"CapCom" Background and Status

Special Work Session
National Capital Region
Transportation Planning Board

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July 20, 2005

Background

- Regional Emergency Transportation Coordination Annex (REETC) approved by TPB, COG Board in March/April 2004

- Key findings:
  - Timely public communications during incidents are essential and can be highly effective in managing transportation
  - The greatest potential for improvement of travel conditions is reduction of demand
  - Incident ripple effects necessitate timely communications and coordinated actions

- Follow-up actions explored how to strengthen transportation communications during incidents

Exploration of Options for Strengthening Transportation Coordination Leading Up to "CapCom"

- Four strategies have been explored:
  - Integration of transportation agencies' technical systems and databases
  - Procedural changes by transportation agencies, and associated staff training
  - Duty rotation among existing transportation agency staffs
  - Creation of a new regional organization to be responsible for transportation communications and coordination, referred to as "CapCom" (name likely will be changed due to copyright)
    - Modeled after an organization for metropolitan NYC called "TRANSCOM"
- A growing number of stakeholders came to the conclusion that the non - "CapCom" strategies were insufficient

Actions

- TPB, in November 2004 and January 2005, declared creation of a regional transportation coordination program as a top priority

  - Endorsed the concept of using the CapWIN Program and governance structure as the basis for a regional transportation coordination program

  - Requested that the region's transportation agencies collaborate with the University of Maryland to prepare a proposed work program for an enhanced CapWIN organization to perform regional transportation coordination activities

- Basics of how "CapCom" will work can be modeled on the experience of New York's TRANSCOM

Existing Situation

- On-scene incident response is the priority of existing organizations - and they're good at it
  - On-scene transportation incident clearance times have been reduced

- Significant agency-by-agency communications and coordination improvements have been made since 9/11 – reaction would be much better now to such an incident

- Still, no single entity has coordination of regional transportation information as a primary job
  - Regional coordination left to the busiest responders, relying on a limited number of key individuals
  - Notification good within state DOTs and transit agencies, otherwise inconsistent
  - Timeliness of initial notifications and ongoing situation updates have been challenges

"CapCom" Benefits

- Take full advantage of RICCS and other means for timely recognition of when an incident becomes regional

- Improve coordination of transportation management during major incidents (often not "transportation" per se); e.g., 9/11, "Tractor Man", bomb threat near RFK

- Serve as a source for information verification and ongoing situation updates to affected agencies, the media, general public

  - Availability, timeliness, accuracy of transportation information are key

With "CapCom"

- There will be designated responsibility and accountability for coordinating transportation information sharing during incidents

- A small staff will take the information sharing burden off the shoulders of busy transportation agency personnel

- Full use of information technologies and automated systems will aid cost-efficiency and effectiveness

- Individual agencies will retain complete autonomy for their actions, but will be better able to act in concert

Chronology of Regional Transportation Management During Incidents – Now and with "CapCom"

Step	What Happens Now	If CapCom Existed
Discovery	First responders	First responders
ID as regional incident	Varies (if lead agency is uncertain, can lead to delays)	"CapCom" in consultation with responding agencies
Regional coordination, ongoing communications, and information dissemination	Varies (if lead agency is uncertain, can lead to delays)	"CapCom" initiates and follows through on regional coordination (e.g. conference calls) and information dissemination
Tracking regional impacts	Ad hoc	"CapCom"
Closeout & lessons learned	Lead agency and other agencies	Lead & participating agencies with "CapCom" assistance

Hypothetical Scenario Example – Reagan National Airport Bomb Threat

Legend
- 2750 foot buffer
- Jurisdictional Boundary
- TAZ Boundary
- Parking Garage B
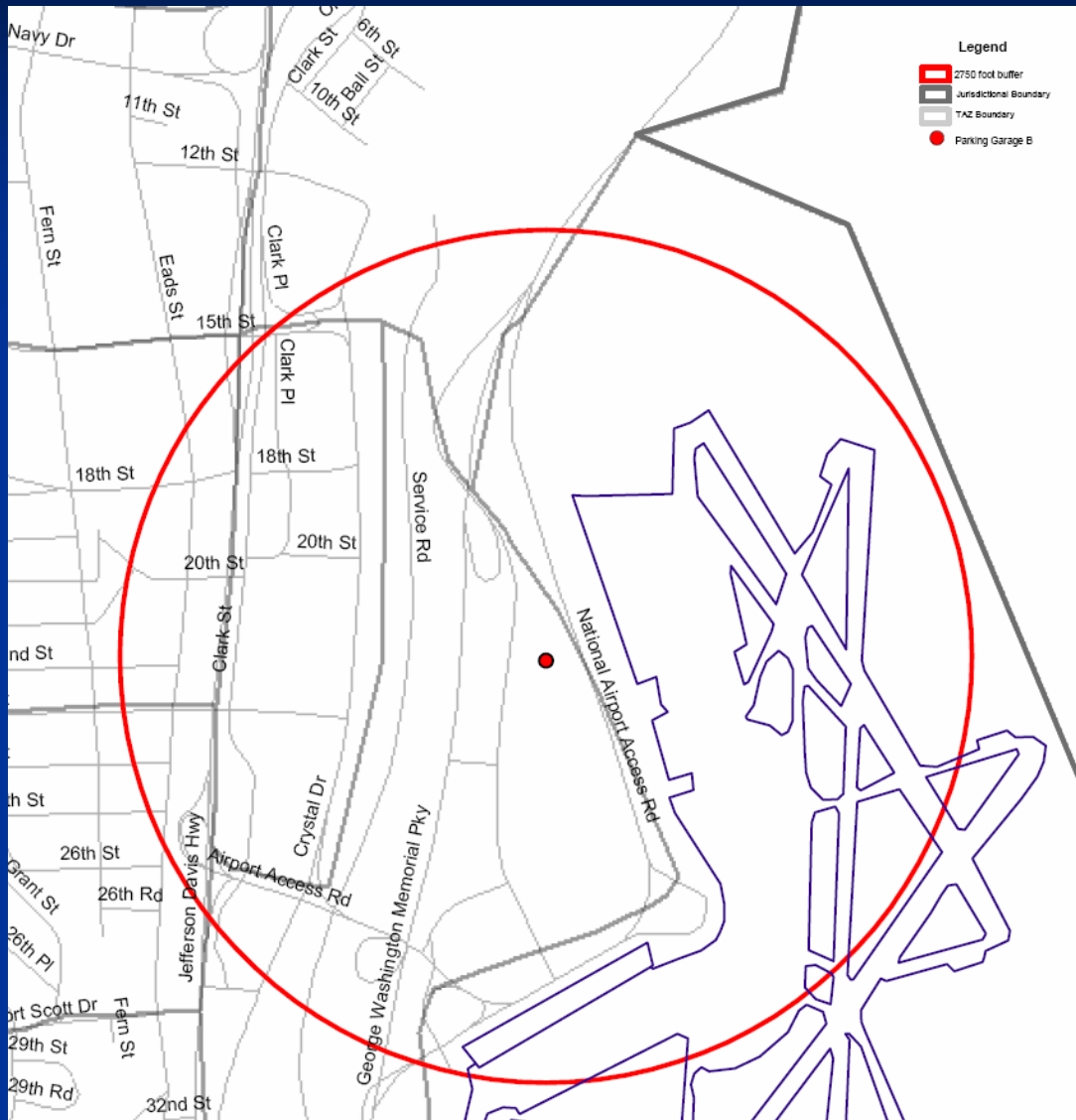
Impacts to:

- Metrorail, Metrobus, local and other buses
- VRE; freight rail
- GW Parkway/Nat'l Park Service
- US 1/VDOT
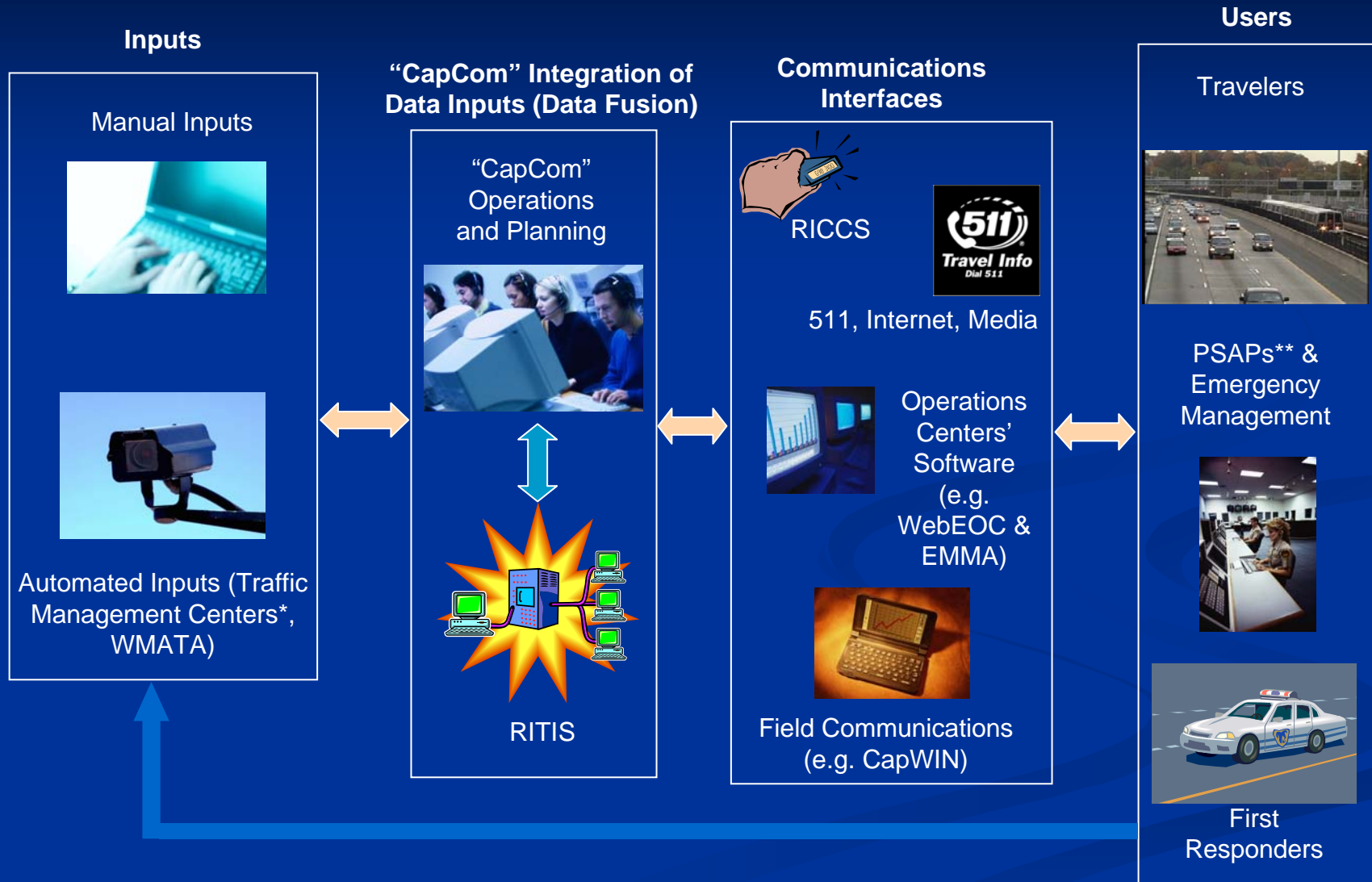- Arlington County
- Airport access

Incident command is busy with on-scene activities

Multi-agency information sharing by "CapCom" addresses off-scene transportation ripple effects

Anticipated Components of the Regional Transportation Coordination Program

- <u>Information backbone</u> – based upon the Regional Integrated Transportation Information System (RITIS) real-time database of traffic and transit conditions

- <u>Live transportation information exchange among agencies</u> – focal point for transportation status information to facilitate coordination

- <u>Public information</u> – single place where press, public, fellow agencies can find automated transportation status information via Web, phone interfaces

- <u>Planning</u> – focal point for coordinated regional transportation operations planning

Anticipated Regional Systems and Information Flow

Inputs

Manual Inputs

Automated Inputs (Traffic Management Centers*, WMATA)

"CapCom" Integration of Data Inputs (Data Fusion)

"CapCom" Operations and Planning

RITIS

Communications Interfaces

RICCS

511, Internet, Media

Operations Centers' Software (e.g. WebEOC & EMMA)

Field Communications (e.g. CapWIN)

Users

Travelers

PSAPs** & Emergency Management

First Responders

* Traffic management centers include DDOT, MDOT (CHART), VDOT (STC), local governments
** PSAP = Public Safety Answering Point

Current and Potential CapCom Funding Sources

Funding Source	Process	Requirements for Matching Funds	Status
UASI (Homeland Security)	Proposal submission and selection	No match required	$1 million FY2005 UASI subgrant
Congressional Earmark	Congressional action requested by the region	At least 20% match using state transportation funding	$2 million one-time earmark pending in House bill*
Transportation Federal Aid	Agreement of three state DOTs	At least 20% match using state transportation funding	Under discussion
TPB Member Contributions	TPB members' agreement	Not applicable	Not under active consideration at this time

*Some related technical systems development has begun at the University of Maryland through a portion of previous years' federal transportation grants (RITIS).

Upcoming Activities

- Hiring of initial 1-2 staff dedicated full-time to developing program aspects

- "RITIS" regional transportation database prototype anticipated this fall – will provide an initial test of automated information sharing

- Ad hoc steering committee of transportation agencies will continue its work and study

Remarks from Transportation Agencies on the Ad Hoc "CapCom" Steering Committee

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