

## **ITEM 12 - Information**

November 17, 2004

### Endorsement of Actions to Improve Regional Transportation Communications and Coordination During Incidents

#### **Staff**

**Recommendation:** Adopt Resolution R7-2005 endorsing actions to improve regional transportation communications and coordination during incidents.

**Issues:** None

**Background:** At the May 19 TPB meeting, the Board approved a recommended course of action to be implemented over the next six months to improve regional transportation communications and coordination during incidents. At the July and September meetings, the Board was briefed on progress on the implementation of technical and operational improvements to regional transportation communication and coordination procedures. The Board will be asked to endorse a specific set of actions to improve regional transportation communication and coordination procedures during incidents.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, N.E.,  
WASHINGTON, D.C. 20002-4239**

**RESOLUTION TO ENDORSE ACTIONS TO IMPROVE REGIONAL  
TRANSPORTATION COMMUNICATIONS AND COORDINATION DURING  
INCIDENTS**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, is responsible under the provisions of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) for developing and carrying out a comprehensive, continuing and coordinated transportation planning process for the metropolitan area; and

**WHEREAS**, among the planning factors that TEA-21 requires to be addressed in the metropolitan transportation planning process is consideration of projects and strategies that will promote efficient system management and operation; and

**WHEREAS**, on September 11, 2002, the Metropolitan Washington Council of Governments (COG) Board of Directors adopted the Regional Emergency Coordination Plan (RECP<sup>SM</sup>) which was developed in response to the attack of September 11, 2001; and

**WHEREAS**, the RECP includes a Regional Emergency Support Function 1- Transportation Chapter and a Regional Emergency Evacuation Transportation Coordination (REETC) Annex, which were developed by representatives of all of the transportation agencies in the region, endorsed by the TPB March 17, 2004, and approved for inclusion in the RECP<sup>SM</sup> by the COG Board of Directors on April 14, 2004; and

**WHEREAS**, the new REETC Annex identified key recommendations for future regional emergency preparedness activities, including the urgent need to strengthen emergency communications and coordination in the transportation sector; and

**WHEREAS**, on May 19, 2004, the TPB endorsed a course of action by the region's transportation agencies to strengthen communications and coordination during incidents, including development of a work program identifying the specific technical and operational improvements and duty rotation procedure, funding requirements, and schedule to ensure the expeditious implementation of the course of action over the following six months; and

**WHEREAS**, in May 2004 working groups of key Washington Metropolitan Area Transit Authority, District of Columbia, Maryland, and Virginia Department of Transportation

representatives were established to foster implementation of the course of action; and

**WHEREAS**, on July 21 and September 15, 2004, the TPB was briefed on progress on the course of action; and

**WHEREAS**, the Greater Washington Board of Trade has been instrumental in focusing attention on regional emergency transportation coordination by holding a series of discussions with representatives of the Washington region's transportation agencies and of the TRANSCOM organization of the New York-New Jersey-Connecticut metropolitan area, and has encouraged establishment of a transportation coordination functionality and staffing for metropolitan Washington similar to TRANSCOM; and

**WHEREAS**, the Capital Wireless Integrated Network (CapWIN) Program, an incident response field communications and data sharing system, has been developed under a partnership of the transportation and public safety agencies of the Washington metropolitan area, aided by the technical expertise of the University of Maryland Center for Advanced Transportation Technology, George Mason University, the University of Virginia, the International Association of Chiefs of Police, and the International Association of Fire Chiefs; and

**WHEREAS**, on November 17, 2004, the TPB was briefed on the CapWIN Program, including that CapWIN currently contains the fundamental governance structure, staff, and other elements required for a program that can be expanded and can accommodate regional transportation and public safety technology and operations coordination; and

**WHEREAS**, using the CapWIN Program as the basis for a regional transportation coordination program will ensure the development of a program that can be rapidly implemented and efficiently operated, while avoiding duplication with other ongoing activities; and

**WHEREAS**, the District of Columbia, Maryland, and Virginia Departments of Transportation and the CapWIN Executive Leadership Group in the attached letters have endorsed the concept of using the CapWIN Program as the basis for a regional transportation coordination program;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board:

1) Urges continued progress by the region's transportation agencies in improving regional transportation communication and coordination during incidents;

2) Endorses the concept of using the CapWIN Program and governance structure as the basis for a regional transportation coordination program in the Washington

metropolitan area; and

3) Requests that the District of Columbia, Maryland, and Virginia Departments of Transportation and the Washington Metropolitan Area Transit Authority collaborate with the University of Maryland Center for Advanced Transportation Technology to prepare a proposed work program for presentation to the TPB on January 19, 2005, for an enhanced CapWIN organization to perform regional transportation coordination activities, including potential startup and ongoing funding needs, potential funding sources and mechanisms, a schedule of phases of implementation, and a description of a near-term pilot program of coordination activities and staffing.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

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(703) 383-VDOT (8368)

PHILIP A. SHUCET  
COMMISSIONER

September 7, 2004

The Honorable James P. Moran, Jr.  
Member, US House of Representatives  
2239 Raybourn House Office Building  
Washington, DC 20515-4608

Dear Congressman Moran:

This letter is to express the Virginia Department of Transportation's (VDOT) support for exploring the concept of using the CapWIN System as the basis for a regional transportation coordination program in the Washington DC Metropolitan area. CapWIN's current government structure, staff, and infrastructure provide a good foundation for developing such a program. Its use as the basis for regional transportation coordination will ensure the development of a program that can be rapidly implemented and efficiently operated, while avoiding duplication with other ongoing activities.

VDOT has been using technology to enhance its traffic management in the Northern Virginia region since the 1980s. We believe that everyone benefits when the Washington DC metropolitan area operates cooperatively as a region. The need for a regional transportation coordination program has been identified. Since VDOT is one of leading agencies that initiated and supported the development of CapWIN and understands its capability and potential, we could very likely leverage the investment we have made to CapWIN.

We recognize that more work needs to be done and consideration must be given to ensure an appropriate balance of transportation, police, and fire representation in the program's operation. In addition, the CapWIN System must be expanded to ensure around-the-clock staff coverage. These issues and many more details must be addressed prior to final regional approval of the concept.

As an active provider of transportation services in the Washington, DC region, we are confident of the success of this approach and are requesting your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard W. Steeg".

Richard W. Steeg  
Assistant District Engineer for Maintenance and Operations

Copy: Connie Sorrell  
E. E. Hull  
Amy McElwain

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
DEPARTMENT OF TRANSPORTATION

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Office of the Director

September 9, 2004

The Honorable Congressman Jim Moran  
US House of Representatives  
2239 Rayburn Building  
Washington, DC 20515-4608

Dear Congressman Moran.

This letter is written to express our support for the concept of using the CapWIN project as the basis for a regional transportation coordination program in the Washington, DC metropolitan area. We believe that CapWIN currently contains the fundamental government structure, staff, and other elements required for such a program. Its use as the basis for regional transportation coordination will ensure the development of a program that can be rapidly implemented and efficiently operated, while avoiding duplication with other ongoing activities.

We recognize that more work needs to be done. Consideration must be given to ensuring an appropriate balance of transportation, police and fire representation in the program's operation. In addition, the CapWIN must be expanded to ensure round-the-clock staff coverage. These issues and many more details must be addressed prior to final regional approval of the concept.

As an active provider of transportation services in the Washington, DC region, we are confident of the success of this approach.

Sincerely,

Michelle Pourciau  
Deputy Director



Robert L. Ehrlich, Jr., *Governor*  
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*  
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

September 8, 2004

The Honorable James Moran  
United States House of Representatives  
2239 Rayburn Building  
Washington DC 20515-4608

Dear Congressman Moran:

This letter is written to express the Maryland State Highway Administration's (SHA) support for the concept of using the Capital Wireless Integrated Network (CapWIN) project as the basis for a regional transportation coordination program in the Washington, DC metropolitan area. We believe that CapWIN currently contains the fundamental governance structure, regional participation, staff, and other elements required to provide a firm foundation for such a program. Its use as the basis for regional transportation coordination will ensure the development of a program that can be rapidly implemented and efficiently operated, while avoiding duplication with other ongoing activities.

The SHA recognizes that more work needs to be done. Consideration must be given to ensuring an appropriate balance of transportation, police, and fire representation in the program's operation. In addition, the CapWIN must be expanded to ensure round-the-clock staff coverage. These issues and many more details must be addressed prior to final regional approval of the concept.

As active provider of transportation services in the Washington, DC region, we see significant potential benefits and are confident of the success of this approach. If you need further assistance, please do not hesitate to contact Mr. Michael Zezeski, SHA's Director of the Coordinated Highway Action Response Team (CHART), at 410-582-5605, [mzezeski@sha.state.md.us](mailto:mzezeski@sha.state.md.us), or 1-800-543-2515. SHA will be pleased to assist you. Of course, you should never hesitate to contact me directly, if you prefer.

Sincerely,

Neil J. Pedersen  
Administrator

cc: Mr. Michael Zezeski, Director of CHART, SHA

410-545-0400 or 1-800-206-0770

My telephone number/toll-free number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.marylandroads.com](http://www.marylandroads.com)



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Greenbelt, MD 20770

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September 10, 2004

The Honorable Jim Moran  
U.S. House of Representatives  
2239 Rayburn Building  
Washington, D.C. 20515

Subject: **Regional Transportation Coordination Program**

Dear Representative Moran:

I am writing this letter to express our support for the concept of using the Capital Wireless Integrated Network (CapWIN) system as the basis for a regional transportation coordination program in the Washington, DC metropolitan area. We believe that CapWIN currently contains the fundamental governance structure, staff, technical resources, and other elements required for such a program to be successful. CapWIN's use as the basis for regional transportation coordination will ensure the development of a program that can be rapidly implemented and efficiently operated, while avoiding duplication with other ongoing activities. CapWIN already provides mobile communications to transportation and public safety agencies in the region and could readily facilitate traditional wire-line networks as well. The proposed Coordination program could take advantage of the existing network and staff without having to build a duplicate system. We believe that a partnership with CapWIN would save time, resources and better serve the region.

The Executive Leadership Group of the CapWIN System is comprised of public safety, transportation and political leaders in the Washington Metropolitan Region. This unique governance structure has been in place for nearly three years. Our members have first hand knowledge as to the value and potential benefits of developing integrated communications systems such as the **Regional Transportation Coordination Program**. It is our belief that the **Regional Transportation Coordination Program** and the CapWIN System have potential for becoming national models for demonstrating new technology, the benefits of partnerships, and successful outcomes when community, transportation, and public safety leaders work together towards a common goal.

As Chair of the CapWIN Executive Leadership Group, I wish to express our support and willingness to host the **Regional Transportation Coordination Program**. We will need additional resources to provide operational support and to develop additional functionality. Our Executive Leadership Group looks forward to developing an even closer partnership within the region.

Respectfully,

Chief Edward Plaucher (Ret)  
Arlington County, Virginia  
Chair, CapWIN Executive Leadership Group