NCR RESF-1 (Transportation) June Meeting
Tuesday June 27, 2006
1:30 PM – 3:30 PM
Metropolitan Washington Council of Governments – Room 1

Next Meeting: Wednesday, July 26th – 1pm to 3pm – Room 1 at COG

Contents:

1. Action Items

Action	Owner	Due Date
Submit comments regarding National Infrastructure Protection Plan (see link in email) to Natalie Jones-Best and Robert Young to support the development of a RESF-1 White Paper regarding the plan	RESF-1 Committee Members	July 21
Discuss strategy for addressing resource and inventory issues. Update committee at next RESF-1 Meeting	RESF-1 Chairs	July 26
Ensure RESF-1 Participation at ETOP	RESF-1 Chairs	ASAP
Identify alternate date for next RESF-1 meeting due to conflict with RESF/RPWG Meeting taking place on July 25 that requires the attendance of multiple RESF-1 members	Natalie Jones Best / Robert Young	ASAP
Vet Final DCEMA Evacuation White Paper through RESF-1 Committee	Natalie Jones Best	Once Complete

2. News and Updates

UASI Update
- On June 25th, the CAO/SPG Committee met to prioritize initiatives based upon the UASI grant of approximately $30M (remaining money after State, Administrative, and Continuation moneys removed from full $46M UASI Grant for NCR)
  - Due to the gap between actual and expected grant award, updated project plans showing scalability were provided for consideration. Goal was to show how complete/final projects could be done with FY06 funds.
- Current Status of RESF-1 Projects (as of information provided by July 12 by CAOs/SPGs)
  - Funded:

Project	Original Request	Allocation (as of June 25th)
WMATA Alternate Command Center	$9M	**$4M**
Critical Infrastructure Monitoring and Protection	$3M	**$1.69M**
Regional Evacuation Traffic Monitoring and Management Tool(s)	$5M	**$1.25M**

- Evacuation Related Projects (on hold – looking for alternate funding sources)
  - Due to other regional efforts around evacuation (see Section 4 of notes for additional details), RESF-1 projects related to evacuation were withdrawn from consideration using FY06 UASI funds, but there is an effort to identify alternate funding sources (FY05 UASI Funds or Non-UASI Earmarks) to move these projects forward

Evacuation Related Project	Request	Identified Funding Source
Special Needs Bundle (Evacuation Component)	$500K	FY05 UASI Funds
Emergency Transportation Annex	$300K	Regional Evacuation Planning Effort
Private/Public Bus Coordination	$400K	Regional Evacuation Planning Effort
Evacuation Time Estimates	$500K	Regional Evacuation Planning Effort

- Additional Comments about RESF-1 Projects:
  - Special Needs Bundle (Evacuation Component)
    - Need to coordinate databases – Jurisdictions need to get up to a baseline before regional planning can take place and resources can be shared
    - "Circle, not a hierarchy" – starts at locals – need support from state and federal, but falls back on locals to implement
    - IB 197 and recent homeland security report shows how this is an important, but under-funded issue across the nation
  - Regional Evacuation Traffic Monitoring and Management Tool(s)
    - Currently operational in Ocean City (Website: http://oceancity.umd.edu/)
    - Allows for real time altering of traffic flows – key to managing evacuation situations
    - Uses solar power for redundancy

RITIS (formally CAPCOM) Update
- Steering Committee recommended selection of a consultant team (PB Farradyne, Inc. with Sabra, Wang, and Associates, and Street Smarts, Inc.)
  - Announced June 21
  - Designated a program manager (Douglas B. Ham)
- Contracting and funding paperwork still in process
  - Transportation-source funding (not impacted by UASI)
    - Additional FY06 UASI funding was not requested since the program was not ready for additional money – it is currently well funded
- Three Components of RITIS
  - Technology
  - Operational Procedures (will be assisted by program manager)
  - Traveler Information (compellation and delivery)
- RITIS is the foundation for regional transportation information sharing
- Work has been going on for 2 years, no timeline for ConOps piece
  - Tool is functional, but incremental improvements are being made
  - Goal to have something to point to by the end of the calendar year
- Phase I
  - VDOT pulled information from SHA/CHART – data format has been standardized
  - Information shared with CapWIN

MOITS Update
- Next meeting: July 11 (12:15pm @ COG Room 1)
- June MOITS Meeting (June 13)
  - New draft U.S. Dept. of Transportation planning regulations released June 9, 2006
    - Comment period until September 7
    - MOITS and other committees reviewing regulations for impacts on programs
  - Received updates regarding traffic signals, ITS architecture, RESF-1 committees' May meetings
  - Operation Fast Forward II, interoperability discussed
- Ongoing Work
  - Revised Congestion Management Process regulations
    - Systematic process to identify and address congested locations
    - Considers both demand management and operations management
    - Many transportation (TPB) committees involved
  - Signals Committee
    - DC has purchased generators after Isabel after major intersections lost signals when the power was out
    - Need to understand what percentage of critical intersections have back up power for signals – currently it is very low
      - Different types of signals – different types of backups (batteries, generators, solar)
    - QUESTION: Do signal operations and law enforcement coordinate?
      - DC: TMC knows status of signalized intersections and calls MPD when a critical intersection is out. TMC generally has an understanding of what intersections are critical and know which ones need police staffing
      - MPD has a whole traffic division who understand problems and issues related to traffic
    - There is a push to inventory spare equipment – who has what, and is it compatible?
      - Need to determine if it is better to plan at the local, regional, or state levels
      - Inventories are out there – information can be used as a baseline
      - Needed for long-term recovery – when people from outside the region are assisting
      - Helps with EMAC
      - VDOT has done a lot of this work already (Tiger Teams)

JFHQ-NCR Participation at RESF-1 Meetings
- Trying to understand what is going on regionally and how they can help out

3. Scope / Purpose / Mission

- RESF-1 Scope, Purpose, and Mission, with revisions to the versions presented at the May RESF-1 Committee Meeting, were approved by the committee. Final versions are below:

> **NCR RESF-1 (Transportation) Committee: Scope, Purpose, and Mission:**
>
> **Scope:**
> *The RESF-1 Committee plans for and addresses Transportation's role regarding emergency response, coordination, and recovery during and after a declared emergency or other major event.*
>
> ***Purpose:***
> *The RESF-1 Committee has been established to provide a forum for regional transportation officials to exchange information and discuss the emergency response, coordination, and recovery requirements of transportation as well as provide a voice for transportation in the larger NCR Homeland Security Program.*
>
> ***Mission:***
> *The RESF-1 Transportation Committee serves as an entity in furthering emergency transportation planning in the National Capital Region and in promoting effective, open communication between transportation stakeholders. RESF-1 also provides input into the planning of cross-functional issues such as Evacuation, where transportation plays a supporting role.*

4. Regional Evacuation Planning Update

- Recently, DHS Secretary Chertoff tasked DHS-NCR Director Tom Lockwood with developing a regional Evacuation Plan. Through discussions with the Senior Policy Group, this initiative was assigned to DCEMA, with Director Barbra Childs Pair in the lead role.
    - Have been asked to consider more than transportation (sheltering, mass care, etc.)
    - This initiative has not yet been fully vetted through the regional Chief Administrative Officers (CAOs)
    - RESF-1 will be fully integrated with this effort – transportation is a major (but not the only) lane
        - Transportation related issues must be vetted through RESF-1 Committee
- This is an unfunded mandate – Looking for money
    - Unallocated FY05 UASI funds may be used
    - Also the possibility of getting a direct earmark from DHS
- A white paper has been developed by DCEMA showing required funding and tasking levels
    - Natalie Jones Best will vet through RESF-1 once a final draft is available
- Potential Issues
    - Fully understanding special needs requirements
    - Staffing
        - One UASI Project was to hire planners for each jurisdiction who would be working on the evacuation planning
        - Pushback from EM Community: There are other needs for the planners (such as EMAP Compliance) – cannot be obligated to just evacuation planning
        - It appears the planners project will not be funded

- Footprint
  - NCR UASI Region (formal) plus extending somewhat outside the region (Baltimore Area to the north and Fredericksburg to the south)
    - OBSERVATION: Many people commute from outside the UASI NCR footprint into the region
  - VDOT and MDOT will need to understand what the planning will cover in order to coordinate efforts
- Current Initiative: Maryland State Evacuation Task Force
  - Considering special needs, public health
  - Many issues in concept of operations need still need to be flushed out
    - MDOT cannot solve special needs problems, but must be prepared to coordinate with relevant issues
- CONSIDERATION: Law Enforcement community needs to be aware of evacuation plans in order to direct traffic at intersections based of evacuation needs

5. Operation Fast Forward II – July 4th, 2006

- Stakeholders: Transportation, Law Enforcement, Public Information Officers among others
- Using the Fourth of July Fireworks on the Mall as a evacuation simulation
- Looking at primary emergency routes, and enacting a 240 second signal cycle (and make sure the signals actually switch)
- Primary Goals:
  - Observe impact on traffic flow, pedestrian movements, etc.
  - Identify gaps and address them
  - Test communications (TMC to TMC to operators in field)
  - Time estimates for HOV lane reversals
- Other Goals:
  - Show the difficulties and resources required for contra flow
  - Identify the small jurisdictions that may be impacted along evacuation routes
- Last year, was only focused on the District, but this year is a regional event (extending out to Beltway in Maryland and Virginia along Main Emergency Corridors)
- Press Packets are being developed for PIOs
- Six Routes for Signal Prioritization
  - Route 1: Pennsylvania Ave NW / 3rd St / Independence / Washington Ave SW / S. Capitol St. / Suitland Pkwy / Beltway
  - Route 2: 9th Street NW / George Washington Parkway / Route 50 / Beltway
  - Route 3: 14th Street NW / Route 1 / Beltway
  - Route 4: Constitution Ave NW / Theodore Roosevelt Bridge / Route 29 / Beltway
  - Route 5: Connecticut Ave NW / Route 185 / Beltway
  - Route 6: Rhode Island Ave NW / Route 1 / Beltway
- Operational Components:
  - Police Officers will be at critical intersections and DPW will assist MPD
  - Sensors will be placed along routes to gather data
  - Rolled up into other Fourth of July Safety Operation (cross with lights, "Click-it or Ticket)
  - VDOT is working with Alexandria and Arlington for Route 1 and testing how quickly the can flip the HOV lanes
  - Personnel for the different TMCs will staff the other TMCs
- Next year, RESF-1 will lead the planning and execution of this operation

6. RICCS Discussion

- Dennis Bailey of COG (RICCS Coordinator) presented on the capabilities of the RICCS system
    - Showed how to update profile
    - Showed how to update devices
    - Showed how to send message
- Discussion Points
    - Need to clarify who has the ability to send messages to the RESF-1 lists – do not want everyone to have this capability (would cause too many messages being sent and possibility of incorrect information being transmitted), but some RESF-1 members should have this ability
    - Committee is satisfied with current status of RESF-1 Transportation and Transit lists, but there is the need to have a Core Group of RESF-1 Committee members to facilitate messages of high-level importance and to coordinate conference calls

7. List of Participants

State	Jurisdiction	Agency	Name	Email	Phone
DC	DC	DDOT	Natalie Jones-Best	natalie.jonesbest@dc.gov	(202) 671-0539
MD	Montgomery	Ride-On	Pete Buckley	peter.buckley@montgomerycountymd.gov	(240) 777-5853
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NCR	Region	WMATA	Mark Miller	mmiller1@wmata.com	(202) 962-1787
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