none of the groups has yet assessed the work needed to complete this process. It is important to understand that today there is information sharing taking place among DCHSEMA, MEMA, VDEM, and the NCR System.

**SUMMARY FROM  
2011 IMR REPORT**

*ISSUE:*

The NCR version of WebEOC does not share information with Virginia's WebEOC and vice-versa.

*RECOMMENDATION:*

Emergency managers should work together to identify a medium for sharing information between various WebEOC versions.

*'There is information sharing taking place among DCHSEMA, MEMA, VDEM, and the NCR System.'*

### ***(1B) Emergency and Transportation Information Integration***

A great deal of progress has been made in this area primarily through the coordinated development and use of joint transportation and emergency management capabilities within the Regional Integrated Transportation Information System (RITIS). For example, RITIS now includes evacuation support layers that include the following information for the entire National Capital Region:

- Evacuation routes
- Staging areas
- Comfort stations
- Public shelters
- Hospitals
- Traffic control points
- Government vehicle fueling stations

All of this information is combined together with real-time status of the transportation system using data supplied by the MATOC partner agencies. The new emergency management functions are based on the latest plans and information as supplied by MEMA, VDEM, and the DC Homeland Security and Emergency Management Agency (DCHSEMA). The District Department of Transportation has recently initiated an effort to update their Emergency Transportation Annex, the output of which will be incorporated in RITIS.

MATOC staff have coordinated with several local and state emergency management agencies (DCHESMA, VDEM, Montgomery County) to train essential staff on the RITIS platform. Attendees are briefed on the purpose of MATOC and are given an overview of the core functions of RITIS. Hands-on training provides attendees insight on how to use RITIS as part of their day-to-day operations to improve situational awareness of the regional transportation system. MATOC anticipates additional training sessions throughout the upcoming year.

During emergencies, MATOC staff have also worked with the RIC Program to use DCHSEMA as a backup site. This was successfully tested during the June 29 Derecho Storm in which MATOC conducted normal operations from DCHSEMA's Joint All Hazards Operations Center. MATOC Staff plan to operate from this location each month to further strengthen its relationship with the RIC Program and DCHSEMA.

MATOC staff continue to monitor WebEOC on a daily basis and have the ability to post to the regional NCR boards should a need arise. RIC Program staff actively post MATOC and other transportation related information to the regional NCR boards as well. Work is currently underway to examine alternative methods for integration of RITIS and WebEOC systems and will continue through spring of 2013.

### **SUMMARY FROM 2011 IMR REPORT**

#### *ISSUE:*

Existing tools were underutilized.

#### *RECOMMENDATION:*

Transportation officials should continue to work with emergency managers to integrate transportation data with WebEOC and other programs.

*'Hands-on training provides attendees insight on how to use RITIS as part of their day-to-day operations to improve situational awareness of the regional transportation system.'*



### ***(1B) Regional Evacuation Exercises***

There has been training and successful testing of emergency manager/MATOC coordination during events like the June 29, 2012 Derecho storm. In addition the region has conducted or plans to conduct the following exercises which will test evacuation communication and coordination plans.

- On July 4, 2012, DCHSEMA conducted an evacuation exercise in conjunction with the fireworks and activities on the Mall.
- On July 24, 2012, the Virginia Emergency Response Team Exercise was conducted and included participants from throughout the region. The exercise was based on a no-notice evacuation of DC. It included a tour of key evacuation points along the NoVA evacuation route, evaluation of the feasibility to execute the plan in a real-world setting, and identification of gaps that exist in the current Northern Virginia Evacuation Transportation Plan.
- On September 19, 2012, emergency managers conducted a workshop to develop a work plan to address four priorities: planning, training, exercises, and information sharing. Each of the four priorities are being addressed at emergency managers' monthly meetings over the next year. Operationalizing the Regional Emergency Coordination Plan (RECP) is critical to the success of the regional evacuation/sheltering efforts and the emergency managers will be working with the Exercise and Training Operation Panel (ETOP) and others to exercise the RECP and other plans in the coming year. ETOP will be developing a Multi-Year Training and Exercise Plan and they are considering a regional evacuation exercise once DC, Maryland, and Virginia evacuation plans are all updated.
- On December 6, 2012, the Golden Triangle Catastrophic Exercise was held in downtown DC. This exercise brought together real estate professionals, emergency management leaders, and other officials from throughout the region to explore issues such as evacuation and shelter-in-place that would emerge during and after a catastrophic event. Participants identified needs and vulnerabilities, and developed recommendations for both the commercial and public sectors. The goal was to reduce the impacts of a catastrophe through recommendations that, if implemented, would assist property owners/managers in a more rapid return to normal operations.
- In early January 2013, DCHSEMA hosted a walk-through of Inauguration plans with regional emergency managers. The emergency managers walked through a number of scenarios which involved communications, information-sharing, evacuation and sheltering.

### **SUMMARY FROM 2011 IMR REPORT**

#### *ISSUE:*

Communication between transportation officials and emergency managers needs continued testing to help manage future incidents, including evacuations.

#### *RECOMMENDATION:*

Emergency managers should conduct regional exercises to test evacuation communication and coordination plans.



**Evacuation Exercise in  
Conjunction with Fireworks**

## **SECTION 2: REAL-TIME INFORMATION TO THE MEDIA AND PUBLIC**

### ***(2A) Virtual Joint Information Center (VJIC)***

The regional Virtual Joint Information Center (VJIC) had been a dream for R-ESF 15 for several years. Finally in 2011 – in the absence of any federal homeland security funding for this communications tool – Fairfax County funded the portal, utilizing the PIER System.

The VJIC, online at [www.CapitalRegionUpdates.gov](http://www.CapitalRegionUpdates.gov), was “soft launched” in early December 2011 and publicly launched in mid-December.

The VJIC features several sections, including an “are you ready” area with preparedness information, an “around the region” section with links to jurisdictions in the National Capital Region, and a new “disaster assistance” section developed in conjunction with regional emergency planners.

Before and during Hurricane Sandy, the virtual JIC had information to prepare for the storm and guidance to address storm impacts. It also shared valuable information for area residents in advance of the Presidential Inauguration.

Perhaps the most valuable page, however, is the home page, which features:

- A Latest News section
- An area where important regional information can be highlighted
- News feeds from NCR jurisdictions that features “real time” news from across the NCR
- Four key sections important to residents – Emergency Alerts, Weather, Traffic and Utilities – that are highlighted with large, colored buttons
- Current weather forecast and weather radar
- Widgets from FEMA, CDC, etc. that display relevant, timely, and updated preparedness and emergency information
- National Terrorism Advisory System (NTAS) alerts from the U.S. Department of Homeland Security
- Six content areas below the news section that feature various topics, including a preparedness video, “Be Ready | Make a Plan” and a constantly changing poll of NCR residents, such as “Have you updated your emergency supply kit this year?”
- An About the NCR section
- Important links to NCR jurisdictions, preparedness information, regional, and federal partners and stakeholders

### **SUMMARY FROM 2011 IMR REPORT**

#### *ISSUE:*

There is no central web site where regional Public Information Officers (PIOs) can coordinate during emergencies and share real-time information with other officials, area residents and the media.

#### *RECOMMENDATION:*

PIOs should use and promote the regional VJIC established by Fairfax County on behalf of the region.



# National Capital Region News and Information

Search



- Home
- Are You Ready?
- News & Info
- Contact Us
- Around the Region
- About the NCR
- Disaster Assistance

### Latest News

- Red Cross Poll Shows Social Media and Apps Motivate People to Prepare
- Recent Updates for NCR - Capital Region Updates
- New Apps to Help with Preparedness
- Recent Updates for NCR - Capital Region Updates

### Nation's Triathlon to Impact D.C. Traffic Sunday

The annual Nation's Triathlon will take place from 7 a.m. to 2 p.m. this Sunday, Sept. 9, in the nation's Capital. This event includes a 1.5k swim in the Potomac River, 40k bike course through downtown D.C. and a 10k run along Washington, D.C.'s monumental corridor, finishing on the banks of the Potomac River adjacent to the Tidal Basin. Motorists traveling in the area of these events may experience delays and should consider alternative routes if possible. More details are online at [www.nationstri.com](http://www.nationstri.com).

Emergency Alerts

Weather

Traffic

Utilities

### News Feeds From National Capital Region Jurisdictions

- Ride On Schedule Changes Coming September 9
  - Montgomery County, MD - Office of Public Information - Press Releases
- NBC Washington PNC Bank Community Shred Returns to Prince George's County
  - Prince George's County, MD - Executive Branch News
- Manassas City Police Department Participates in National Take-Back Initiative September 29th
  - City of Manassas - News Flash
- Free Household Hazardous Waste & Electronics Collection
  - City of Manassas - News Flash
- Prince George's County Executive Rushern L. Baker, III Weekly Public Schedule for September 6, 2012
  - Prince George's County, MD - Executive Branch News
- Loudoun County's current online auction of surplus goods is scheduled to close at 3:00 p.
  - County News Releases
- Update on four road maintenance projects in local subdivisions
  - Montgomery County, MD - Department of Transportation - Press Releases
- Loudoun County's current online auction of surplus goods is scheduled to close at 3:00 p.
  - County News Releases
- The City of Manassas wants your photos!
  - City of Manassas - News Flash
- Week of September 4: SHA to remove decaying Elm trees along Wisconsin Avenue in Chevy Chase
  - Montgomery County, MD - Department of Transportation - Press Releases

[More RSS News >](#)

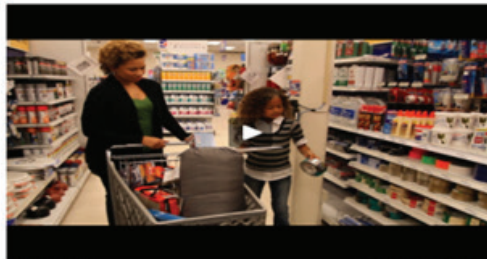
### A Disaster Ready NCR

#### Preparedness

- Make a Plan
- Build a Kit
- Stay Informed

"Emergency Preparedness for Federal Employees in the National Capital Region"

This brochure is specifically tailored to employees at the workplace and the National Capital Region and provides information on being informed, making a plan, building a kit and getting involved.



#### Be Ready | Make a Plan



"Be Ready Make a Plan" was created by the National Capital Region.

Emergency Preparedness Resources for At-Risk Individuals Behavioral Health & Community Resilience

[www.PHE.gov](http://www.PHE.gov)

Share this Widget

#### Quick Poll

Have you updated the supplies in your emergency supply kit (s) this year?

- Yes
- No

Submit

Washington, DC

Currently  
**76°F** Rain  
RealFeel®: 80°F  
Winds: NE at 6 mph

Your Extended Forecast

Today 81°/74° Partly cloudy and humid	Tomorrow 92°/73° Humid with increasing
Saturday 84°/61° Showers and a heavier storm	Sunday 77°/62° Clear

Radar

Audio Weather Roundup | Audio Forecast | Audio Hazardous Weather | Audio Regional Weather Summary | By iPhone, Call 202-548-0195

Get emergency alerts as events happen, via cell phone and email. [CAPITALERT.gov](http://CAPITALERT.gov)

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**REPORT UNATTENDED BAGS AND UNUSUAL BEHAVIOR TO POLICE OR TRANSIT PERSONNEL.**

[securetransit.org](http://securetransit.org)

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Know your risk: hurricanes, severe weather & all disasters

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Ready

FEMA Blog

#### Hurricane Health & Safety Tips



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## ***(2B) Media/Public Outreach***

The region's public information officers coordinating through the Regional Emergency Support Function (R-ESF) 15: External Affairs conducted extensive public education campaigns for the 2011-2012 and 2012-2013 winter seasons. Among the highlights, the PIOs:

- Held an R-ESF 15 meeting on Thursday, October 20, at the American Red Cross in the National Capital Region headquarters building to unveil the regional "Get Where You Need to be Before the Weather Gets Bad" snow campaign. A draft proposal was presented to the regional communicators and public information officers to discuss and agree on common messages.
- On December 15, 2011, Federal Emergency Management Agency (FEMA) administrator Craig Fugate met with regional communicators to share important winter preparedness messages, noting the importance of communications during weather events. At this regional event, R-ESF 15 also introduced its snow campaign to federal officials, regional communicators, and media who were invited to the launch. In addition, communicators discussed:
  - Social media use and #crisis data during weather events
  - Ways communicators could improve communications and develop/use new tools to communicate directly with the public (such as the FEMA app for Android users and Arlington Prepares app)
  - How to establish/strengthen relationships and set expectations to all work toward the common goal to provide good, timely, and accurate communications and messages throughout the National Capital Region during winter weather events
- Developed a print logo focusing on the word "SNOW – Stay off the roads, Not Out in the Weather" – as well as talking points for communicators and the media to use to educate the public on the need to not travel during inclement winter weather, which is important for safety reasons as well as to assist public safety and transportation officials to better perform their functions.
- Developed a video Public Service Announcement for use on NCR jurisdiction websites, television channels, and traditional television stations. This PSA was not only distributed to NCR television stations in a generic format, but also customized with local jurisdiction's information for their use on their television outlets.

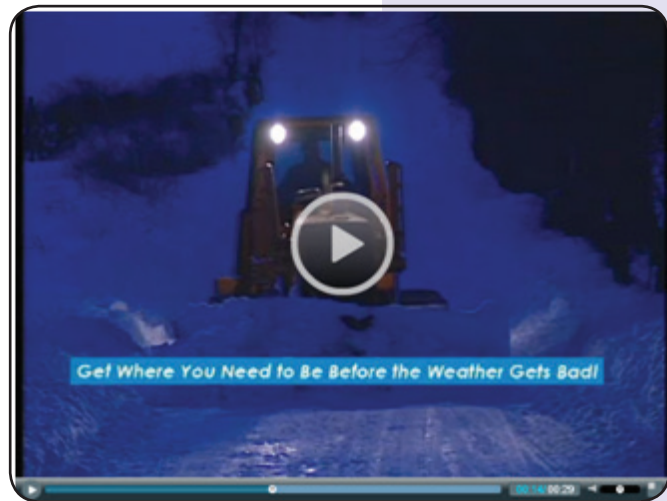
## **SUMMARY FROM 2011 IMR REPORT**

### *ISSUE:*

The public needs timely, accurate messages before and during incidents.

### *RECOMMENDATION:*

PIOs should continue media outreach and developing new tools to communicate directly with the public.



**Winter Weather Video PSA**

***(2C) Shelter-in-Place Readiness***

September is Preparedness Month across the country. Every level of government and every organization associated with emergency preparedness should be stressing the need for personal, family, business, and school preparedness. The success of a response to a crisis may depend upon the public's decision to evacuate or shelter in place.

The lessons of 9/11, the January 26, 2011 snow and ice storm, and other events show that large evacuations take time and could inhibit emergency personnel from responding and vital resources from entering the region. It is imperative that the public understand their role and to ensure that they stay safe and that schools are prepared to shelter-in-place for up to 24 hours.

**SUMMARY FROM  
2011 IMR REPORT**

*ISSUE:*

Sheltering-in-place is the recommended protective measure in many circumstances, but few employers/employees have such plans and key supplies in place.

*RECOMMENDATION:*

PIOs should continue to educate the public on the importance of "staying put" during many incidents, and they should communicate personal emergency preparedness messages before the start of the winter snow season.

### SECTION 3: REGIONAL COORDINATION

#### *(3A) Metropolitan Area Transportation Operations Coordination (MATOC) Program*

In FY 11 and 12, MATOC received full funding support (approximately \$1.2M per year) for each core activity in its annual work program. These core activities include MATOC operations support; RITIS operations and maintenance support; RITIS enhancement support; and special studies, performance measures, and program support.

The current operations schedule for the MATOC Program is Monday through Friday from 4:30 AM to 8:00 PM. These hours cover the time periods when the majority of regionally significant transportation incidents take place, as relatively few no-notice multi-jurisdictional incidents take place during off hours.

However, the MATOC staff already have the ability to ramp up to 24/7 operations on an on-call basis and did so during the January 26, 2011 snow and ice storm. More recently, MATOC seamlessly transitioned to 24/7 operations during events like Hurricane Sandy and the Inauguration. MATOC operations have also been extended on a number of occasions during weekend or off-hours special events with advance notice.

The new RIC Program can request an off-hours activation of the MATOC Program if and when necessary, especially in light of MATOC's remote operations capabilities. As noted previously, MATOC Staff has also worked with the RIC Program staff to use DCHSEMA as a backup site during emergencies for maintaining continuity of operations.

While the creation of a MATOC operations facility has been a significant program accomplishment, there have been a number of accomplishments (listed below) over the last fiscal year:

- Social media feeds established to alert additional stakeholders of regional transportation issues; the MATOC Alerts Twitter feed now has over 1,000 followers and continues to grow
- MATOC Staff have the ability to send RICCS pages for major incidents affecting the Interstates and NPS Parkways in the National Capital Region
- Streamlined electronic notifications by transitioning to a RSAN mass notification system enabling MATOC Staff to reach stakeholders through a single messaging platform
- Strengthened operational relationships between the National Park Service/United States Park Police and current MATOC agencies
- Strengthened operational relationships between regional transportation agencies through the MATOC Operations Subcommittee

#### SUMMARY FROM 2011 IMR REPORT

##### *ISSUE:*

MATOC is a relatively new organization and does not yet have all of its planned functionality in place.

##### *RECOMMENDATION:*

*Transportation officials should continue supporting efforts that will enhance the information provided by MATOC, widen its distribution to others, including the public, and provide funding for 24/7 operations.*

*'Launch of the MATOC website included a soft launch of publicly available traveler information at: [www.matoc.org](http://www.matoc.org)'*

tee Transit Task Force

- Establishment of a Severe Weather Coordination working group to improve regional communication and coordination before, during and after significant weather events
- Launch of the MATOC website including a soft launch of publicly available traveler information ([www.matoc.org](http://www.matoc.org))
- Significant increase in RITIS usage by the public safety communities; there are now approximately over 2,000 RITIS users.

Significant enhancements to RITIS including:

- Addition of CCTV viewing capabilities in RITIS
- Addition of Road Weather Information Systems sensor data
- Expansion of probe speed data coverage to new routes
- The addition of evacuation support layers in RITIS
- Addition of transit system data
- Expansion of weather service data including forecasting
- Addition of personalized traffic alerts
- Addition of a points-of-interest search function



**MATOC**



[www.matoc.org](http://www.matoc.org)

### ***(3B) Snow Call Upgrades***

Based on discussions in meetings held after the January 26, 2011 snow storm, changes were made to OPM policies and procedures. The NCR Snow Plan was updated and distributed to all key parties in December 2011. It is also accessible via the COG website.

The RICCS/Snow Call procedures have been updated and they worked well for the calls held during the 2011/2012 and 2012/2013 winter seasons.

COG is now using a capability on the current RICCS system that mutes everyone except the moderator and the speaker. This has eliminated the background noise experienced previously and has improved the call experience for all participants. COG determined that the web-based system does not have a flexible muting capability and is not conducive to having as many as 250 individuals on fast-paced, conference calls of 15 to 30 minutes.

### ***(3C) Snow Call Coordination***

Since the January 26, 2011 storm, COG has authorized MATOC staff to assume primary RICCS messaging duty for transportation issues. This move has improved the speed and detail of information available to decision-makers. With its elevated role, MATOC is now a key resource on RICCS calls for transportation issues. Additionally, the RIC Program Manager is now participating in the calls to ensure that key info is summarized for decision makers.

One example of improved snow call coordination occurred before Hurricane Sandy. After receiving input from regional officials, the OPM director made a closure decision on the call.

## **SUMMARY FROM 2011 IMR REPORT**

### *ISSUE:*

Improvements to the Regional Incident Communication and Coordination System (RICCS)/ snow conference calls can be made to enhance information sharing and help area officials make better decisions.

### *RECOMMENDATION:*

COG should upgrade calls by adding a web-based platform to improve information sharing among participants and allow more time for decision-makers to consider actions, outcomes.

### *ISSUE:*

Employee release and school decisions have a major impact on transportation conditions in the NCR.

### *RECOMMENDATION:*

Area decision-makers and transportation officials need to work more closely together through the RICCS/snow call.



### (3C) Closure/Dismissal Policies, Work Schedules

After coordinating with stakeholders, OPM added three new announcements to its emergency tool kit including options for a staggered early departure with final departure time, immediate departure, and shelter-in-place. OPM believes that these additional announcements will give the flexibility needed to respond appropriately to unfolding events.

The amended procedures are contained in OPM's *Washington, DC, Area Dismissal and Closure Procedures*, issued in December 2011. Further, FEMA and OPM collaborated to develop an Emergency Preparedness for Federal Employees in the National Capital Region brochure, issued in March 2012, which provides additional guidance to federal employees in the NCR in preparing for and responding to emergencies. Before the 2012/2013 winter season, OPM provided additional clarification on closures and dismissals.

To assess how many businesses follow federal release policies and allow telework during emergencies, the Board of Trade conducted a survey of its members. Over a third of businesses said they follow the federal guidelines. In addition, the survey found that only 18 percent of businesses said they do not allow working from home during weather emergencies.

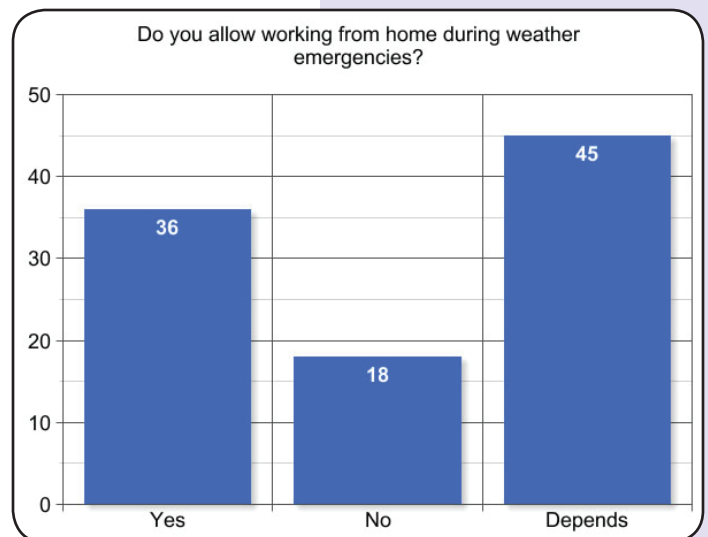
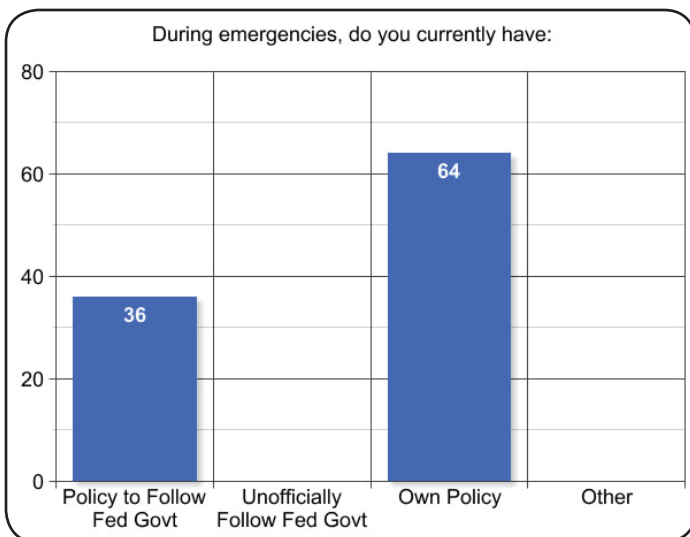
#### SUMMARY FROM 2011 IMR REPORT

##### ISSUE:

Employee release policies and procedures are in place, but coordination among employers, use of alternate work schedules and telework, and message delivery needs improvement.

##### RECOMMENDATION:

Officials should coordinate with employers in their jurisdictions on release policies, and all government, private, and nonprofit employers should review and update closure/dismissal policies, establish and/or expand alternate work schedules and telework before/during emergencies, and use new technologies to communicate with employees.



2012 Board of Trade Member Survey on Release and Telework Policies

### ***(3D) Roadway Messaging***

A number of activities in the NCR are providing the message to discourage trucks and commuters from being on the roadways during adverse conditions. Activities include:

The “SNOW” (SNOW - Stay off the Roads, Not Out in the Weather) effort from the NCR public information officers, with a video and written tips available on [www.capitalregionupdates.gov](http://www.capitalregionupdates.gov). Key messages include:

- “Get Where You Need to be Before the Weather Gets Bad”
- Do NOT Travel During Winter Storms
- Weather Changes Quickly
- Listen to Local Officials
- Monitor the Weather
- Know the Emergency Plans for your Children’s School.

The [www.capitalregionupdates.gov](http://www.capitalregionupdates.gov) website includes emergency messaging, including messages about adverse transportation conditions, and has links to transportation agency websites where this information will be highlighted during emergencies.

The Maryland State Highway Administration has created an interactive emergency truck parking map as part of their Coordinated Highways Action Response Team (CHART), available on the web at [www.chart.state.md.us](http://www.chart.state.md.us). Included are the locations of all full-time truck parking facilities in Maryland, as well as additional facilities that can be used during weather emergencies. A mobile phone app is also available for users.

The Maryland 511 traveler information system was launched in August 2011 with information available by dialing 511 or on the web at [www.md511.org](http://www.md511.org). Maryland 511 now stands alongside the Virginia 511 system ([www.511virginia.org](http://www.511virginia.org)) available statewide since 2005 and upgraded in 2012. Both 511 systems can feature special emergency messages on the web and to all callers regarding adverse conditions and recommendations to stay off the roads. These sites and systems, as well as [www.capitalregionupdates.gov](http://www.capitalregionupdates.gov), also feature ongoing information and updates on road conditions as storms progress and conditions change.

### **SUMMARY FROM 2011 IMR REPORT**

#### *ISSUE:*

The region has plans for vehicle removal but needs to do more to discourage commercial trucks and commuters from traveling on the roads during major incidents.

#### *RECOMMENDATION:*

Transportation officials and PIOs should focus on advance planning strategies to discourage trucks and commuters from being on the roadways during adverse conditions.



### ***(3D) Towing Policies***

Regional officials conducted an internal review of Maryland, District of Columbia, and Virginia laws with respect to abandoned/disabled vehicles. The findings indicate that there is no apparent concern that there is insufficient law. Each jurisdiction handles abandoned/disabled vehicles in different ways.

The concern about the abandoned/disabled vehicles being removed during weather related emergencies does not present a legal issue, but more of a practical issue. The cars will be removed from one location and placed in an area that has space available.

The terminology of disabled/unattended vehicles will need to be addressed since the term abandoned vehicles does not apply in this situation. Usually there are time restrictions in place before removing an abandoned vehicle.

### **SUMMARY FROM 2011 IMR REPORT**

#### ***ISSUE:***

Abandoned and disabled vehicles are major obstacles to emergency, snow removal and utility company vehicles responding to major incidents.

#### ***RECOMMENDATION:***

Area officials should continue pursuing measures to ensure vehicles are towed as quickly as possible.



### ***(3E) Government/Utility Coordination***

Pepco reported to COG that the utility has over 325 contractors on call to assist with tree trimming. It has a 4-year growth trim requirements that include removal of dead and dying trees, and trimming of trees protruding over power lines.

Communications have been established with emergency management agencies to determine what is needed prior to, during, and after an event. For the past two years, there has been in place a priority system that focuses on restoration of power for critical care facilities throughout the region. It was reported that Montgomery County was the first to participate in a Pilot Program during a recent storm situation. This resulted in a task force team being designated to respond to life threatening emergencies in the county. The pilot was well received and now the program will be utilized by Pepco in other jurisdictions throughout the region.

### **SUMMARY FROM 2011 IMR REPORT**

#### ***ISSUE:***

Regional officials would benefit from a meeting of all the utilities serving the NCR to discuss their work before, during and after storms.

#### ***RECOMMENDATION:***

COG should convene electric utilities to discuss vegetation management, reliability improvements, public communication, and storm preparation and response.



**Vegetation Management**

### ***(3E) Storm Preparation and Response***

It is vitally important that local government and utilities work in concert in planning as well as response and recovery efforts before, during and after a storm. Although much of the focus has been focused on power distribution, local jurisdictions like Montgomery County, for example, have also been working with water and communication service providers to improve emergency coordination.

Pepco, one of the region's largest power utilities has taken steps in recent years to work closer with Montgomery County, Prince George's County and the District of Columbia. All jurisdictions participated in a power disruption exercise earlier this year and have an addition exercise planned for the beginning of the winter season. Previous exercises and events including the Derecho have resulted in corrective actions identified and remedied.

During the Derecho, Pepco provided jurisdictions with specific outage information on critical infrastructure and information on citizens with critical power needs. In Montgomery County, Pepco worked alongside county employees as part of strike teams to deal with live safety issues immediately after the storm. In total, 16 of these teams were in use during the Derecho. Pepco, Montgomery County, Prince George's County and the District of Columbia have agreed to a new process during major outages to share critical infrastructure status information and to discuss how resources are being deployed regionally. Prior to Hurricane Sandy, electric utilities activated plans to bring additional crews, which helped address damage expeditiously.

Both local government and the electric utilities in particular have taken many steps towards integrating their planning and response operations, and there is additional work ongoing. While there were long waits for essential infrastructure to be restored during the Derecho, the overall frequency and duration of outages have declined. In addition, there is more communication and openness between all entities.

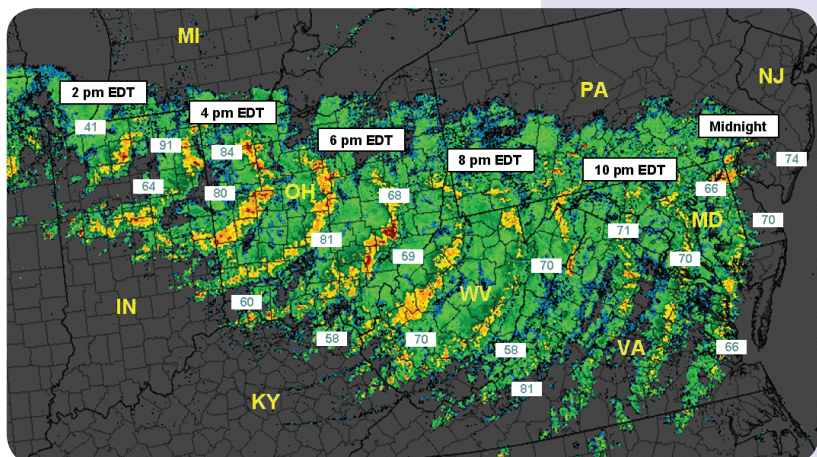
### **SUMMARY FROM 2011 IMR REPORT**

#### ***ISSUE:***

Utilities' preparations for storms occur outside of the regional coordination framework.

#### ***RECOMMENDATION:***

Utilities and local governments should share storm preparedness assessments and develop more formal emergency coordination procedures.



**June 29, 2012 Derecho Storm**

### ***(3E) Back-up Power for Critical Facilities, Traffic Signals***

The 2011 IMR Report noted many critical facilities in the region, including most traffic signals, lacked backup power. Transportation officials, emergency managers, and critical infrastructure owners have efforts underway to address these issues.

Most electric utility outages in our region and elsewhere tend to be infrequent and of short duration. In the past decade, however, there have been a number of region-wide events that severely taxed existing emergency standby power systems or exposed significant system design flaws that led to catastrophic failure of a backup power system (e.g., 2012 Derecho storm). This disaster, in particular, was a prime example of how a small proportion of emergency power systems may fail when most needed.

#### *Critical Facilities*

The NCR Critical Infrastructure Protection Regional Programmatic Work Group (CIP RPWG) has identified the issue of ensuring backup power to critical facilities as a top priority.

For the past several years, the CIP RPWG and others have been working with the U.S. Army 249th Prime Power Battalion (Prime Power) to carry out backup power assessments at key facilities throughout the NCR.

- At least 150 NCR back-up power assessments have been carried out by Prime Power in the past.
- Data from these assessments were entered into ENGLink, which allows deployed personnel real-time access to critical information. The ENGLink system represents a single data entry point that standardizes and integrates methods of collecting, analyzing, forecasting, and presenting information for decision makers, speeding response times during an emergency.
- Additional NCR back-up power assessments are presently in the planning stages.

All water and wastewater facilities are required by regulation to have redundant electric power feeds, and many critical facilities have back-up power as well.

- Power reliability and use studies have also been completed or are presently underway for the largest water/wastewater utilities in the region (i.e., Fairfax Water, Washington Aqueduct, WSSC, and DC Water).
- Key recommendations from completed studies have been implemented to improve resiliency of critical infrastructure.
- Additional resiliency will be realized after ongoing studies are completed and implemented.

### **SUMMARY FROM 2011 IMR REPORT**

#### *ISSUE:*

Many critical facilities in the NCR do not have back-up power, which is the responsibility of their owners/operators and public sector partners, rather than utilities.

#### *RECOMMENDATION:*

Emergency managers should continue working with regional stakeholders to identify and ensure back-up power to critical facilities, and all jurisdictions in the NCR should conduct an assessment of and expeditiously install back-up power for major traffic signals.



In addition to local electrical codes, numerous organizations are involved in setting standards and overseeing patient safety in health-care facilities. For example, the National Fire Prevention Association (NFPA), The Joint Commission (formerly known as JCAHO, The Joint Commission on Accreditation of Healthcare Organizations) and the American Society of Healthcare Engineers (ASHE) all play a role. The Joint Commission recently issued recommendations intended to reduce emergency standby power system failures that go beyond the current NFPA testing requirements and electrical codes.

- In the NCR, back-up power assessments have been completed for all acute care hospitals.
- All facilities meet regulatory requirements and have adequate back-up power for things such as patients in operating rooms, obstetrical delivery rooms, nurseries and urgent care areas, life-support systems, medical air compressors and vacuum systems, etc.
- Some hospitals lack adequate back-up power for the HVAC system, which could require patient evacuations in extreme heat or cold.
- Federal Urban Area Security Initiative (UASI) funding has been secured to upgrade the back-up power systems at four regional trauma centers (Washington Hospital Center, National Rehabilitation Hospital, Prince George’s Hospital Center, and Laurel Regional Hospital) to make them “generator-ready” in the event additional back-up power is needed to run the HVAC system during an emergency. Several other acute care hospitals either have adequate back-up power already or are in the process of system upgrades.

Research and experience indicate that a significant vulnerability exists in the NCR due to the interdependency between emergency shelters and their need for redundant and resilient power supplies.

- To address this preparedness gap and risk, UASI funding has been provided to carry-out a project to inventory shelters in the NCR and provide engineering designs to make as many of those shelters as possible “generator ready” and able to easily accept temporary electrical power.
- The target capability is to support all critical shelter functions during an emergency for a period of 96 hours without access to public utilities.
- It will likely take several years and a significant investment to meet this capability at all emergency shelters in the NCR.
- In addition to emergency shelters, IMR Committee members urged regional officials to also consider cooling centers, which are critical sites during the summer months.



*‘Federal UASI funding has been secured to upgrade the back-up power systems at four regional trauma centers (Washington Hospital Center, National Rehabilitation Hospital, Prince George’s Hospital Center, and Laurel Regional Hospital) to make them “generator-ready.”*

## *Traffic Signals*

The regional Traffic Signals Subcommittee met on a bimonthly basis throughout 2012, with continuing discussions of signals power back-up issues. Awareness of the issue is high among member agencies.

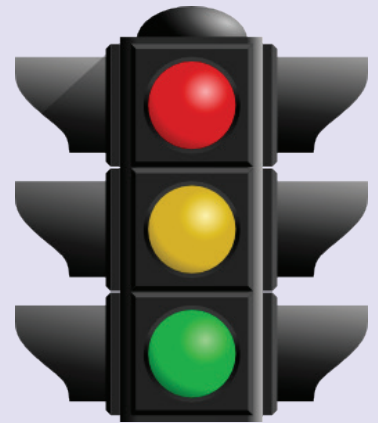
COG transportation planning staff has conducted three surveys regarding traffic signal power issues. Staff has found that:

- Reported installation costs varied widely among agencies (approximately \$12,500 to \$25,000 per location) depending on the current situation to be upgraded, system capabilities, and other engineering factors.
- There has been an increase of back-up systems—from 15 percent to 26 percent—installed in the region since the release of the IMR report. In addition, as of December 2012, 50 percent of traffic signals are generator-ready.
- New signals equipment when installed now frequently includes back-ups as a matter of course.
- Staff also has conducted a survey regarding impacts of and use of power back-up systems in the aftermath of the June 29, 2012 Derecho storm, which also remains under analysis.

The Traffic Signal Subcommittee and COG staff have examined lists of Traffic Control Point (TCP) intersections in Maryland and Virginia emergency transportation/evacuation plans to determine coverage at those intersections. This has raised awareness of status as a TCP as a major consideration in where agencies deploy future signals power back-up systems. The District of Columbia undertook a similar effort in 2008, and had previously installed power back-ups at identified locations. The District effort is anticipated to be repeated after the completion of the District's Emergency Transportation Plan update in 2013.

In response to an inquiry at the May 2012 IMR Oversight Committee meeting, staff has compiled a list of general traffic engineering criteria used by signal agencies regarding prioritization of placement of signal back-up systems, as compared to emergency planning criteria.

Regarding funding for expanding coverage, the subcommittee identified the issue of ongoing annual maintenance costs of power back-up systems as significant. Participants reported reluctance to install back-up systems unless funding for ongoing maintenance costs had also been identified and dedicated. Because of variations among types of signals equipment used in the region, differing previous levels of deployment, and differing mechanisms for ongoing maintenance funding, the Subcommittee did not view it to be advantageous to pursue a single region wide proposal for capital funding. However, the Subcommittee has agreed to coordinate regionally among individual agency deployments to help ensure that those deployments support regional emergency plans as feasible.



*‘There has been an increase of back-up systems—from 15 percent to 26 percent—installed in the region since the release of the IMR report.’*

**SECTION 4:  
DECISION-MAKING**

***(4A) Emergency Response Network***

There are still challenges to establishing legislative agreements amongst jurisdictions which exist in two different states and the District of Columbia. However, the immediate obstacles for the region do not require additional congressional or state authority to address.

The COG Attorneys Committee recommended building on the NCR Memorandum of Understanding and mutual aid agreements that have been in place as the best alternative. The NCR MOU is authorized by federal legislation unique to the NCR.

The Committee also advised that there is no bar to better coordination with utilities and other private entities which are not parties to the MOU in order to improve incident management response

Officials note recent examples of closer coordination between governments and utilities, such as the previously referenced coordination between Montgomery County and Pepco. In addition, after outages resulting from the June 29, 2012 Derecho storm, Verizon is working closely with 9-1-1 Directors serving on a special COG task force. A report on their work will be forthcoming.

**SUMMARY FROM  
2011 IMR REPORT**

*ISSUE:*

Coordinating local decisions in a regional context is challenging in the multi-jurisdictional NCR.

*RECOMMENDATION:*

There are significant legal barriers to creating a central decision-making authority, and it is not clear that such an authority would achieve better results than a robust, well-coordinated multi-jurisdictional approach.

***(4B) Decision-making Authority***

The COG Attorneys Committee concurred with this recommendation and has not pursued creating a new decision-making model for the National Capital Region.

**SUMMARY FROM  
2011 IMR REPORT**

*ISSUE:*

Officials should modify, reaffirm and expand upon existing mutual aid plans and ask other federal agencies and utilities to become a formal part of the region's emergency response network.

*RECOMMENDATION:*

Officials should strengthen the current framework for regional coordination and communication, rather than pursue the creation of a new decision-making authority.

## INCIDENT MANAGEMENT AND RESPONSE OVERSIGHT COMMITTEE

Hon. Phil Andrews  
Montgomery County Council  
*Chair, IMR Committee*  
*Member, NCR Emergency Preparedness Council*

Tony Alexiou  
Deputy Director & Divisions Chief for Operations  
Montgomery County  
*Regional Emergency Managers*

Steward Beckham, Director  
Office of National Region Capital Coordination  
DHS/FEMA  
*Federal Government*

Jim Dinegar, President & CEO  
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Montgomery County  
*Chief Administrative Officers*

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Chris Geldart, Director  
District of Columbia Homeland Security and  
Emergency Management Agency (DC HSEMA)  
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Bob Gore, Supervisor  
Regional Operations  
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District of Columbia  
*D.C. City Administrator's Office*

Dean Hunter, Deputy Director  
Facilities, Security & Contracting  
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Tom Jacobs, Director  
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Arlington County  
*Attorneys Committee*

Linda Mathes, CEO  
American Red Cross of the National Capital Region  
*Nonprofit Organizations*

Reggie McCauley  
Director of Systems Operations  
Pepco Holdings, Inc.  
*Electric Utilities*

Jack Requa, Assistant General Manager  
Department of Bus Services  
Washington Metropolitan Area Transit Authority  
*WMATA*

Hari Sripathi, Regional Operations Director  
VDOT-Northern Region Operations  
*State DOTs*

Frank Tiburzi, Principal Engineer  
Restoration Services & Operations Support  
BG&E  
*Electric Utilities*

Michael Zezeski, Director  
Office of CHART & ITS Development  
Maryland State Highway Administration  
*State DOTs*

\* Group represented is italicized.



## ACRONYMS AND ABBREVIATIONS

COG	Metropolitan Washington Council of Governments
DCHSEMA	District of Columbia Homeland Security and Emergency Management Agency
DHS	U.S. Department of Homeland Security
DOTs	Departments of Transportation
EMAs	Emergency Management Agencies
EOC	Emergency Operations Center
EPC	National Capital Region Emergency Preparedness Council
FEMA	Federal Emergency Management Agency
IMR	Steering Committee on Incident Management and Response
MATOC	Metropolitan Area Transportation Operations Coordination Program
NCR	National Capital Region
NIMS	National Incident Management System
NPS	National Park Service
NWS	National Weather Service
OPM	U.S. Office of Personnel Management
PIOs	Public Information Officers
RECP	Regional Emergency Coordination Plan
RESF	Regional Emergency Support Function
RIC	Regional Incident Coordination Program
RICCS	Regional Incident Communication and Coordination System
RITIS	Regional Integrated Transportation Information System
SPG	Senior Policy Group
TPB	National Capital Region Transportation Planning Board
V-JIC	Virtual Joint Information Center





**Metropolitan Washington Council of Governments**

777 N Capitol St, NE, Suite 300

Washington, DC 20002

[www.mwcog.org](http://www.mwcog.org)



Metropolitan Area Transportation  
Operations Coordination



# Update on the Metropolitan Area Transportation Operations Coordination (MATOC) Program

**Ronald F. Kirby**

**Director**

**Department of Transportation Planning**

**Metropolitan Washington Council of Governments**

**Presentation to the MWCOG Board of Directors**

**April 10, 2013**



*"Working together to reduce incident-related travel delays through improved coordination, cooperation, and information-sharing."*



Metropolitan Area Transportation  
Operations Coordination

## Origins of MATOC

- Stakeholders reacted to the Washington area's challenges of transportation coordination in the aftermath of the 9/11 attacks, as well as other noted events
  - Woodrow Wilson Bridge Jumper (November 5, 1998)
  - "Tractor Man" (March 17-19, 2003)
  - Metro Bomb Threat near Stadium-Armory (December 12, 2003)
- Ad hoc committees studied the issue; tabletop exercises were conducted to probe potential solutions (2001-2005)
  - It was observed that if there were a dedicated staff to handle external ripple effects, it would relieve this burden from those responding to the primary incident
- Federal SAFETEA-LU earmark for MATOC start-up (approx. \$1.7M including match) obtained for the region through efforts of Congressman Moran (2005)
- DDOT funded a study by the USDOT Volpe Center that documented needs, drafted an organizational structure, and developed a concept of operations (2005-2006)
- TPB followed up with facilitating the set up of institutional arrangements (2006-2009)



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Metropolitan Area Transportation  
Operations Coordination

## MATOC Mission and Operations

- A joint program between DDOT, MDOT/SHA , VDOT, & WMATA to promote inter-agency information sharing and coordination
  - Modeled after New York’s TRANSCOM ([www.xcm.org](http://www.xcm.org))
  - Sustained operations began in 2009
- MATOC’s mission is to provide **situational awareness** of transportation operations in the National Capital Region (NCR)
- This is achieved through the **development and communication of timely and reliable information** that enables operating agencies and the traveling public to make appropriate decisions
- MATOC develops and implements the **tools and processes** needed to facilitate coordinated operating agency responses during incidents
- MATOC is not set up to be command and control, it is **advisory in nature** and serves as a decision support function



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## Budget and Activities

- **Annual Budget** of \$1.2M now funded by DDOT, MDOT/SHA, and VDOT
  - Full funding received for FY12 & FY13
  - Supports 4 Core Program Elements – 1) Operations, 2) RITIS O&M, 3) RITIS Enhancements, 4) Special Studies
- **MATOC Steering Committee**
  - The governing body of MATOC comprising senior transportation operations officials from DDOT, MDOT/SHA, VDOT, and WMATA, with MWCOG TPB transportation director as an ex-officio member
- **Advisory Subcommittees**
  - Roadway Operations Subcommittee plus Transit Task Force
  - Information Systems Subcommittee
  - Severe Weather Working Group
- **MATOC Operations Center and Personnel**



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# MATOC

Metropolitan Area Transportation  
Operations Coordination

## Many Participating Agencies



Potomac and Rappahannock  
Transportation Commission



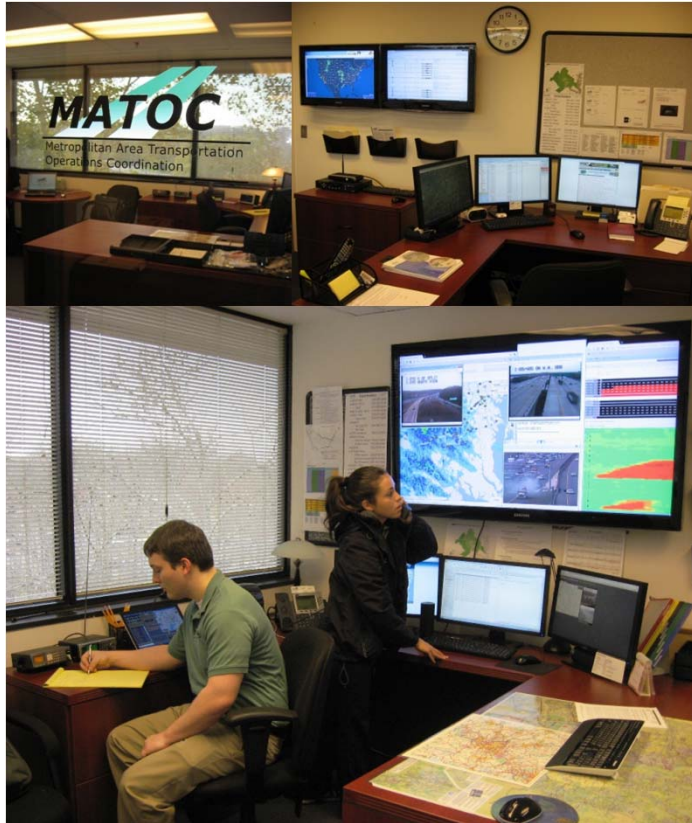
*“Working together to reduce incident-related travel delays through improved coordination, cooperation, and information-sharing.”*





Metropolitan Area Transportation  
Operations Coordination

# MATOC Operations Greenbelt, MD



### **Hours of Operation**

- Monday-Friday
- 4:30am-8:00pm
- 24/7 Operations on an on-call basis
- RIC Program Coordination
- Remote Reporting from DC HSEMA (weekly)

### **Staff**

- 2 Operators, 1 Analyst, 1 Facilitator

### **Monitor**

- RITIS, CapWIN, WebEOC, VJIC, Public Safety & Media Scanners, Regional/Statewide Alerts, Commuter Bus & Rail Operations, Weather, Social Media

### **Incident Criteria for MATOC Involvement**

- Interstates and major arterials within the NCR
- 50% closure, >30 minutes, >4 mile queue



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# The Situational Awareness Mission of MATOC

## Input



Traffic Cameras



Media Broadcasts



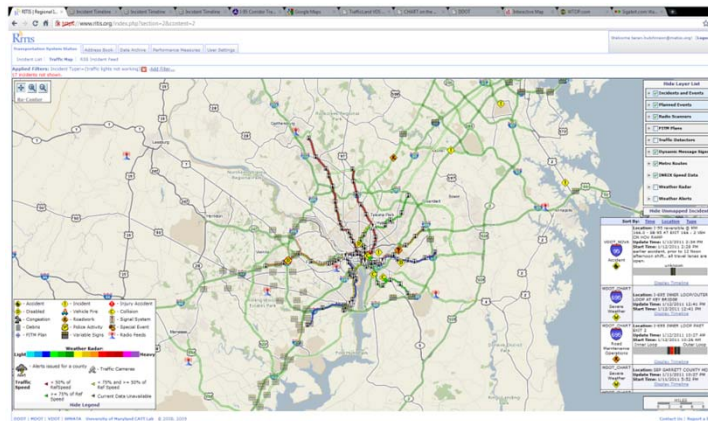
Scanners  
(Public Safety / Media / Agency/Traffic Spotters)



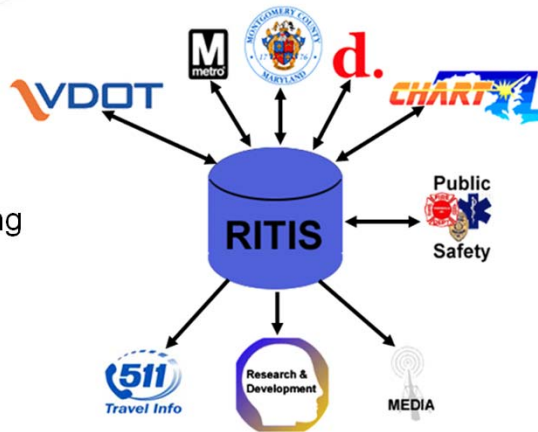
Incoming Messaging Feeds  
(Agency / Media / Social Media)



## Fusion



RITIS - Regional Integrated Transportation Information System



## Notifications



MATOC SITUATIONAL AWARENESS ALERT:  
I-95 Northbound, North of Exit 158, Prince William County, VA Multi-Vehicle Accident blocks all travel lanes, traffic is getting by on the left shoulder. Emergency crews are on scene. Delays are approximately 1 mile and growing.

MATOC Staff Monitoring





Metropolitan Area Transportation Operations Coordination

# MATOC Interagency Notifications



**MATOC Alerts:** Day-to-day incidents, “pay attention”, includes RITIS incident timeline when available. @MATOC

**MATOC Travel Advisory:** Upcoming special events, scheduled roadwork, press releases, etc.

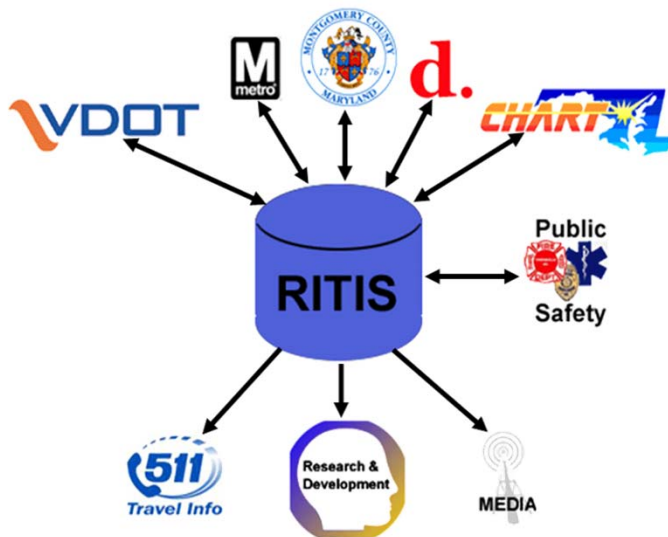
**MATOC Situation Report:** Multiple incidents, region wide weather events, special/planned/unplanned events, etc.

**MATOC Severe Weather Notice:** Coordination of mobilization plans, convene MATOC Weather Call



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### RITIS = Regional Integrated Transportation Information System

- Amalgamated automated data from many sources
- Fuse together into share-able formats
- Share with agencies, media, and the public

### Major Uses of RITIS

- The major information source for MATOC staff as they undertake their regional coordination role
- Data shared back and integrated into agency systems
- Used by non-transportation partners in public safety, emergency management, military
- Data archives for analysis
- Publicly available information provided on [www.MATOC.org](http://www.MATOC.org)



Metropolitan Area Transportation Operations Coordination

# MATOC Traffic View (Public Version of RITIS)



The screenshot shows the MATOC Traffic View interface. On the left is a 'Settings' panel with a table of incident locations and lane status. The main area is a map of the Washington D.C. region with traffic data overlays. On the right is a 'Live Traffic' and 'Traffic Cameras' menu with various options like Accidents and Events, Overhead Signs, Camera Feeds, Comparative Speed, Traffic Speed, Congestion, and Weather.

Location	Type	Lane Status
MD 495 I-495 WEST AT SEVEN LOCKS RD	West	East
MD 650 MD 650 NORTH AT MD 292	South	North
MD 95 I-95 OUTER LOOP AT EXIT 22 MD 295 BALTIMORE WASHINGTON PKWY	Inner Loop	Outer Loop
VA 66 I-66 east @ MM 52.7 - EB 66 AT 52.7MM	East	
MD 50 US 50 EAST FROM MD 192 TO MD 197	West	East
VA 495 I-495 south @ MM 43.0 - SB 495 SO RT 193 GEORGETOWN PIKE	South	
MD 95 I-95 OUTER LOOP AT EXIT 17 MD 202 LANDOVER RD		
VA 66 I-66 west @ MM 71.0 - WB 66 WO GLEBE RD EXIT 71 I ONE LANE BLOCKED 3 ...	West	
VA 495 I-495 north @ MM 52.0 - NB 495 SO LITTLE RIVER TRK EXIT 52 I ...	North	
VA 66 I-66 west @ MM 71.0 - delays 71 to 75	West	
MD 100 MD 100 EAST AT WATERFORD RD	West	East
MD 648 MD-648D - MD 648D WEST AT MD 2		
MD 696 I-695 INNER LOOP CURTIS CREEK DRAWBRIDGE	Inner Loop	Outer Loop

Go to [www.matoc.org](http://www.matoc.org) and click on the “Traveler Info” tab



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Operations Coordination

## MATOC and the Public

- Post-9/11 question: how to inform the public ahead of time about major situations that will affect their travel (e.g., avoid traffic jams around a public safety incident)
- Today: MATOC pursues a “wholesaler” role for information sharing:
  - Developing and sharing correct, timely information among agencies, utilizing traffic information from private companies (e.g. INRIX) and other public and private sources
- Earlier envisioned “retail” role has evolved over the years in light of the many ways the public now gets information:
  - Rise of private sector systems: in-vehicle navigation devices (nationwide systems)
  - Rise of social media: Twitter (@MATOC); Waze (private sector crowdsourcing traffic app)
  - MATOC, agency/jurisdictional, and other public agency systems:
    - MD 511 – [www.md511.org](http://www.md511.org) – VA 511 – [www.511virginia.org](http://www.511virginia.org)
    - WMATA (includes regional transit trip planner) – [www.wmata.com](http://www.wmata.com)
    - MATOC – [www.matoc.org](http://www.matoc.org) (Traveler Info Tab)
    - Transportation included in regional security website [www.capitalregionupdates.gov](http://www.capitalregionupdates.gov)
- **Goal: One Message, Many Voices**

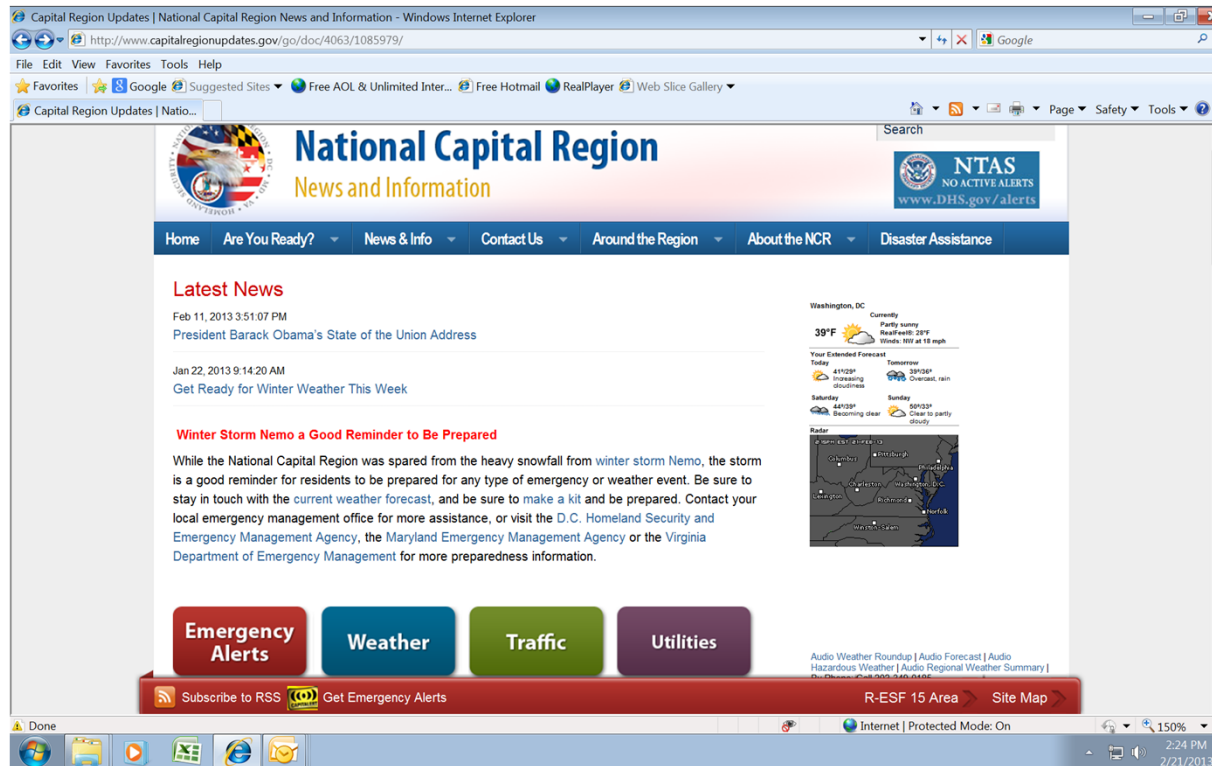


*“Working together to reduce incident-related travel delays through improved coordination, cooperation, and information-sharing.”*



Metropolitan Area Transportation Operations Coordination

# MATOC and RITIS Supply Information to [www.CapitalRegionUpdates.gov](http://www.CapitalRegionUpdates.gov)



- Emergency information website established under regional Homeland Security programs
- Envisioned as a one-stop source for multi-agency emergency information
- Automated data feeds taken both from transportation agency websites and from RITIS



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Metropolitan Area Transportation  
Operations Coordination

## MATOC & RITIS Accomplishment Highlights Since Jan. 26, 2011 Snow Event

- MATOC
  - MATOC Alerts Twitter Feed
  - Roam Secure Network (RSAN)
  - RICCS Paging Capability
  - Strengthened Relationships
    - E.g., EM, NPS, USPP, Transit, RICP
  - Severe Weather Coord. Group
  - MATOC Website with Traveler Information
  - Expanded RITIS Training
- RITIS
  - Significant Increase in Usage
    - 2,000+ Users
  - Addition of CCTV Capabilities
  - Expansion of Probe Data Coverage
  - Addition of Evacuation Layers
  - Addition of Transit System Data
  - Expanded Weather Data
  - Personalized Alerts
  - Points of Interest Function



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# Special MATOC Operations During Severe Weather Events

## Pre-event

- Monitor weather forecasts and DOT mobilization plans
- Consult with MATOC Severe Weather Coordination Work Group
- Participate in and monitor regional conference calls (MWCOG, DOTs, Transit, etc.)
- Ramp up to 24/7 Operations 3-4 hours prior to the event entering NCR. Two 2-person teams filling Operations & Support roles.

## During Event

- Monitor core systems as well as other storm related resources; VDOT Snow Map, Fairfax County Road Closure Map, Montgomery County Storm Map, etc.
- Hourly reporting of major transportation incidents, road closures, and changes in transit (bus & rail) service levels
- Consult with RITIS Support team as needed
- Return to Normal Operations & Reporting as recovery operations begin to wind down

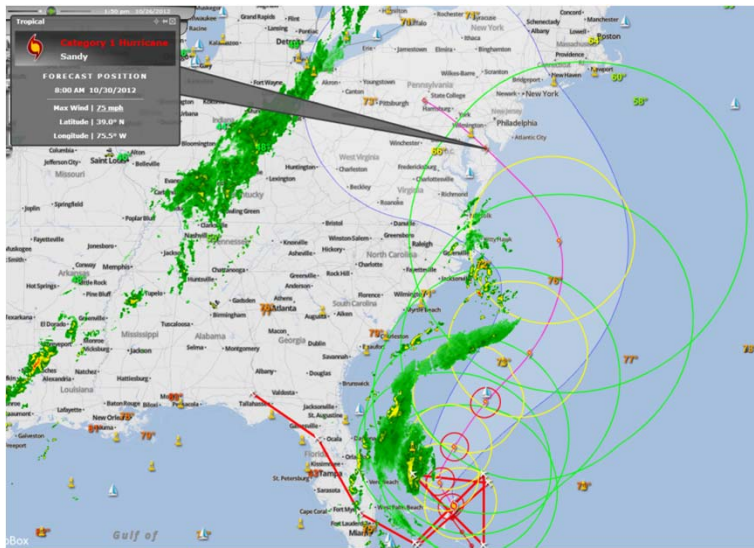


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Metropolitan Area Transportation Operations Coordination

# Hurricane Sandy October 29-31, 2012



## MATOC Operations

- Began monitoring & tracking October 22
- Tested draft Severe Weather Coordination SOP
- Participated in and monitored regional conference calls
- Ramped up to 24/7 Operations on October 29
  - Two 2-person teams (Operations & Support)
  - Elevated reporting of major incidents, road closures, and transit service levels
- Enhanced Coverage: Mon(12am) to Wed(12am)



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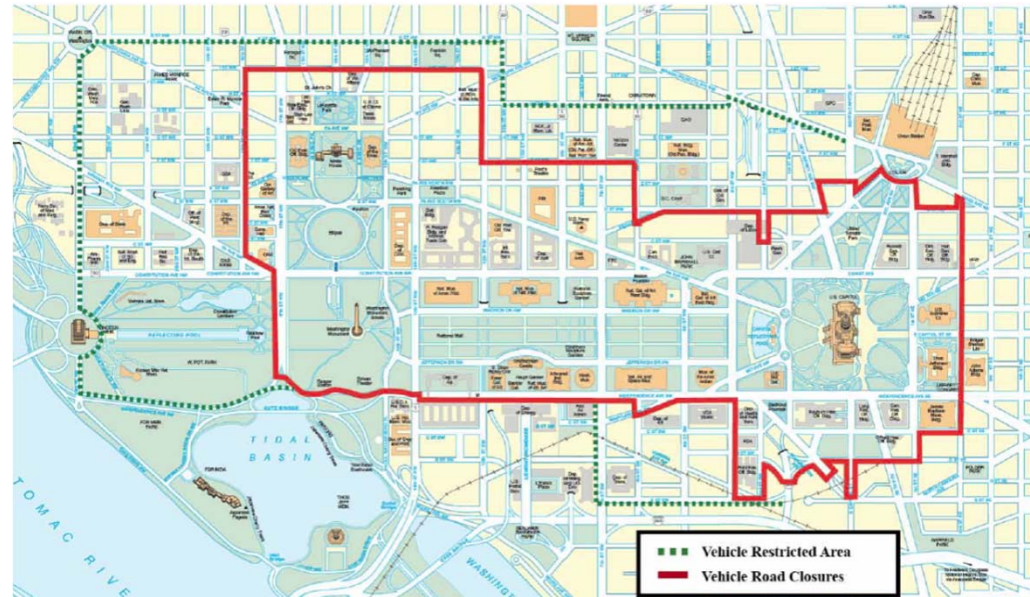


Metropolitan Area Transportation  
Operations Coordination

# MATOC Operations During the Presidential Inauguration January 20-21, 2013



- Began pre-event planning last summer
- Participated in and monitored pre-event meetings & exercises throughout event planning period
- Assembled a web page for transportation partners with Inaug. info/plans from agencies
- Ramped up to 24/7 Operations on Jan. 20 & 21
  - Two 2-person teams (Operations & Support)
  - Coverage at both MATOC offices and DC Homeland Security/Emergency Mgt. Agency
- Similar MATOC involvement in preparation and activities for Fourth of July events annually



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## Upcoming MATOC Activities and Initiatives

- Continued outreach/site visits to agencies by MATOC staff to meet with transportation and public safety agency operations personnel
  - Networking with stakeholders bolsters regional information sharing
  - Focus both on MATOC staff interactions and RITIS use
- New monthly web-based training seminars on use of RITIS
  - Sessions vary between introduction sessions for new users, and update sessions on new RITIS features for established users
- Regional construction coordination/scheduling study now beginning
  - Will study how the region's transportation agencies, in conjunction with MATOC, can better coordinate, schedule, and communicate lanes closures and service disruptions associated with planned construction activities and special events
- Continuous improvements/enhancements to MATOC operating procedures and to RITIS features



Metropolitan Area Transportation  
Operations Coordination

## Outlook

- MATOC operations staff benefits from observing the entire regional situational awareness picture, and “connecting the dots”
- Puts MATOC in a position of identifying actions/responses that would be helpful when incidents occur
- MATOC staff contacts and recommends actions to DOTs, transit agencies
  - Regarding ripple effects
  - Not involved in on-scene issues
- MATOC committees continue to be a successful forum for information exchange among the region’s operations personnel, including on roadway operations, transit, snow/severe weather, and special events
- MATOC staff has successfully used the power of information to enhance regional transportation coordination and decision making



*“Working together to reduce incident-related travel delays through improved coordination, cooperation, and information-sharing.”*

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## **AGENDA ITEM #8**

**GUN VIOLENCE-MOTION TO RECONSIDER  
R13-2013, AND PROPOSED SUBSTITUTE  
RESOLUTION R16-2013**

*One Region Moving Forward*

April 3, 2013

AGENDA – April 10, 2013

District of Columbia  
Bladensburg\*  
Bowie  
Charles County  
College Park  
Frederick  
Frederick County  
Gaithersburg  
Greenbelt  
Montgomery County  
Prince George's County  
Rockville  
Takoma Park  
Alexandria  
Arlington County  
Fairfax  
Fairfax County  
Falls Church  
Loudoun County  
Manassas  
Manassas Park  
Prince William County

**TO: BOARD OF DIRECTORS**

**FROM: SHARON E. PANDAK**  
**General Counsel**



**RE: GUN VIOLENCE ISSUE – ANTICIPATED MOTION TO RECONSIDER RESOLUTION R13-2013, AND PROPOSED SUBSTITUTE RESOLUTION R16-2013**

We have been advised that a Member of the Board of Directors (“Director”), who voted on the prevailing side, will make a Motion to Reconsider R13-2013. If that motion passes, then we understand that a Substitute Motion R16-2013 will be made. This is simply a cover memorandum for those items.

**Motion to Reconsider - R13-2013**

At its last meeting on March 13, 2013, the Board of Directors passed Resolution R13-2013, which endorsed the International Association of Chiefs of Police (IACP) position paper on firearms violence.

Staff has been advised that a Director, who voted on the prevailing side, will make a Motion to Reconsider R13-2013, and that there will be a second to the motion.

The Motion is: **“Pursuant to Rule 2.15, I move to reconsider COG Board of Directors resolution R13-2013, which endorsed the IACP position paper on firearms violence. I voted on the prevailing side of that resolution, as indicated by the Board’s roll call vote on March 13, 2013”**

**Substitute Motion R16-2013** (if the Motion to Reconsider passes)

An April 1, 2013 letter to the Board from Directors City of Alexandria Mayor William Euille, Fairfax County Board Chairman Sharon Bulova, and Loudoun County Board Chairman Scott York, indicates that a Director will make the attached Substitute Motion R16-2013, and that there will be a second to the motion.

The attached Substitute Motion sets forth the Board's serious concerns about the impacts of gun violence but addresses the issue in a different manner:

1. The Board of Directors, instead of taking a COG position on the issue, encourages Directors and Member Jurisdictions to individually or collectively share their opinions regarding addressing gun violence with state and federal legislators; and
2. The Board reiterates its direction for the appropriate COG Committee(s) to look into other issues which are related to gun violence, including but not limited to, mental health, school safety, and gun safety, and requests that the Committee(s) report back to the Board on their findings and any suggested actions within six (6) months; and
3. In order to maximize coordination, cooperation and consensus on all legislative issues, the Board directs the Executive Director to formalize criteria and a process to develop future legislative positions in conjunction with the Legislative Committee, to review the draft process with a past Board Chairs group no later than June 2013, and to include discussion of the process at the Board's annual retreat.

Executive Director Chuck Bean, COG Staff and I have reviewed the draft Substitute Resolution, and can meet its requirements of COG Committee(s) and staff. We hope that the Board can reach consensus on how to handle this difficult issue.

Attachments: Letter of April 1, 2013 and draft Resolution R16-2013  
Letters received from Member Jurisdictions regarding R13-2013

cc: Chuck Bean, Executive Director  
Nicole Hange, Membership and Government Relations Coordinator  
Dave McMillion, Director, Department of Public Safety and Health



April 1, 2013

Chair Young and Members of the Board of Directors

Re: Substitute Motion if IACP resolution is reconsidered at April Board meeting

Dear Chair Young and Colleagues:

This is to give the COG Board of Directors notice of our proposed actions at the April Board meeting with respect to the issue of gun violence.

We begin with background: At the March 13<sup>th</sup> Board meeting, a motion was made to adopt a Board-initiated resolution endorsing the IACP position paper on firearms violence. Before a vote on this motion, a substitute motion was made for a committee review of the issue prior to Board action; that motion failed on a tie 10-10 vote. The Board then voted on the main motion, which passed 15 to 5.

Following the meeting, Chair Young heard from member jurisdictions which registered concerns that this significant subject was taken up by the Board without going through a committee review. Part of COG's success over the years has been due to the constructive review and thoughtful input which its committees have brought to legislative and other issues prior to Board consideration as to whether to take a position.

For the foregoing reasons, we believe that a majority of the Board would find it beneficial to reconsider the Board's decision to endorse the IACP position. We understand that a motion to reconsider will be made at the April meeting. We intend to vote in favor of reconsideration. If the motion to reconsider passes, then one of us will ask the Board of Directors to approve the attached substitute motion.

The goal of the substitute motion is threefold:

- 1) to recognize concerns about the issue of gun violence and the opinions of our jurisdictions and elected officials who feel strongly about approaches which the state and federal legislatures should take;
- 2) to reaffirm Board direction that the appropriate COG Committee(s) look into other issues which are related to gun violence, including but not limited to, mental health, school safety, and gun safety, and request that the Committee(s) report back to the Board on their findings and any suggested actions within six (6) months; and

- 3) to fast track development of a consensus process for the Board of Directors to address legislative issues in a coordinated and cooperative manner, which the Executive Director can draft with the timely assistance of the Legislative Committee and Past Board Chairs, and the Board can discuss at its annual retreat.

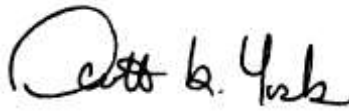
As the leaders of the National Capital Region, we believe that we should first use our resources where we are united and strong. We collectively, working together, do so much good for the region through the Council of Governments. We have demonstrated, and will continue to demonstrate through unity of common purpose on many issues, that we can move our region forward.

We appreciate your consideration and ask for your support for the attached motion.

Respectfully and sincerely,



Sharon Bulova  
Chairman,  
Fairfax County  
Board of Supervisors



Scott York  
Chairman,  
Loudoun County  
Board of Supervisors



William Euille  
Mayor,  
City of Alexandria

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**Proposed SUBSTITUTE RESOLUTION**

**WHEREAS**, there is national and regional pressing concern about gun violence in our communities and in our region; and

**WHEREAS**, as elected officials, and individuals, we are troubled when gun violence occurs in our communities, creating heartache, fear and serious consequences for our quality of life, for society and for future generations; and

**WHEREAS**, gun violence places huge demands on law enforcement, public safety and other local resources; and

**WHEREAS**, the COG Board has recently approved having the appropriate COG Committee(s) look into other issues which are related to gun violence, including but not limited to, mental health and school safety, and looks forward to the technical experience which the committee members will bring to these issues.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT**

1. The Board of Directors, instead of taking a COG position on the issue, encourages Directors and Member Jurisdictions to individually or collectively share their opinions regarding addressing gun violence with state and federal legislators; and
2. The Board reiterates its direction for the appropriate COG Committee(s) to look into other issues which are related to gun violence, including but not limited to, mental health, school safety, and gun safety, and requests that the Committee(s) report back to the Board on their findings and any suggested actions within six (6) months; and
3. In order to maximize coordination, cooperation and consensus on all legislative issues, the Board directs the Executive Director to formalize criteria and a process to develop future legislative positions in conjunction with the Legislative Committee, to review the draft process with a past Board Chairs group no later than June 2013, and to include discussion of the process at the Board's annual retreat.



# CITY OF MANASSAS VIRGINIA

**Office of the Mayor**  
9027 Center Street  
Manassas, VA 20110

Telephone: 703/257-8213  
Facsimile: 703/365-2060

MAYOR  
Harry J. Parrish II

CITY COUNCIL  
Andrew L. Harrover, V. Mayor  
Marc T. Aveni  
Ian T. Lovejoy  
J. Steven Randolph  
Jonathan L. Way  
Mark D. Wolfe

CITY MANAGER  
John A. Budesky

CITY CLERK  
Andrea P. Madden

April 2, 2013

The Hon. Karen Young, Chair  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington DC 20002

Re: COG Board Resolution R3-2013


Dear Ms. Young:

I refer to Manassas' letter to you of March 21, 2013 on this subject. In that letter we urged the repeal of R3-2013 and, at most, a committee study of gun violence issues and which of them could be developed into a COG consensus position.

I also refer to the letter of April 1, 2013 to you from the Chairs of Fairfax County, Loudoun County and the Mayor of the City of Alexandria. They call for the reconsideration of R3-2013 and, if reconsideration passes, then consideration of a substitute motion which would review issues related to gun violence and develop a process for reaching consensus prior to taking a position on issues in general.

The City of Manassas endorses the position taken by Fairfax, Loudoun and Alexandria in their April 1st letter. It reasonably reflects our position and emphasizes the importance of achieving a broad consensus of the membership before taking a position on issues on which members may have widely differing and strongly held views.

Sincerely,



Harry J. Parrish II  
Mayor

cc: MWCOG Member Governments  
Manassas City Council Members  
Chuck Bean, MWCOG Executive Director  
John Budesky, Manassas City Manager



April 1, 2013

Dear Colleagues:

Since the tragedy of Newtown, public officials from every level of government have put needed focus on the issue of gun violence, especially its causes. It's an issue that has many sides, it's complex and it's not one that can be "solved" by any one policy, body or individual. Rather, it is an issue that must be resolved, over time, by listening to and incorporating the voices of all stakeholders.

At its March 13 meeting, the Metropolitan Washington Council of Governments Board of Directors found itself squarely in the middle of this debate. As a result of the ensuing discussion, votes and action by the COG Board, new challenges have arisen. Some jurisdictions do not feel that COG should wade into the issue of gun control, contending that it is not COG's place to take a specific stance on an issue that is truly a state and federal matter. Others, however, feel that COG should take a position on important matters and that gun violence is an issue that the entire region should be concerned about.

Regardless of whatever side one is on, we ask our colleagues to step back and consider a different approach that allows COG to focus on its hallmark – regional cooperation and the advancement of mutual interests.

Through our personal discussions we have developed a greater understanding and appreciation for, our varied perspectives, and that of the communities we represent. We encourage you, our colleagues on the COG Board, to join us in additional conversations to help create a better understanding going forward. With a little more time, we may be able to identify an alternative plan to proceed on this very important issue, without dividing the region.

Each of our communities has been made stronger because of our willingness to work together, through COG, on issues like transportation, homeland security, economic development and the environment. There are many issues in which consensus may not be easy, but for which this organization should not shy away. It is our intention that COG finds a meaningful process toward building a consensus on legislative issues. Such a process would consider both the importance of an issue and whether the region has reached a consensus on how to address all aspects of it, and what to do when we don't agree.

We are stronger when we work together and we sincerely hope that you will join us in a positive dialogue that both recognizes our disparate views and finds the common ground that will make us, and the organization, stronger going forward.

Sincerely,



Roger Berliner  
Montgomery County Council



Dennis Brady  
Bowie City Council

- Continued -



Cathy Drzyzgula  
President of COG  
Gaithersburg City Council



John Foust  
Fairfax County Board of Supervisors

Reuben Collins  
Charles County Board of Commissioners



Penelope Gross  
Vice Chairman, Fairfax County Board of  
Supervisors



Dan Drummond  
Fairfax City Council



Frank J. Principi  
Prince William Board of County Supervisors



Valerie Ervin  
Montgomery County Council



Walter J. Tejada  
Chairman, Arlington County Board



Andrew Fellows  
Mayor, City of College Park



Bruce R. Williams  
Mayor, City of Takoma Park



# CITY OF MANASSAS VIRGINIA

## Office of the Mayor

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Jonathan L. Way

Mark D. Wolfe

CITY MANAGER

John A. Budesky

CITY CLERK

Andrea P. Madden

March 21, 2013

The Hon. Karen Young, Chair  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Suite 300  
Washington DC 20002

Re: COG Board Resolution R3-2013

Dear Ms. Young:

This letter is to inform you that the Mayor and City Council of Manassas support the positions taken by Loudoun County in their letter to you of March 18, 2013 concerning R3-2013 and Frederick County MD in their similar letter to you of March 20, 2013.

We believe the COG policy resolution is inappropriate and disrespectful of the individual positions of the member governments and law enforcement agencies. There are widely varying viewpoints on this national and state issue, one which localities in Virginia are required by statute to cede to the Commonwealth.

In our opinion, the purpose of the Council of Governments is to collaborate on challenges faced by member localities with a focus on transportation, supporting the economy and protecting the environment. Policy resolution R3-2013 goes far afield from these traditional subjects and is causing significant, unnecessary friction among members with varying and strongly held viewpoints.

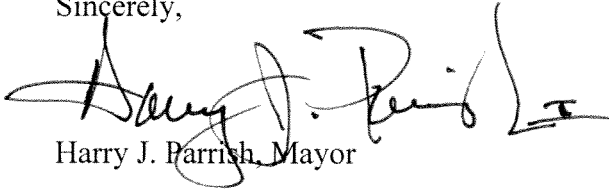
Since Manassas was not on the prevailing side of the vote on R3-2014 we cannot move for reconsideration. Even so, we would be glad to see reconsideration as proposed in the letter Fairfax City Mayor Silverthorne sent to you on March 20, 2013.

In the event COG does not see fit to reconsider R3-2013 and reverse the Board decision, then at most the Board should adopt the previously defeated R4-2013 and send the matter to committee for study.



If no viable solution is found, Manassas will follow the lead of Loudoun and Frederick Counties and withhold payment of our FY2014 dues until the matter is appropriately addressed. We hope all parties will work diligently to resolve this issue in the interest and spirit of cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "Harry J. Parrish". The signature is fluid and cursive, with a large initial "H" and "P".

Harry J. Parrish, Mayor

cc: MWCOG Member Governments  
Manassas City Council Members  
Chuck Bean, MWCOG Executive Director  
John Budesky, Manassas City Manager

Dear MWCOG Colleagues,

I have followed with great interest the comments responding to the Board's recent action with regard to reducing gun violence. This issue is particularly important in view of its impacts on safety and the human and financial costs associated with it in our region.

Gun violence has a very strong nexus to our roles as public officials, both as employers and managers of public servants, including first responders, and as budget overseers because the effects of gun violence are paid for in many ways in local budgets. Critically, it is our first responders who are called to the scenes of gun violence and they are sometimes victims, whether police officers, firefighters or increasingly, teachers and other public employees. Our budgets carry the direct costs of gun violence in many ways, as well, including increased costs for the enhanced equipment, training and personnel necessitated by gun violence and the human toll and economic losses when our employees are victims. And, the data show it is a huge safety, security and quality of life issue for our region and the public we protect. For these and other reasons, gun violence has some of the strongest possible connections with our roles as public officials and is appropriate for COG action.

Further, the specific action approved by the Board was not irrational or *ad hoc*. Instead, the Board voted to support the positions of the International Association of Chiefs of Police on gun violence and its prevention. This matter is clearly within the range of their expertise and experience. In addition, the COG Board agreed to look at other potential elements of prevention, including mental health.

The action the COG Board took was done according to transparent and long established procedures. The gun violence issue had been discussed at an earlier meeting; requests were made for proposed actions; and staff provided alternative actions on the public agenda in advance of the March meeting. At the meeting, there was a full and fair opportunity to comment on all sides of the proposed alternatives. And the votes were cast and recorded so that those who opposed or supported the measures are on the public record of doing so.

There are suggestions that COG should limit its activities to transportation, economic development and environmental issues, not take positions on controversial issues or act only on a consensus basis. Whatever the merits of that view going forward, that has not been the rule governing COG activities. If this is to be the rule in the future, we should debate it for future use.

In my nearly 20 years with COG, I have occasionally not prevailed on everything from transportation to homeland security issues. Sometimes I was disappointed and angry and occasionally even criticized the action in public. All of these reactions would be quite understandable and appropriate for those who lost this vote. Yet at no time did I suggest that withholding dues was an appropriate response, because I knew that even threatening it would serve to undermine regional cooperation that is so productive for us all in so many ways. And acceding to such a demand would have an even more disastrous result.

Sincerely,

David F. Snyder



# City of Fairfax

**Mayor R. Scott Silverthorne**

*City Council*

*Michael J. DeMarco  
Daniel F. Drummond  
Jeffrey C. Greenfield*

*David L. Meyer  
Eleanor D. Schmidt  
Steven C. Stombres*

March 20, 2013

The Honorable Karen Young, Chair  
Metropolitan Washington Council of Governments  
Board of Directors  
777 North Capitol Street, NE, Suite 300  
Washington, D.C. 20002

Dear Ms. Young,

This letter is to inform you that the Fairfax City Council has taken the position that a vote by the Metropolitan Washington Council of Governments (MWCOG) to approve resolution R3-2013 should be reconsidered – and the Board’s position reversed – at its April 2013 regular meeting.

We feel the reason is simple: MWCOG works best when it is focused on issues of commonality such as increasing resources for transportation, supporting our regional economy and protecting the environment. This resolution, however, caused unnecessary friction among jurisdictions at a time when we need to come together as a region to advance mutual interests.

Each jurisdiction within MWCOG represents people who have varying viewpoints. However, where we can find common ground for the greater good, we should; but where there will likely be division – particularly on an issue such as gun control – we should allow others to take the lead.

Therefore, we respectfully ask that the resolution be brought up for reconsideration and that you call for a weighted vote to ensure jurisdictions’ votes are appropriately represented.

While our representative to the MWCOG Board of Directors, Councilman Dan Drummond, did attend the meeting, he had to leave the meeting for work around the time of the posted adjournment time of 2 p.m. According to MWCOG, the votes on this matter took place at approximately 2:15 when Mr. Drummond was not present to vote. Had he been present, he would have voted in favor of Fairfax County Chairman Sharon Bulova’s motion to send the resolution to MWCOG’s policy committee, thereby breaking the 10-10 tie. Furthermore, Mr. Drummond would have voted against the main motion on R3-2013.

Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in black ink that reads "Scott Silverthorne". The signature is written in a cursive, flowing style.

R. Scott Silverthorne  
Mayor

Cc: Board of Directors, MWCOG  
Honorable Members of the City Council  
Chuck Bean, Executive Director, MWCOG  
Robert Sisson, City Manager





**FREDERICK COUNTY GOVERNMENT  
BOARD OF COUNTY COMMISSIONERS**

Winchester Hall, 12 East Church Street  
Frederick, Maryland 21701

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www.FrederickCountyMD.gov

O: 301-600-1100 F: 301-600-1849

Commissioners

Blaine R. Young  
*President*

C. Paul Smith  
*Vice President*

Billy Shreve  
David P. Gray  
Kirby Delauter

Lori L. Depies, CPA  
*County Manager*

March 20, 2013

Ms. Karen Lewis Young, Chairman  
Metropolitan Washington Council of Governments, Board of Directors  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

**Re: Opposed - MWCOG Board Resolution R13-2013  
International Association of Chiefs of Police Position on Firearm Violence**

Dear Ms. Young:

On behalf of the Board of County Commissioners ("Board"), we wish to inform you that the Board discussed the MWCOG Board Resolution R13-2013, regarding the International Association of Chiefs of Police Position on Firearm Violence.

The majority of the Board (Commissioners Blaine Young, Billy Shreve and Kirby Delauter) have agreed that the policy resolution adopted by the MWCOG Board of Directors is both inappropriate and disrespectful of the individual positions of the member governments and our law enforcement entities. The majority of the Board has agreed to withhold payment of Frederick County's FY14 membership dues until further notice.

We believe and agree with other members that the purpose of the Council of Governments is to collaborate on challenges faced by localities unique to the Metropolitan Washington area. Gun control is not such a subject. It is a national and statewide issue, and one in which localities in Maryland are required by statute to comply with the regulations. In addition, there is far from universal agreement that the International Chiefs of Police recommendations adopted by COG would impact gun violence in any meaningful way. The chief law enforcement officers in many jurisdictions, including ours, have not endorsed these recommendations.

Additionally, it is paramount that in the future on matters of major concern and potential controversy that items such as this topic should be held until member jurisdictions have the ability to fully vet and discuss the implications. As in this matter, our Board has previously taken a strong position in opposition to stricter gun measures in Maryland.

The protection of our communities is the primary mission of the varied and multiple law enforcement agencies across America. There are numerous law enforcement organizations which do not share the opinion of the one specifically cited agency in Resolution R13-2013.

Ms. Karen Lewis Young, Chairman  
March 20, 2013  
Page 2

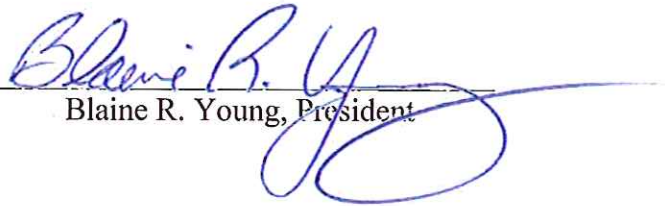
The Board of County Commissioners formally requests that the MWCOG Board moves to reconsider its position on this issue. The Board will re-visit this issue of payment of membership once the position of the MWCOG Board has been addressed.

We trust that you will work diligently to resolve this issue.

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
OF FREDERICK COUNTY, MARYLAND

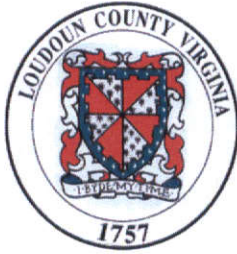
By:

  
Blaine R. Young, President

BRY/lf

pc: Board of County Commissioners  
Lori L. Depies, CPA, County Manager  
John S. Mathias, County Attorney  
Erin White, Acting Director, Division of Finance  
Joyce Grossnickle, Administrative Officer, Office of the County Manager





Loudoun County, Virginia

[www.loudoun.gov](http://www.loudoun.gov)

Office of the Chairman

Loudoun County Board of Supervisors

1 Harrison Street, S.E., MSC #1, 5th Floor, P.O. Box 7000, Leesburg, VA 20177-7000

Telephone (703) 777-0204 • Fax (703) 777-0421 • [scott.york@loudoun.gov](mailto:scott.york@loudoun.gov)

March 18, 2013

Ms. Karen Lewis Young, Chairman  
Metropolitan Washington Council of Governments, Board of Directors  
777 North Capitol Street, NE, Suite 300  
Washington, DC 20002

Re: MWCOG Board Resolution R13-2013 IACP Position

Dear Ms. Young:

This is to advise you that the Board of Supervisors discussed the above noted MWCOG Board Resolution on Thursday, March 14, 2013.

Following this discussion, the Board voted unanimously to request that I notify the Metropolitan Washington Council of Governments that payment of the County's FY14 membership dues for MWCOG will be withheld until further notice.

It is the position of the Loudoun County Board of Supervisors that the policy resolution adopted by the MWCOG Board of Directors is both inappropriate and disrespectful of the individual positions of the member governments and our law enforcement entities. The purpose of the Council of Governments is to collaborate on challenges faced by localities unique to the Metropolitan Washington region. Gun control is not such a subject. It is a national and state issue, and one in which localities in Virginia are required by statute to cede to the Commonwealth. In addition, there is far from universal agreement that the International Chiefs of Police recommendations adopted by COG would impact gun violence in any meaningful way. The chief law enforcement officers in many jurisdictions, including ours, have not endorsed these recommendations.

The Board of Supervisors requests that the MWCOG Board reconsider its position on this issue. The Board of Supervisors directed its County Administrator to bring back the issue of payment of membership dues once the position of the MWCOG Board is appropriately addressed.

Letter to Karen Young  
March 18, 2013  
Page Two

As Chairman, I trust you will work diligently to address this issue in the interest and spirit of cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott K. York". The signature is written in a cursive style with a large initial "S" and "Y".

Scott K. York, Chairman  
Loudoun County Board of Supervisors

C: MWCOG Member Governments  
Loudoun County Board of Supervisors  
Chuck Bean, MWCOG Board of Directors  
Tim Hemstreet, County Administrator



## **AGENDA ITEM #9**

### **CYBERSECURITY: BRIEFING ON EPC 2013 PRIORITIES**



# **NATIONAL CAPITAL REGION EMERGENCY PREPAREDNESS COUNCIL**

**April 10, 2013**



# What is the National Capital Region Emergency Preparedness Council?

- The National Capital Region Emergency Preparedness Council (EPC) is an advisory body established by the COG Board.
- The EPC is made up of:
  - Elected officials;
  - COG committee chairs;
  - Representatives of homeland security, emergency management services and transportation;
  - Nonprofit and business communities.
- The EPC serves as the custodian of the National Capital Region Homeland Security Strategic Plan, and:
  - Oversees the Regional Emergency Coordination Plan (RECP);
  - Helps to coordinate activities of various working groups; and
  - Assists in the carrying out of preparedness training and exercises.

# EPC 2013 Objectives

- **OBJECTIVE 1:** Enhance NCR resilience to cyber security
- **OBJECTIVE 2:** Increase personal preparedness through workplace based initiatives
- **OBJECTIVE 3:** Provide leadership review and support to the update of the NCR Homeland Security Strategic Plan

# Cyber attacks are a growing threat

- “Chinese hackers suspected in attack on The Post’s computers” – Washington Post 2/1/2013
- “Sophisticated cyber-attack hits Energy Department, China possible suspect” – Fox News 2/4/2013
- “Cyberattacks Seem Meant to Destroy, Not Just Disrupt” – New York Times 3/28/2013
- ‘Biggest cyber-attack in history’ slows internet – The Times 3/28/2013
- “Newest Cyberattacks On US Banks Are Destroying Data Rather Than Stealing It” – Business Insider 3/29/2013
- US government cyber-security database taken offline due to hacker attack – RT.com 3/15/2013

The Washington Post



# NCR Cyber Framework Project

- Cyber attacks are one of the biggest threats facing the NCR and the Nation.
- Focus of the project will be:
  - Cyber resiliency
  - Communications
  - Response to attacks
- Expected outcomes include:
  - Regional cyber security policies, standards, and procedures;
  - Development of a unified approach to cyber security in the NCR.
  - Improved information sharing about cyber threats.

# Senior Leaders Seminar 2013

- Purpose: Provide key leaders in the NCR with an opportunity to discuss high-level decision making, communications, coordination, and collaboration during a cyber event.
- Date: Thursday, June 13<sup>th</sup> – location TBD.
- Goals Include:
  - Improve regional information sharing;
  - Identify regional resources needed to respond;
  - Discuss ability to recover from a regional cyber event;
  - Define outcomes of the NCR Cyber Framework Project;



# **AGENDA ITEM #10**

## **LEGISLATIVE UPDATE**

**(NOTE: NO ATTACHMENTS)**





# **AGENDA ITEM #11**

## **OTHER BUSINESS**

**(NOTE: NO ATTACHMENTS)**



## **AGENDA ITEM #12**

**ADJOURNMENT**

**NEXT MEETING: MAY 8, 2013**