

# **National Capital Region Transportation Planning Board**

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## **Meeting Notes**

### **MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (MOITS) POLICY AND TECHNICAL TASK FORCES**

**DATE:** Tuesday, October 11, 2005

**TIME:** 12:30 PM

**PLACE:** COG, First Floor, Meeting Room 1

**CHAIRS:** Hon. David Snyder, City of Falls Church  
and Lora Byala, Washington Metropolitan Area Transit  
Authority

**VICE CHAIRS:** John Contestabile, Maryland Department of Transportation  
Soumya Dey, District Department of Transportation  
William Haynes, City of Alexandria

#### **Attendance:**

Brien Benson, George Mason University  
Jeffrey Bryan, Volpe Center/USDOT  
Raul Catangui, Geodecisions  
Charles A. Clarke, Edwards & Kelcey  
John Contestabile, MDOT  
Zachary Corrigan, NCR Interoperability Program  
Scott Cowherd, VDOT  
Soumya Dey, DDOT  
Bruce Edwards, Fairfax County DOT/Transit  
Lyn Erickson, MDOT  
Craig Franklin, Trichord, Inc.  
Joseph Geckle, MDSHA  
Dan Godwin, Trafficland Inc.  
Noah Goodall, Parson Brinkerhoff  
Matthew Greenwald, WMATA  
Doug Hansen, Fairfax County  
Al Himes, Alexandria Transit

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### **Attendance (Continued):**

Egua Igbinosun, MDOT/SHA

Thomas Jacobs, Univ. of Maryland Center for Advanced Transportation Technology

Bill Knost, Trafficland Inc.

John Korsak, Booz Allen, Transportation Emergency Management

Steve Kral, District of Columbia Office of the State Administrating Agent for Homeland Security

Jana Lynott, NVTC

Alvin Marquess, MDOT/SHA

Eric Marx, PRTC Omniride

Amy Tang McElwain, VDOT

Peter Meenehan, WMATA

Mark Miller, WMATA

Vince Milley, Volpe Center/USDOT

Frank Mirack, FHWA

Michael Pack, Univ. of Maryland Center for Advanced Transportation Technology

Jean Yves Point-du-Jour, MDOT/SHA

Richard Steeg, VDOT

Alfie Steele, Montgomery County Ride-On

Kenneth Todd

### **COG Staff Attendance:**

Andrew Austin

Michael Farrell

Ron Kirby

Andrew Meese

Jim Yin

### **ACTIONS:**

#### **1. Welcome and Introductions**

Participants introduced themselves. John Contestabile chaired the meeting.

#### **2. Briefing on the Homeland Security National Capital Region Strategic Plan**

The scheduled representative was unable to attend the meeting, and thus this item was deferred.

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### **3. New Strategic Governance Structure for the Urban Area Security Initiative (UASI) and Discussion of the Transportation Regional Emergency Support Function (RESF-1)**

Steve Kral spoke to a hand-out. In accordance with presidential directives, the Department of Homeland Security has created a national strategy for homeland security. Funding grants from DHS will focus on focus on certain scenarios and needs. DHS has come out with 15 different scenarios, ranging from flood to dirty bomb. Funding proposals from the National Capital Region should be addressing those scenarios. There are also 36 capabilities that our first responders should have. The national capital region's first responders are currently well prepared with respect to those baseline capabilities.

The current strategic planning approach was outlined in the hand-out. DHS and the three States coordinate regularly through the Senior Policy Group (SPG).

Calvin Smith suggested that an ESF-1 committee should be formed to deal with the transportation aspects of emergency preparedness, to enable the MOITS committee to get back to its regular business. ESF-1 would report to the CAOs and the SPG on UASI funding. The membership will be determined within the next three to four weeks, and we will be hiring staff for this committee.

The regional RESFs have been modified to fit the national framework. Based on the way the ESFs are currently organized, Steve Kral felt that there had been some stovepiping within the ESFs. John Contestabile suggested adding debris management as an annex to the ESFs. Some ESFs will be combined into regional program working groups. Four such groups are currently working: Interoperability, Critical Infrastructure, Training and Exercises (ETOP), and Health Community. The ESFs will continue their own work simultaneously. John Contestabile suggested that training and exercises were the best reasons for overlaying a working group structure on the ESFs. You need to make sure that the training is consistent across ESFs. ESF-1 is not currently integrated into a working group, though transportation is critical for all the other functions. Critical Infrastructure and Emergency services are two teams that might need representatives from ESF-1. The group concurred.

Calvin Smith pointed out that the regional ESFs are a peer structure. A lot of pressure has been placed on the ESF Chairs to make decisions without giving them time to consult with their committees. Calvin Smith suggested that any decisions made by the working groups be reviewed by the RESFs.

The working groups will be enhanced, and new ones created, to create a three to five year plan for action. When funding becomes available, it can be guided by the strategy.

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The Senior Policy Group allows the region to cooperate with other regions.

DHS tells us that funding will come into the region in 2006, on the order of \$100 million, but that is a pre-Katrina estimate. If the budget is approved on time, the region will have a 90-day period starting in November to submit a funding plan. DHS will make the final funding decisions, not the SPG and CAOs as in past years. It's important that within the next year we align our plan and proposals with DHS goals, since DHS controls the funding. The grant guidance will be distributed shortly.

It was not yet known whether the region will be competing with all the urban areas in the country for FY2006 UASI funds, or if we will get an overall number up front, as in past years.

It was asked whether all project proposals would go to DHS directly, or if there would be some filtering. There will be some filtering at the regional level before applications go to DHS. The ESFs and working groups will create the concept papers, and the working groups will make recommendations on those proposals that fall within their purview, and forward them to the SPG and the CAOs. Proposals from past years should be re-evaluated to see how they meet current goals. We hope to change our planning process to get the most benefit from DHS funding. John Contestabile asked that the application process be made clearer in the hand-outs.

Andrew Meese explained that a special-purpose ESF-1 working group had been formed after 9/11, and remained active until the REETC annex was completed in March 2004. Now it is being revived, with new staff.

Steve Kral's phone number is (202) 727-5934, if you have questions on grants. Calvin Smith's telephone number is (202) 962-3326, and any questions with respect to RESF-1 can be addressed to him.

Ron Kirby noted that the ESF-1 group would include the emergency transportation managers from the DOT's, who can focus on the challenges of developing applications for UASI funding, etc. There will continue to be an interface between MOITS and ESF-1. This will relieve some of the burden of dealing with homeland security issues from operations people.

The RESF-1 committee is addressing the issues that transportation faces during declared emergencies, when emergency management agencies are in charge, while MOITS deals with traffic management under everyday conditions, including everyday incident management. The CAPCOM discussions will stay with MOITS, while UASI funding applications will go to ESF-1. Major transportation capital spending is one funding and regulatory stream, while emergency response is another.

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Ron Kirby added that Homeland Security is in the lead in an emergency, while the DOT's are in a supporting role. But we still need to cope with everyday incidents better within MOITS. The better our internal coordination is, the better prepared we will be to respond to a major emergency. We also need to emphasize the importance of demand management. More tabletop exercises, with EMA participation, would be valuable.

Andrew Meese suggested that in the new ESF-1 we will have a group that speaks the same language as the EMAs. John Contestabile argued that transportation has been under-represented on the working groups that are dividing up funds. We should think about getting representatives on those groups.

It is harder to buy systems that cut across agencies, such as CapCom, than "boots and suits" for a particular agency, because it requires agreement across agencies on how things will be done in an emergency. Ron Kirby and John Contestabile suggested that the EMAs need to take the leadership role on evacuation planning. Evacuation can best be planned for if it is known who and how many are being evacuating, and to where. MDOT and VDOT reported they were working on evacuation plans, but addressing only the transportation perspective.

Ron Kirby suggested that additional tabletop exercises be done, with the EMAs participating.

John Contestabile endorsed the idea of creating an RESF-1 working group, separate from MOITS, but reiterated that it is critical that the EMAs get involved in emergency transportation planning, especially the evacuation scenarios. Andrew Meese added that the RESF-1 group might be better able to deal with the Emergency Management Agencies, since the membership would include many people who are more familiar with emergency management. John Contestabile suggested that it would also be helpful that transportation will have representation on the Critical Infrastructure and Emergency Services working groups, and that we think about who those representatives should be.

A question was asked with regard to tracking resources through GIS. John Contestabile replied that a number of tools were under development in different parts of the region.

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The following two items were switched in order versus the original printed agenda.

5. **Review of MOITS Activities to Relative to Regional Transportation Planning Aspects of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**  
Andrew Meese, COG/TPB

Andrew Meese spoke to a hand-out on SAFETEA-LU. Generally there will be increased funding for metropolitan planning. It comes with mandates that regional plans must incorporate and address the issues of management and operations to address congestion. We need to restore MOITS to its pre- 9/11 level of activity to meet these planning mandates.

MOITS meets for two reasons: so that we can take advantage of the expertise members have to advise the regional plan, and to have a forum where we can exchange information and coordinate these issues at the regional level. Much of basic MOITS activities had been slowed by the emergency response role during the period after 9/11.

#### **4. Update on the Regional Transportation Coordination Program**

Within the SAFETEA-LU legislation was a \$1.6 million SAFETEA-LU grant provided to the National Capital Region, secured by Congressman Jim Moran, for funding a regional transportation coordination program. DDOT, MDOT, and VDOT had pledged to provide the required 20% matching funds for a \$2 million program over a five-year period, and to amend the regional Transportation Improvement Program (TIP) to include this program provisionally known as "CapCom". It was anticipated that the Transportation Planning Board would take up this action at its October 19 meeting. Immediately following this MOITS meeting was a meeting of the Ad Hoc Steering Committee for the regional transportation coordination program, working with U.S. Department of Transportation Volpe Center to discuss program options.

#### **6. Other Business**

It was announced that the next MOITS would take place on Tuesday, November 8, 2005, 12:30 PM, instead of November 1 as had previously been announced, due to a November 1 schedule conflict with a major UASI meeting. It was also announced that a meeting of the MOITS Traffic Signals Working Group, the first in a number of months, had been scheduled to take place on Friday, October 28, 9:30 AM.