Meeting Notes

Joint Special Meeting
Transportation Planning Board
Management, Operations, and Intelligent Transportation Systems
(M&O/ITS) Policy Task Force

CHAIR: Honorable David Snyder, City of Falls Church

And

TPB M&O/ITS Technical Task Force

CHAIR: Alex Verzosa, City of Fairfax

VICE
CHAIRS: Kathleen Donodeo, Washington Area Metropolitan Transit
Authority
John Frankenhoff, D.C. Department of Public Works
Jean Yves Point-du-Jour, Maryland State Highway Administration

DATE: Friday, February 22, 2002

TIME: 2:00 PM

PLACE: COG, 777 North Capitol Street, NE
First Floor, Rooms 4/5

ATTENDANCE:

James G. Austrich, DDOT
Patricia Bush, Arlington County
Randy Carroll, MDE
Kathleen Donodeo, WMATA
Craig Franklin, Trichord
James G. Gaston, TCBA
Bob Garbacz, City of Alexandria
Mike Harris, PB Farradyne
Tanya Husick, DRPT-VA
Egua Igbinosun, MD-SHA/CHART
Natalie Jones, DDOT

Grady Ketron, DCOT-TPD C.O. Richmond
Eric Marx, PRTC
Amy T. McElwain, VDOT/NOVA
Jean Yves Point-Du-Jour, Maryland State Highway Administration
Susan Redshaw, WMATA
Jim Robinson, VDOT/ITS
Bob Sheehan, VDOT/STSS
Honorable David Snyder, City of Falls Church
Jo Anne Sorenson, VDOT
Bob Souza, VDOT/STSS
Alfie Steele, Montgomery County Ride On
Phil Tarnoff, University of Maryland
Jose Thommana, Arlington County
Kenneth Todd, NCBW
Alex Verzosa, City of Fairfax DPW
Bob Winick, Motion Maps, LLC
James Witherspoon, PBS&J
Mike Zezeski, MSHA/CHART

COG STAFF ATTENDANCE:

Malaika Abernathy
Kevin Adderly
Michael Farrell
Andrew Meese
Gerald Miller
Nicholas Ramfos

Actions:

General introductions were made.

1.   Review of Notes from the February 12, 2002 M&O/ITS Policy and Technical Task Forces Joint Meeting

Deferred.

2.   **Background Information in Preparation for Discussion of the Regional Transportation Emergency Response Unfunded Needs List**

- **Briefing on Outcomes and Recommendations from the February 12, 2002 Work Session on the Transportation Component of the Regional Emergency Response Plan (RERP)**

Chairman Snyder discussed the meeting with the consultant for the RERP, Marasco Newton. At that meeting, Mayor Mason and others in the transportation working group felt that what was needed from the Marasco Newton Group was not so much evaluation of individual agency emergency plans and capabilities as an evaluation of the coordination between agencies. The Board of Trade has submitted a list of its priorities. Andrew Meese passed out a hand-out describing progress on the development of the Transportation Component of the RERP.

- **Update on Efforts for Improving Emergency Communications**
  - **Transportation Cluster**
    The TPB has identified as next steps the following: identify the decision-makers, identify improvements to communications, start to develop playbook scenarios, and identify improvements to public communications and 511. We have explored communications improvements such as a chat function, and heard presentations from notification software vendors. We were to explore the establishment of a group talk function for the transportation group. We have also participated in the interim RICC development, including meetings at the DCEMA, which has been designated the interim RICC. We were to explore how the DCEMA's capabilities can help our notification process and conference calling capability. There was a need to define the relationship between the transportation group and the RICC. Mr. Snyder asked for an estimate on the time needed to set up a group talk function on Nextel. Mike Farrell explained that we were still waiting on a cost estimate from Nextel, which the participants must agree to pay. Mr. Meese and Mr. Farrell offered an estimate of one month to get group talk set up, if the participants are willing. As of now members of the group could use the 1-800 number to conference call if the regular phone system is working, and even if the phone system fails they can speak one-on-one through Nextel Direct Connect, but not group talk. We have been studying notification procedures as well. Notification is likely to occur through e-mails to phones and pagers. We may ask one of our transportation agencies or the DCEMA to take the lead on notification. We were in better shape for communications than on September 11, but soon we will reach the point where further improvements require significant money. Alex Verzosa pointed out that the transit agencies added Nextel phones fairly quickly.

3.   **Discussion and Development of the List of Unfunded Needs for Regional Transportation Emergency Response**

The group discussed at length proposals offered by VDOT, DDOT and WMATA representatives. Virginia proposed among other items fiber optics, traffic flow detectors, and items related to evacuation. D.C. proposed among other items ramp reversible lane control systems on evacuation routes. WMATA proposed a back-up control center as its first priority. Second priority was chemical detectors, then security cameras on buses, and real-time passenger information at bus stops. There was some discussion over the scalability of WMATA's proposed back-up operations center. J.R. Robinson proposed that the region submit an application for ITS funding to the Federal Highway Administration, which is due April 1st. An application for 511 funding was due March 16. That would be in addition to our current task of developing a priority list for congressional earmark. A meeting was scheduled for March 5 at 12:30 PM to discuss various funding applications.

Play book development and Mutual Aid Agreements were cut from the list, on the grounds that they were already being taken care of as part of COG's Regional Emergency Response Plan.

The following proposals were endorsed:

- *Improvements to and Integration of Communications Equipment.* Purchases and improvement such as but not limited to additional or enhanced cellular telephones, radios, satellite telephones, landline telephone hardwiring and priority access systems, and teleconferencing and videoconferencing equipment. Cost estimate: $5 million.

- *Interagency Fiber Optic Connections*: Installation of new links to the public agency fiber optic lines in the region to cover critical gaps and provide additional fail-safe communications capabilities. Cost estimate: $10 million.

- *Traffic Control Devices for Emergencies and Evacuations:* Installation of devices that would enable safe traffic control in extreme situations, such as but not limited to variable message signs, lane control signals, and gates on entrance and exit ramps. Cost estimate: $20 million.

- *Expanded Deployment of the Capital Wireless Integrated Network (CapWIN):* Expansion of networks that tie together computers and communication equipment in a variety of the field vehicles of public safety and transportation agencies. Cost estimate: $10 million.

- *Regional Traveler Information Systems Improvements:* Additional funding is needed to expand Partners in Motion, including staff and equipment for data collection and diffusion. Cost estimate: $10 million.

- *Additional Surveillance Cameras, Monitoring Equipment, and Chemical Sensors to Protect Travelers and Transportation Infrastructure:* Equipment would expand the coverage of safety and security surveillance roadways, buses, and rail transit. Cost estimate: $20 million.

- *Backup Operations Center for WMATA:* Redundant operation and business systems for Washington Metropolitan Area Transit Authority (WMATA) bus and rail operations. Cost estimate: $50 million.

Total cost for the endorsed measures: $125 to $145 million.

Adjourned.