

3 Citizen Protection: Evacuation and/or In-Place Protection

Citizen Protection: Evacuation and/or In-Place Protection

Capability Definition

The capability to plan for and immediately execute the safe and effective sheltering-in-place of an at-risk population; or an organized and managed evacuation of the at-risk population to areas of safe refuge in response to a potential or actual dangerous environment, and the safe and organized re-entry of the population.

Capability Outcome

Affected and at-risk populations are safely sheltered-in-place and/or relocated to safe refuge areas, provided sheltering and essential services and effectively and safely reentered into the impacted area (if appropriate).

Capability Discussion Points

When discussing and analyzing the NCR's homeland security preparedness capabilities, stakeholder participants should consider the following:

- The plans in place for citizen relocation, the criteria and other processes utilized for the development of the plan.
- The types of training and exercises developed to support planning protocols for successful relocation.
- The assignment and acceptance of roles and responsibilities of transportation and other related industry members and disciplines involved to ensure successful coordination for citizen evacuation and relocation processes.
- The organizational structure in place to support citizen relocation.
- The ways in which developed plans will ensure citizen awareness and coordination during evacuation and relocation procedures.

NCR Discussion Results on Citizen Protection: Evacuation and/or In-Place Protection

| Resource | S/W | Comments |
|----------|-----|---|
| People | S | <ul style="list-style-type: none"> • Non-profits have a roundtable that works through shared challenges regarding post-evacuations. |
| | W | <ul style="list-style-type: none"> • Need staff to prepare shelters; activities include training SNP accessibility, the SNP trained staff and SNP preparedness kits. (9) • Need staff to facilitate evacuation/ shelters. (5) • Need to increase funding for public outreach. (4) • Need to coordinate with the Federal government. (2) • Need a regional plan that increases regional ESF coordination during evacuation. (2) • Need feeding/ shelter teams to deal with evacuated populations. • Need to identify SNP. • Need increased coverage of surveillance CCTV cameras on the road. • Need to have staff to find the homeless. • Need better integrated planning efforts between all ESFs. • Need more people across jurisdictions and disciplines to help develop evacuation plans. • Need a plan to mobilize volunteers who are stuck away from home jurisdictions during emergencies. |

| Resource | SW | Comments |
|-----------|----|--|
| | | <ul style="list-style-type: none"> • Need to increase supplies for emergencies from three (3) to ten (10) days. • Need better understanding of area personnel capabilities. • Need to know military capabilities. |
| Equipment | S | <ul style="list-style-type: none"> • Have detour signs and variable message boards but would need these supplies in greater quantities in the event of a major incident (2) • Good transportation infrastructure for evacuation • Few vulnerable structures allowing for more shelters • CATI equipment allows/facilitates monitoring of quarantined population for health/infectiousness needs • NCR is a CAN pilot area; has had access for three years, but needs to test program to ensure its effectiveness at case management • Notification procedures for mass evaluation can be broadcast through current communication methods • EOC and communication links have been streamlined |
| | W | <ul style="list-style-type: none"> • Accessible transportation for evacuation is lacking (7) • Not enough mass care equipment (4) • Need an adequate communication system that must accommodate all people including persons with special needs (4) • Need generators for shelter (4) • People with few resources can't accumulate the supplies needed to shelter in place for days or weeks without assistance (2) • Emergency preparedness kits should be prepared for special needs populations (2) • Need regional evacuation support caches e.g., cots, blankets, food, water supplies • No sheltering equipment in temporary shelter sites (schools, universities) • Prescription/medication/DMG access is negligible • Need food and other resources for quarantined/isolated and "community shielded" healthy shelter in place • Lack of gates type of equipment for quick road closure for channeling evacuees to certain routes • Need shelters capable of housing special needs populace • Not enough available PPE • Security cameras for shelter sites (e.g. schools) allowing for in supply of shelter residence with potential need for safety personnel on site. • Need fuel trucks to fuel busses and people who run out of fuel while evacuating. |
| Training | S | <ul style="list-style-type: none"> • See RESF 14 - Having a coordinated and fully accessible plan with buses for providing training and practice • DC conducted an evacuation exercise that went smoothly • Katrina taught valuable lessons and provided real training • There are many excellent, available pamphlets on family plans/personal plans. More needs to be done for SNPs, including those who economically can't afford to stockpile. |
| | W | <ul style="list-style-type: none"> • Involvement/Communication of special needs populations in the development and execution of training and evacuation (4) • Need to train/educate residents at large initiating organizations/gatekeepers" such as home health agencies, meals on wheels, resident and property managers or high rise (NORCS) public housing, low income (3) • Training needs to stress shelter-in-place (3) • Need plan that is coordinated and fully accessible/ universal as basis for training and practice • Better training/planning for quarantine and isolations → care, feeding • Working with non – profits, personal care agencies, residential property managers, senior citizens managers, etc. • Insufficient attention/emphasis is placed on appropriately setting up evacuation and sheltering plans to be accessible before there is a problem • There has not been a strong enough outreach to individuals with disabilities and provider agencies to train people appropriately to handle emergency situations |

| Resource | SW | Comments |
|--------------------------------|----|--|
| | | <ul style="list-style-type: none"> • Public awareness campaigns in multiple mediums. Braille, video, etc...needed. Involve of Special Needs People (SNP) in creation • NCR emergency responders are not sufficiently trained to support mass evacuation – specifically transportation systems such as the metro system • Table top exercises that will flush out those gaps • Metro managers need more training for crowd control during emergencies • We haven't done much training on "continuity of governments" – "reconstitution of government services" and all the other complexities of evacuation. We've "verbalized" shelter-in-place training/exercise, but the complex aspects haven't been trained • Police, fire and emergency and DOT manager train but additional training required • Pet plans • Business community shelter in place • Need training opportunities for business • Need to train mass care volunteers for evacuation and sheltering plans • Need to train ESF in isolation quarantine requirements including CDC/NSC public health emergency law • Staff perform their regular jobs well, but not well trained on emergency response • Need online (as well as offline and special needs) • Modules for citizen education on these subjects; as part of public education campaign • Public training information on how to respond to an anthrax attack - integration with public schools • Limited training in the process of conducting staged evacuations • Volunteers (MRC, e.g.) transportation plan is not developed |
| Exercises/Evaluation | S | <ul style="list-style-type: none"> • Many exercises and real-life events have occurred • Public exercise of evacuation plan demonstrated feasibility of larger-scale evacuation • DC has done an OK job of exercising and publicizing evacuation plans--during July Fourth, for example |
| | W | <ul style="list-style-type: none"> • Insufficient region-wide exercise and evaluation (for responders and citizens) of evacuation and shelter-in-place protection (9) • Must include special needs populations in exercises and evaluations (8) <ul style="list-style-type: none"> ○ Need to train and prepare special needs organizations to conduct and evaluate their own areas ○ Need exercises & evaluations involving high use, senior, and disabled dense housing units, NGO/nonprofits serving at-risk population ○ Limited-English-proficiency and low-income populations especially need education, outreach, training re: sheltering-in-place • No exercises to practice how outlying jurisdictions will handle influx of evacuees from the NCR (2) • Need regional table-top exercise (2) • No evacuation scenario involving the Metro system (2) • Lack of funding and resources to exercise mass evacuation scenarios • Test traffic management centers • Strong need for scenario-based planning (i.e., model the ISDHS scenarios for response and recovery) |
| Plans, Policies and Procedures | W | <ul style="list-style-type: none"> • Need a viable evacuation plan for regional evacuation including visitors and special populations (15) • Manage expectations regarding shelter in place v evacuation (4) • Need to include and consider people with disabilities and relevant organization in planning and training (3) • Need to regionally coordinate evacuation traffic monitoring tools/models that incorporate GIS/Plan traffic evacuation routes (2) • Coordinate evacuation messaging among regional PIOs (2) • Need adequate security staff and equipment for shelters |

NCR Concept Papers and Initiative Plans

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|---|---|--|--------------------|
| <p>CONCEPT PAPER</p> <p><i>Preliminary Document – Presented for Review and Discussion</i></p> | | January 27, 2006 | |
| | | <p>Russell A. Yurek Director – Office of Maintenance MD State Highway Administration</p> | |
| | | <p>7491 Connelley Drive Hanover, MD 21076 410-582-5505 RYurek@SHA.State.MD.US</p> | |
| <p>Project Title:</p> | <p>National Capital Region Multimodal Traveler Information System</p> | <p>Estimated Grant Amount</p> | <p>\$2,000,000</p> |
| <p>NCR Strategic Goal Alignment:</p> | <p>Goal 2: Informed, Prepared, Secure NCR Goal 3: Prevent and Mitigate Threats & Events Goal 4: Respond & Recover from Threats & Events</p> | <p>Allowability</p> | |
| <p>Estimated Timeline</p> | <p>18 Months from receipt of grant</p> | <p>Dependencies and Cost Factors:</p> | |
| <p>Problem Statement/Project Description:</p> <p>The development of effective regional transportation evacuation plans is directly dependent upon the use of accurate, comprehensive, highway and route traffic volume and speed information. Current incident response and evacuation management plans were developed using assumptions regarding available traffic information that may no longer be valid. The proposed National Capital Region (NCR) Multimodal Traveler Information System (MMTIS) will utilize cellular telephone-based vehicle probes that can provide real-time speed and travel time data across a full regional transportation network. Such real-time information offers an opportunity to enhance the effectiveness of incident response and evacuation management plans, with significant public benefit when integrated into emergency operations, and additionally can be utilized to ensure the feasibility of emergency evacuation plans.</p> <p>This project would examine current NCR incident and evacuation plans and identify how they could make use of live traffic data across the full highway network using an extension of the MMTIS cell probe-based system. Then, the cell phone-based system monitoring capability would be deployed in the NCR and its output integrated into NCR emergency operations. Finally, a comparative simulation of pre- and post-cell probe deployment would be run using a table-top exercise to examine the net benefit in terms of reduced evacuation time and enhanced emergency operations. The demonstration Multimodal Traveler Information System (MMITS) would be operated for one year. Results of the study would be shared with the District of Columbia Department of Transportation (DDOT), The Maryland Department of Transportation (MDOT) State Highway Administration (SHA), and the Virginia Department of Transportation (VDOT).</p> <p>This project would expand and enhance regional collaboration and efforts to develop consistent emergency traffic evacuation management plans throughout the National Capital Region. It would additionally function to enhance multi-disciplinary and multi-jurisdictional responses to terrorist attacks, major emergencies, and disaster incidents. The project is a cooperative effort of the University of Maryland in conjunction with the District of Columbia Department of Transportation (DDOT), The Maryland Department of Transportation (MDOT) State Highway Administration (SHA), and the Virginia Department of Transportation (VDOT).</p> | | | |

| Preliminary Project Plan (Tasks, Resources, Deliverables, Collaborating Partners, etc.) | | | |
|---|-------------------------------------|--------------------------------|-------------------------|
| Tasks | Collaborating Partners | Deliverables | Target Date |
| 1. Examine NCR Evacuation Plans | MDOT, MWCOG, VDOT, DDOT, Contractor | Analysis Results/Report | 2 Months After Start |
| 2. Update NCR Evacuation Plans | MDOT, MWCOG, VDOT, DDOT, Contractor | Analysis Results/Report | 5 Months After Start |
| 3. Deploy and Operate | Contractor | Live Traffic Monitoring System | 6-18 Months After Start |
| 4. Simulate Post-Enhancement Performance | MDOT, MWCOG, VDOT, DDOT, Contractor | Analysis Results/Report | 12 Months After Start |
| Project Performance Measures | | Baseline Value | Target Value |
| 1. Percentage of roadways for which speed and travel time data is provided | | 20% | 100% |
| 2. Percentage of evacuation routes for which real-time management is enabled | | 25% | 100% |
| 3. Percentage increase in situational awareness of responders | | | 50% |
| 4. Percentage increase in accuracy of network information | | | 70% |
| 5. Percentage reduction in capability due to loss of public infrastructure | | 25% | 0% |
| 6. Percentage reduction in overall time to evacuate | | | 33% |

INITIATIVE PLAN

National Capital Region Multimodal Traveler Information System

- 1. Provide the Name of this Initiative. Describe how this Initiative will address the priority needs and strengths identified through the program and capability evaluation, and prioritization analysis.**

The name of this initiative is “*National Capital Region - Multimodal Traveler Information System*”. The Department of Homeland Security (DHS) has identified the expansion of regional cooperation as one of the overarching national priorities in the National Preparedness Goal. The expansion of regional collaboration highlights the need for embracing partnerships across multiple jurisdictions, regions, and State boundaries so that capabilities can be enhanced collectively. Successful regional collaboration allows for a multi-jurisdictional and multi-disciplinary approach to building capabilities, spreading costs, and sharing risks across geographical areas. Enhancing regional cooperation has also been identified as one of the top 14 priority capabilities in the National Capital Region (NCR) by the Metropolitan Washington Council of Governments (MWCOG). This approach will allow these agencies to increase efficiency, enhance public protection, and leverage regional capabilities.

The objective of the proposal is to provide regional real-time traffic volume and speed data so that emergency evacuation traffic management plans developed independently can be coordinated and evaluated for feasibility utilizing accurate real-time traffic data. This effort will ensure the viability of developed evacuation plans, encourage regional cooperation, enhance public safety, and allow agencies to share lessons learned, spread costs, and apply uniform approaches for evacuation planning throughout the NCR.

2. Regional Construct: Briefly describe the geographical context of this Initiative.

The project entails examining emergency evacuation plans throughout the entire National Capital Region (NCR), This includes the District of Columbia, and portions of Maryland and Northern Virginia. Responsibilities for transportation evacuation planning are the responsibility of the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT) State Highway Administration (SHA), and the Virginia Department of Transportation (VDOT). These agencies work closely together to ensure the ability to support regional evacuations, maintain regional commerce, ensure public safety, provide assistance and support to first responders, and perform debris removal and transportation system recovery operations in the event of a terrorist event, regional emergency event, or natural disaster. This initiative supports these activities by ensuring the viability of developed emergency evacuation plans and encouraging regional cooperation and support of shared resources.

3. Resources, Processes, and Tools: Identify the resources, processes and tools that already exist, and those that will need to be leveraged, created, or acquired for this Initiative. Briefly consider how these resources, processes and tools may be attained.

This project allows DDOT, SHA, and VDOT to share existing capabilities and resources across jurisdictional boundaries. The project will eliminate the need for costly field installed traffic monitoring devices with state-of-the-art technology that provides real-time traffic volume and speed data throughout the NCR. By effectively engaging these regional transportation departments, the project will leverage both existing technologies and resources, and project analysis recommendations to enhance evacuation planning throughout the NCR.

4. Governance Structure: Describe the high-level governance structure (e.g., management plan, stakeholder involvement) required for successful implementation of this Initiative.

Management and oversight of the project will be the responsibility of the Maryland Department of Transportation (MDOT) State Highway Administration (SHA) in cooperation with the University of Maryland (UofMD). The University of Maryland, in cooperation with the Maryland State Highway Administration, will be responsible for reporting the status and final recommendations of the project final report to the Metropolitan Washington Council of Governments (MWCOC) Management Operations and Intelligent Transportation Systems (MOITS) committee on a regular basis. UofMD will assemble a team of supporting management representatives, highway engineers, and information technology specialists from DDOT, SHA, and VDOT, to support, oversee, and evaluate recommendations received from the consulting contracting firm selected to perform the study. The agencies will closely cooperate and support the effort so that results can be shared and implemented across jurisdictional boundaries.

Real time information will be provided to variable message signs, the internet and other devices
 The system consists of a database application residing on a physical server (location TBD)
 Transit agencies will provide real time inputs to the database through various means
 Data will consist of route and schedule adherence predictions and/or text informational messages
 The system will accept input from emergency agencies for output to the signs, internet, etc.
 Data will be distributed to various outputs through a control module
 Data will be transmitted through various means, including the internet, phone lines, fiber optics, etc.
 Individual transit agencies will be responsible for providing and maintaining their own electronic signs

Preliminary Project Plan (Tasks, Resources, Deliverables, Collaborating Partners, etc.)

| Tasks | Collaborating Partners | Deliverables | Target Date | |
|---|--|---|----------------|--------------|
| 1. System Design Concepts | Montgomery County Transit and Regional Transit Operators | System description & RFP | 6 months | |
| 2. System Development | Consultant/Contractor | Database Application on Server and prototype variable message signs deployed in four separate jurisdictions | 6 months | |
| Project Performance Measures | | | Baseline Value | Target Value |
| 1. Concept plan vetted through two or more Regional Transit Operators' IT/ITS departments | | | | |
| 2. RFP or Statement of Work (SOW) developed and released | | | | |
| 3. Development of Database Application | | | | |
| 4. Development of Information Distribution Module | | | | |
| 5. Sign Deployment | | | | |
| 6. Output to internet and other devices operational | | | | |

INITIATIVE PLAN

Regional Real Time Transit Customer Information System

- Provide the Name of this Initiative. Describe how this Initiative will address the priority needs and strengths identified through the program and capability evaluation, and prioritization analysis.**

Regional Real Time Transit Customer Information System

Even under normal circumstances traffic in the National Capital Region is at or above capacity during rush hour. Commuters and visitors are encouraged to take transit, and indeed, all of the local jurisdictions have reported tremendous growth in ridership over the last two years. However, even the transit systems can become overwhelmed as a result of a partial shutdown of one or more transit lines

or a major roadway in the region. Coordination and communication is invaluable in sustaining a viable system during an emergency event.

As was seen during last summer's hurricanes (with a negative example in New Orleans and a positive one in Houston) transit can play a very valuable role in aiding the response and recovery from an emergency incident. In order to effectively utilize transit, however, accurate and timely information must be made available to the public on the street, in their homes and at their work sites.

Two weaknesses in the NCR identified during the recent capability review sessions were lack of resources to transport special needs populations and technology to rapidly contact and inform the populace with a uniform message.

2. Regional Construct: Briefly describe the geographical context of this Initiative.

During emergencies and natural disasters reallocation of resources to support evacuation, especially of special needs populations, necessitates the radical adjustment of regular transit service. Conveying information about both the evacuations and adjusted service requires an efficient and rapid message distribution system. A regionally coordinated and centralized real time transit information system is both technologically feasible as well as operationally sustainable. The chaos, frustration and fear produced in the Washington Metropolitan Area on September 11, 2001, resulted in a **Regional Transit Operators** organization forming and collaborating on various emergency preparedness issues. This forum has laid the groundwork for unprecedented cooperation seen during several transportation and emergency incidents in the last four years.

3. Resources, Processes, and Tools: Identify the resources, processes and tools that already exist, and those that will need to be leveraged, created, or acquired for this Initiative. Briefly consider how these resources, processes and tools may be attained.

Many of the regional transit agencies have been experimenting with real time customer information. Most, if not all, have transit information available in electronic format as well as a computer infrastructure accessible to transmit and receive data. As a result there is a plethora of ideas and concepts about how to best coordinate and deliver this information. Transit consultants have pondered the idea and are simply waiting for a viable project to develop the product. What is lacking is a centralized computer server to house and distribute data and messages; however, Montgomery County and or other of the major transit agencies in the region are capable of accommodating this project.

4. Governance Structure: Describe the high-level governance structure (e.g., management plan, stakeholder involvement) required for successful implementation of this Initiative.

The degree of cooperation between the various transit agencies in order to implement this plan already exists and has been successfully feeding data to WMATA for their Ride Guide. However, this project can be developed with as many or as few agencies that want to participate. Once the core product is developed it can be expanded to include the entire region at any time.

5. Program Management: Explain how this Initiative relates to the overall State homeland security program, and/or how it helps incorporate the three Overarching National Priorities.

Transit agencies within the NCR recognize the importance of regional collaboration and cooperation. We have developed a unified fare structure within the region and have committed to work together on various emergency preparedness projects. Agencies typically come to the aide and assistance of each other during operational incidents. This project deepens the already strong ties both operationally and organizationally within the region.

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| <p>CONCEPT PAPER</p> <p><i>Preliminary Document – Presented for Review and Discussion</i></p> | | December 5, 2005 | |
| | | Soumya Dey, P.E. Deputy Associate Director District Department of Transportation/TSA | |
| | | 2000 14 th Street NW Washington, DC 20009 (202) 671-2700 | |
| Project Title: | Emergency Public Address System | Estimated Grant Amount | \$2,100,000 |
| NCR Strategic Goal Alignment: | SG2,SG3, SG4 | Allowability | |
| Estimated Timeline | 18 months | Dependencies and Cost Factors: | |
| <p>Problem Statement/Project Description:</p> <p>Past experience showed that under emergency situations in large cities, there are many pedestrians on the streets eager getting directions to evacuate. However, there is currently no means in Washington DC metro area to properly advise pedestrians' evacuation under emergency situations. There is literally no effective way of communicating location-specific, real-time, emergency and transportation information directly to pedestrians during or after an emergency. Providing this information to people is critical during emergency situations such as acts of terrorism. Therefore, there is an urgent need in directly communicating location-specific information to pedestrians in the event of an emergency to save life and increase evacuation efficiency.</p> <p>This concept of operation is new and has not been implemented anywhere in the nation to the best of DDOT's knowledge. It is an innovative concept of operation during emergencies and can serve as an initiative in Washington Metro Area including DDOT, MDOT and VDOT. The success of this initiative can serve a model for other regions to follow.</p> <p>The basic concepts of this project are outlined below:</p> <ul style="list-style-type: none"> • This system will utilize the existing transportation management communication network to transmit high quality, digital audio to paging horns mounted on traffic signal poles. • This program will selected allow local on street public address announcements. • The required field equipment will be mounted in the local traffic controller and at DDOT's transportation management center (TMC). • This system will in most cases utilize existing wires set aside in the communications network for voice communications between the TMC personnel and the controller cabinet. | | | |

- In this system, a live or recorded message will be recorded on a centrally located computer or on any authorized computer in the DDOT IP network.
- Software will be designed to allow point and click decision-making as to specific locations where that message will be broadcast.
- This system can be deployed in every location where there is a centrally controlled traffic signal.

The benefits of this project is listed below:

- Keep people informed during and after an emergency and provides guidance on best course of action.
- Make evacuation process more effective.
- Can serve as a pilot for a region-wide or nation-wide system

Preliminary Project Plan (Tasks, Resources, Deliverables, Collaborating Partners, etc.)

| Tasks | Collaborating Partners | Deliverables | Target Date |
|---|------------------------|---|---|
| 1. Departments of transportation (DOT) in Washington DC, Maryland and Virginia jointly develop program plans, communication plans and define the scope of work. | DDOT, MDOT, VDOT | The scope of work; Program plans; and communication plans. | 2 months from activation date |
| 2. Develop system requirements specification and concept of operations | DDOT | System requirements specifications; and Concept of operations | 3 months after Tasks 1 and 2 are complete |
| 3. System Design | DDOT | Preliminary design report Final design report | 4 months after Tasks 1 and 2 are complete |
| 4. Development of response plan | DDOT, MDOT, VDOT | Response plan for DDOT, MDOT, VDOT in Metro area | 1 months after Tasks 1, 2 and 3 are complete |
| 5. Development of PS&E | DDOT | PS&E | 2 months after Tasks 1, 2, 3, and 4 are complete. |
| 6. System installation, integration, and tests | DDOT, MDOT, VDOT | DMS signs that are strategically located and deployed to support RESF 1 | 8 months |

INITIATIVE PLAN

Emergency Public Address System

- 1. Provide the Name of this Initiative. Describe how this Initiative will address the priority needs and strengths identified through the program and capability evaluation, and prioritization analysis.**

Emergency Public Address System

This initiative is established by DC Department of Transportation (DDOT) in response to the Target Capabilities in “Citizen Protection: Evacuation and/or In Place Protection”. Experience showed that

under emergency conditions, there are huge amount of pedestrians on the streets in Washington DC without accessing to radio or Internet to get proper guidance for evacuation. This initiative is designed to efficiently provide real time evacuation guidance via a public address system controlled from the traffic management center (TMC). It will be part of DDOT's effort toward meeting the requirements of National Incident Management System (NIMS). The objective of this initiative is to establish a national model in develop and deploy an emergency public address system effectively assisting in citizen evacuation. Equipped with this system, DDOT's TMC center will better serve as command and control center for orderly evacuating citizens.

2. Regional Construct: Briefly describe the geographical context of this Initiative.

Washington Metropolitan Region consists of Washington DC, Maryland (Montgomery county and Prince George county) and Northern Virginia (Arlington, county, Fairfax county, Prince William county, and Loudoun county). This initiative will be led by District Department of Transportation (DDOT) as part of its homeland security program. Citizen evacuation relies on strong coordination and partnership with Department of Transportation of Maryland and Virginia in information sharing to increase efficiency in citizen evacuation.

This initiative, once developed and tested in Washington DC, can be deployable in Maryland and Virginia. Large cities such as New York and Chicago are excellent candidates to deploy the emergency public address system.

3. Resources, Processes, and Tools: Identify the resources, processes and tools that already exist, and those that will need to be leveraged, created, or acquired for this Initiative. Briefly consider how these resources, processes and tools may be attained.

To cost effectively develop and implement the initiative, DDOT proposes to utilize the existing transportation management communication network to transmit high quality, digital audio to paging horns mounted on traffic signal poles. The required field equipment will be mounted in the local traffic controller. Candidate consulting companies have been identified to develop additional software to enhance transportation management center (TMC) software to control the system. This initiative will utilize as many as appropriate existing wires set aside in the communications network for voice communications between the TMC personnel and the controller cabinet. DDOT has done initial feasibility studies and resources (hardware and software) available.

4. Governance Structure: Describe the high-level governance structure (e.g., management plan, stakeholder involvement) required for successful implementation of this Initiative.

This initiative will be spearheaded by the District Department of Transportation (DDOT) with the support of the Regional Emergency Support Function (RESF #1) Transportation Committee, the Management, Operations, Intelligent Transportation Systems (MOITS) Committee and other relevant working groups that support the Regional Emergency Preparedness Committee (REPC) through the Metropolitan Washington Council of Governments. DDOT will develop the program plan to guide the execution of the program and communication plan to keep stakeholders informed, obtain their inputs and address their concerns. This initiative will also adhere to the grant administration and management set forth by DHS and ODP as administered through the region's SAA.

5. Program Management: Explain how this Initiative relates to the overall State homeland security program, and/or how it helps incorporate the three Overarching National Priorities.

DDOT’s homeland security program covers many areas including updating and protecting communication network, deployment of evacuation dynamic message signs, evacuation plans, redundancy of power supplies, incident detection/management, deployment of additional CCTV cameras, and Regional Integrated Transportation Information System (RITIS). Efforts in this initiative will result in an additional means in effectively executing evacuation plans. It helps incorporate National Incident Management System national priorities.

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| <p>CONCEPT PAPER</p> <p><i>Preliminary Document – Presented for Review and Discussion</i></p> | | <p>January 24, 2006</p> | |
| | | <p>Jamie Quarrelles National Capitol Region Exercise Officer D.C. Emergency Management Agency</p> | |
| | | <p>2000 14th Street, N.W. Washington, D.C. 20009 202-673-2101, ext. 1123 jamie.quarrelles@dc.gov</p> | |
| <p>Project Title:</p> | <p>National Capitol Region Evacuation and Shelter in Place Coordination and Outreach to Community, Business and Special Populations providers</p> | <p>Estimated Grant Amount</p> | <p><i>\$3,900,000</i></p> |
| <p>NCR Strategic Goal Alignment:</p> | <p>Community Engagement Planning and Decision Making</p> | <p>Allowability</p> | <p>The National Capital Region is the Washington, D.C. Urban Area as set forth in 10 U.S.C. 2674(f)(2). It includes 19 separate political jurisdictions.</p> |
| <p>Estimated Timeline</p> | | <p>Dependencies and Cost Factors:</p> | <p>Project success depends upon cooperation across the region and among private organizations.</p> |
| <p>Problem Statement/Project Description:</p> <p>The National Capital Region has a need to coordinate evacuation procedures and the shelter in place education and planning across all jurisdictions. The greatest difficulties in supporting either of these protective actions within the NCR are the demands that will be put on government to support the special needs community. Requests for evacuation support and plans to support “shelter in place” actions for schools, day cares, nursing homes, assisted living facilities in addition to support for persons with disabilities and persons who do not speak English or do not have vehicles will overwhelm government with requests for assistance during a large scale event. This concept paper address the need to improve the education and planning for these groups, thereby reducing the reliance on immediate government support. This concept also addresses evacuation planning and coordination across the region and leverages the work currently being done by individual jurisdictions.</p> <p>Planning:</p> <p>Each of the three states has evacuation plans and the District of Columbia’s evacuation plan and current “walk-out” plans provide an excellent foundation to support a regional plan. These plans fall short in areas where we saw Hurricane Katrina have the greatest impact, specifically, the support for evacuation for persons with disabilities and with other special needs.</p> | | | |

The plans are written to facilitate the movement of people away from an incident, but do not provide a comprehensive look at where people should head to or in some instance, how they would get there if they were on their own. The comprehensive plan being proposed will address these issues and will focus on persons with special needs including mobility issues. The Plan will also provide an approach to supporting facilities where government assistance may be required to support evacuation, primarily hospitals, assisted living facilities, day cares, and schools.

This initiative will address the need for outreach in the National Capitol Region (NCR) to improve capability and coordination of resources to evacuate and/or shelter in place persons within the National Capitol Region. Specifically, this concept paper will promote education of evacuation and shelter in place planning at the business and community levels. As we move into a post Katrina environment that has shifted the citizen protection paradigm, questions about evacuation and sheltering in place are now of paramount concern to special needs populations, their providers and the general population. The development of a NCR plan calls for a facilitated discussion among NCR stakeholders to address roles and responsibilities, an outreach component to identified special needs providers, an outreach effort to communities in the region and to visitors to provide information on evacuation and sheltering in place.

NCR evacuation and/or shelter in place stakeholders are identified to participate in a facilitated discussion to obtain agreement on roles and responsibilities related to evacuation and/or shelter in place. The expected outcome of the facilitated activity is identification, assignment and acceptance of roles and responsibilities of transportation and other related industry members and disciplines involved in order to establish coordination protocols for citizen evacuation and relocation processes for the National Capitol Region. The stakeholders would include RESF's 1, 5,6,8,14,15, and affiliated NGO's.

The special needs providers will be represented a limited number from the NCR who serve the populations listed below:

1. Differently abled, (physically, visually, and hearing impaired)
2. Child daycare
3. Nursing and care facilities for the elderly
4. Providers to non-English speaking populations
5. Businesses who interact with special needs populations

The outcomes for this group would be a Regional Evacuation Plan that communicates basic evacuation information to support a door to door evacuation. Products to support the plan will include pamphlets and brochures taking into consideration non native English speaking persons and persons with special needs. Some documents would also include pictures to convey basic concepts to persons with limited language skills. When applicable, this program will be coordinated with other preparedness, planning and mass care initiatives.

Lastly, a coordinated outreach effort to visitors is also included as part of this initiative. A document providing evacuation and shelter in place readiness steps for visitors to the region would be distributed through hospitality channels, visitor bureaus and other tourist-related venues. This outcome allows visitors to the NCR to be engaged in disaster preparedness through the effective use of channels and messages specifically targeted to them. They gain a heightened awareness of the risks to them and a heightened understanding of how to prepare for those risks. A document on evacuation and shelter in place would provide awareness and a readiness steps for visitors to the region.

These initiatives increase opportunities for partnering with civic-private organizations. This collective initiative fits into the larger homeland security program as it improves the capability of the region with respect to shelter in place and evacuation and provides a mechanism for outreach and further coordination among jurisdictions, providers and residents to improve the overall response capability of the region in the event of an evacuation and/or shelter in place

Training

To expand the outreach efforts to the larger community a 4-hour training/exercise activity that partners with related emergency support functions such as police, fire, transportation, transit, Red Cross, etc. would be developed. Each jurisdiction would be provided with baseline funding to support local events to train and educate communities in the region by promoting evacuation and shelter in place concepts. This will provide resources for each jurisdiction to utilize a common approach to supporting the community including persons with special needs a common regional approach to evacuation and shelter in place planning and education. It is anticipated that these community level exercises be held across the NCR, lead by the jurisdiction it is being held in.

Exercises

Once complete, this plan will be exercised annually via tabletop exercise and every other year via functional or field exercise. Specific events to exercise the coordination of hospitals and other critical facilities are identified within the citizen preparedness initiative.

| Preliminary Project Plan (Tasks, Resources, Deliverables, Collaborating Partners, etc.) | | | |
|---|---|--|---|
| Tasks | Collaborating Partners | Deliverables | Target Date |
| <p>1. Identify Stakeholders Develop comprehensive list of stakeholders who have a role in evacuation and sheltering in place.</p> | NCR Stakeholders, and RESF's 1, 5,6,8,14,15, hotel and tourism providers, key businesses and service providers to special needs populations | Stakeholder List NCR – Evacuation and Shelter in Place stakeholders Special Needs Providers Businesses in NCR that serve persons with special needs Hospitality Channels | <p>Start: 7/31/06 Complete:9/31/06 Duration: 2 month</p> |
| <p>2. Document Roles Create a synthesis from available information and survey from key stakeholders of existing and proposed roles and responsibilities</p> | Selected NCR jurisdictions and RESF's 1, 5,6,8,14,15, | Detailed document with existing and proposed evacuation and shelter in place roles and responsibilities among NCR stakeholders | <p>Start: 7/1/06 Complete:1/31/07 Duration: 6 months</p> |
| <p>3. Host Facilitated Discussion Facilitated discussion goal is to obtain agreement between those who have a stake in regional evacuation and shelter in place and identify outstanding coordination issues</p> | Consultant support to put on facilitated discussion with identified stakeholders | Create working document of roles and responsibilities regarding NCR evacuation and/or shelter in place to share with stakeholders for review and discussion and consensus. | <p>Start: 5/31/06 Complete:5/31/07 Duration: 12 month</p> |
| <p>4. Present Outcomes Information from facilitated discussion documented</p> | Consultant support will produce document(s) based on discussions. | Produce an accountability chart and a resource directory. Both documents reflect the acceptance of identified roles and responsibilities as they relate to shelter in place and evacuation | <p>Start: 5/31/06 Complete:5/31/07 Duration: 12 month</p> |
| <p>5. Development of NCR Plan Document with content designed to visually educate non English speaking populations on evacuation and shelter in place strategies into regional evacuation shelter in place document</p> | Consultant support will produce document(s) based on discussions with stakeholders incorporating all recommended formats. | Production of regional evacuation shelter in place document in the formats identified to meet the needs of the NCR community and special populations. | <p>Start: 5/31/06 Complete:5/31/07 Duration: 12 month</p> |
| <p>6. Strengthen Existing and Create New Partnerships Hotels, conference centers, transportation</p> | NCR jurisdictions and their respective organizations that interact with visitors to help increase visitor education and | Create mechanisms to get the shelter in place evacuation information to the transient (tourist/visitor) population in the NCR. | <p>Start: 5/31/06 Complete:11/30/07 Duration: 18 month</p> |

| systems, recreational venues, and other organizations that interact with visitors to help increase visitor education and preparedness. | preparedness. | | |
|--|--|--|--|
| <p>7. Begin Community Outreach Efforts</p> <p>The efforts will target the general population, tourists, visitors and providers to special needs populations.</p> | NCR jurisdictions, selected private and community based organizations supporting special needs populations as well as entities that support the hospitality industry | Conduct local community based training/ education activities and distribute information to educate on shelter in place or evacuation protocols | <p>Start: 5/31/06</p> <p>Complete: 11/30/07</p> <p>Duration: 18 month</p> |
| Project Performance Measures | | Baseline Value | Target Value |
| 1. Understanding /Agreeing on roles, responsibility and accountability. (y/n) | | | |
| 2. Accountability Chart (y/n) | | | |
| 3. Develop a resource directory | | no | Yes 2006 |
| 4. National Capitol Region Evacuation/Shelter in Place Plan (y/n) | | | |
| 5. Public was notified of evacuation procedures, routes locations or sources of evacuation information (1 activity per 100,000 population) | | | |
| 6. Population that has received training (3+ hours) in emergency preparedness programs. | | | 5% of Region by 2008, increase 0.25% each year thereafter |
| 7. Information and materials incorporate citizens with special needs (e.g., people with disabilities or limited English proficiency. | | No | yes |
| 8. Visitor education plan implemented. (y/n) | | | |
| 9. Effective partnerships created with organizations that interact with visitors (y/n) | | | |
| 10. Number of actual outreach/education activities conducted by special needs providers versus established target number. (#) | | | |
| 11. Information is tailored to address special needs populations and opportunities are available for people with disabilities to receive training and to participate in volunteer efforts. | | N/A | Information tailored for people with disabilities |

INITIATIVE PLAN

National Capitol Region Evacuation and Shelter-In-Place Coordination and Outreach to Community, Business and Special Populations Providers.

- 1. Provide the Name of this Initiative. Describe how this Initiative will address the priority needs and strengths identified through the program and capability evaluation, and prioritization analysis.**

National Capitol Region Evacuation and Shelter-In-Place Coordination and Outreach to Community, Business and Special Populations Providers.

This initiative will address the need for the National Capitol Region to improve capability and coordination of resources to evacuate and/or shelter in place persons within the National Capitol Region (NCR). Specifically, the initiative will improve evacuation and shelter in place capabilities of NCR residents by supporting plans, training and exercise programs that will address the entire NCR community with a targeted focus on resources to address special needs populations. That special needs population includes children, the elderly, handicapped and non native English speaking persons, transient populations. There will also be a component geared toward the general public. As well an outreach component to businesses and providers that serve special needs populations. This initiative also supports further evacuation planning and coordination across the region and will move the acceptance of roles and responsibilities of transportation and other related industry members and disciplines involved to ensure improved coordination for citizen evacuation and relocation processes. To meet that same end it leverages the evacuation and shelter-in-place work currently being done by individual jurisdictions.

- 2. Regional Construct: Briefly describe the geographical context of this Initiative.**

The regional construct for this initiative is for the National Capitol Region which includes Washington DC and 18 local governments surrounding our nation's capital. The National Capitol Region encompasses the seat of the Nation's Capitol and host a regional population of 4.5 million with the District of Columbia hosting daytime population increase of more than 500,000 thousand. In addition to those who live and work in the region there is a significant tourist population that visits the region and in the event of an emergency will need to be evacuated or have options for shelter-in-place.

- 3. Resources, Processes, and Tools: Identify the resources, processes and tools that already exist, and those that will need to be leveraged, created, or acquired for this Initiative. Briefly consider how these resources, processes and tools may be attained.**

Existing resources include the Metropolitan Washington Council of Governments (MWCOC) that serves as a regional coordinating entity for the National Capitol Region. Through a number of their existing committees (Senior Policy Group (SPG) and RESF #5) key stakeholders are already identified. Through existing MWCOC working groups some of the issues can begin to be addressed. Processes to bring stakeholders together are recommended in order to achieve buy-in among all interested parties.

Consultant support and One (1) full time project manager is needed.

The consultant will work closely with the project manager also work with subject matter experts and government officials to develop plans under the project. Consultant support is needed to coordinate facilitated discussions and work with jurisdictions to come up with a Regional Evacuation/Shelter-In-Place document that incorporates information that currently exists and to incorporate what has yet to be developed. Much of the work will be performed by contractors working with personnel currently employed in the preparedness area in the NCR. The contractor would be responsible for many aspects -- developing material, printing, distribution, training of key personnel in key organizations, outreach to daycare providers, nursing home operators, advocacy groups for the elderly, disabled and non-English speaking persons, and groups affiliated with hospitality and tourism industry.

This initiative requires planning and communication effort, outreach to the community, dissemination of evacuation and shelter in place information. This would include crating documents, pamphlets, brochures, materials, etc.

Facilitated discussion is needed to bring stakeholders who have a role in any shelter in place and/or evacuation issues to come together and taking ownership of roles and responsibility s well as identify needs that have not been assigned to any particular stakeholder. A tabletop exercise bringing all of the regional stakeholders is needed to further revisit and refine roles and responsibilities. Additional exercises should be held to exercise components of the Regional Evacuation Plan.

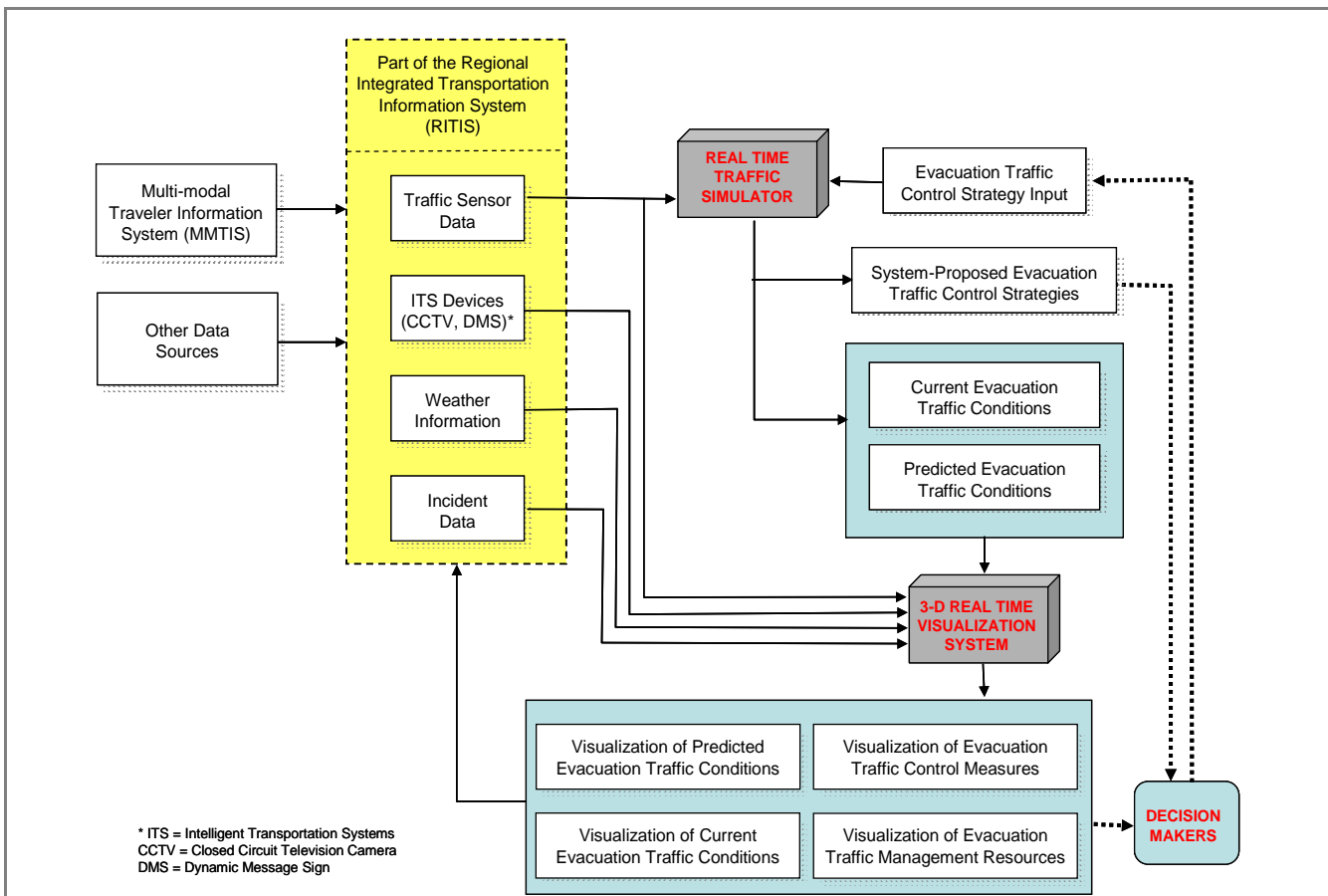
4. Governance Structure: Describe the high-level governance structure (e.g., management plan, stakeholder involvement) required for successful implementation of this Initiative.

Governance Structure: COG's RESF leads and other identified stakeholders who would be involved in the process. RESF #5 the regions governing body will give direction. The Senior Policy Group (SPG) will make sure all programs are coordinated across region. A full time project manager will be responsible for regular updates to the RESF#5 group and the SPG. Reaching back to key organizations in all jurisdictions to ensure coordination will take place. The project manager will ensure all project deliverables are received on time.

5. Program Management: Explain how the Initiative relates to the overall State homeland security program, and/how it helps incorporate the three Overarching National Priorities.

This initiative fits into the larger homeland security program as it speaks to expanded regional collaboration and promotes the 1 message many voices concept. The National Capitol Region is unique because it is viewed as a target rich area. In addition to its large diverse and multi-ethnic population, a significant number of federal employees live in the region commuting daily into the Nation's Capitol along with a significant transient population that includes visitors, tourists, etc. A regionally based plan that is coordinated among all of the jurisdictions is essential. This includes the development of mechanisms for outreach and further coordination among jurisdictions, service providers and residents to improve the overall response capability of the region in the event of an evacuation and/or shelter in place. This potentially reduces reliance on local and state government in the immediate aftermath of an incident when the government may have limited resources. The opportunity to further integrate decision making from multiple disciplines and jurisdictions and have regional entities receive funding to come up with a regional evacuation/shelter-in place plan that supports the needs of everyone in the region makes this initiative timely and relevant.

| | | | |
|---|---|--|--|
| <h1 style="text-align: center;">CONCEPT PAPER</h1> <p><i>Preliminary Document – Presented for Review and Discussion</i></p> | | January 26, 2006 | |
| | | R. Earl Lewis, Jr. Assistant Secretary Maryland Department of Transportation. (Representing the Regional Transit Security Working Group-RTSWG) | |
| | | 7201 Corporate Center Drive Hanover, Maryland, 21076 410-865-1125 rlewis1@mdot.state.md.us | |
| Project Title: | Regional Evacuation Traffic Monitoring and Management Tool(s) | Estimated Grant Amount | \$5,000,000+ |
| NCR Strategic Goal Alignment: | Goal 3: Develop Common Regional Information Sharing and collaboration frameworks to include determining roles, responsibilities and protocols. Goal 4: Model and exercise the appropriate 15 DHS scenarios to assess region-wide impact Goal 4: Align and Integrate response plans across jurisdictions with emphasis on continuity of Government, operations, and evacuation | Allowability | [See instructions to confirm allowability; attach separate sheet if necessary] |
| Estimated Timeline | July 1, 2006 to June 30, 2008 | Dependencies and Cost Factors: | [Attach via separate sheet if necessary] |
| <p>Problem Statement/Project Description:</p> <p>This proposed Regional Evacuation Traffic Monitoring Tool is a collaborative effort of many agencies in Maryland, DC, and Virginia. Its purpose is to fill a dire need for a real time model that can aid in the management of regional traffic and transportation systems during an evacuation. Although much work needs to be done to complete the tool, many fundamental elements of this tool have been developed and tested, thus, minimizing development risks.</p> <p>We envision that this tool will enhance the decision-making process in an evacuation, not only by its ability to provide realistic visualization of the evacuation traffic and transportation conditions, but also by its ability to support decisions made by multiple agencies that are geographically separated. In other words, it facilitates decisions made by a “unified command” without the need for face-to-face communication. It provides the same situational awareness to all decision makers in a unified command that is formed only through electronics and telecommunications equipment.</p> <p>The proposed Real-Time Regional Evacuation Traffic Monitoring tool is an integration of the Real Time Traffic Network Simulator and the Three-Dimensional, Real-Time Transportation Visualization System, as shown in the figure on the next page. This tool will make use of the various types of traffic and weather information provided by Intelligent Transportation Systems (ITS) devices (that have been and will be deployed in the region) to produce information and visualization of evacuation traffic and weather conditions to enhance traffic management decision-making. The ITS device information, in the future, may come from the Regional Integrated Transportation Information System (RITIS), which is a multi-jurisdictional collaborative effort among Maryland, D.C., and Virginia to provide real-time, regional traffic and travel information.</p> <p>Project performance measures will be tied to system validation requirements during system development and operational performance measures that will be exercised based on normal traffic situations experienced in the region.</p> | | | |



A conceptual framework of the Real-Time Regional Evacuation Traffic Monitoring tool. This framework provides the various types of visualization of traffic conditions (current and predicted) and traffic management resources (e.g., traffic control devices, emergency response vehicles, and buses equipped with vehicle-location devices) that decision makers can use to effectively manage traffic and transportation during an evacuation.

Preliminary Project Plan (Tasks, Resources, Deliverables, Collaborating Partners, etc.)

| Tasks | Collaborating Partners | Deliverables | Target Date |
|--|------------------------|--|-------------|
| 1. Modeling of the Evacuation Road Network | | Coding Geometric & Control Features of Network | |
| 2. " | | Coding traffic volume for Generation and Destination Nodes | |
| 3. " | | Modeling available types of traffic sensors and locations | |
| 4. " | | Model calibration to ensure accuracy | |
| 5. Modeling & Testing Real-Time Simulation Functions | | Validate accuracy/reliability of sensors | |
| 6. " | | Develop efficient comm. module for real time sensor | |
| 7. " | | Evaluate/validate real time | |

| | | | |
|-----|---|------------------------------------|--------------|
| | | simulation reliability | |
| 8. | Completion of Real-time, 3D Road System Status Viewer | Enhancement of GIS data | |
| 9. | " | Incorporate Additional Sensor Data | |
| 10. | " | Acquire/install computer servers | June 1, 2008 |

INITIATIVE PLAN

Regional Evacuation Traffic Monitoring and Management Tool(s)

- 1. Provide the Name of this Initiative. Describe how this Initiative will address the priority needs and strengths identified through the program and capability evaluation, and prioritization analysis.**

Regional Evacuation Traffic Monitoring and Management Tool(s)

This initiative will accelerate the completion of tools that will allow regional/local authorities to more effectively manage the impending flow of traffic during an emergency. The purpose of this system is to use "real-time" traffic data (not historical planning data) along with traffic management strategies that can display current traffic flow conditions, and predict immediate future traffic conditions over a region (e.g., a metropolitan area or a corridor that is potentially affected by a natural or man-made emergency). This capability is necessary for making the maximum use of road network capacity, thereby, decreasing the evacuation clearance time (which is a lesson learned from Hurricanes Katrina and Rita). The proposed solution will also be used to answer the "what if" questions, allowing the NCR to refine emergency traffic/transportation management plans and realistically determine transportation management resource requirements.

By accomplishing the above we will address the following Capability Weaknesses:

- a. **Planning- People-** Need to integrate traffic management systems with operating procedures along with one's ability to decide what plan is needed during an emergency
- b. **Planning-Training-** Development of resources and materials for implementing emergency transportation plans/procedures
- c. **Planning-Exercises/Eval.-**Testing of jurisdictional assumptions to identify gaps (i.e. signal timing strategies)
- d. **Planning-Plans/Policies/Procedures-** Need to integrate plans cross jurisdictionally and cross disciplines
- e. **Planning-Plans/Policies/Procedures-** Accommodates for the integration of all regional transportation plans and the incident management plans and procedures
- f. **Intelligence/Info Sharing-Equipment-** Transportation agencies by nature do a lot of monitoring and information gathering
- g. **Intelligence/Info Sharing-Equipment-** The introduction of a State-of-art operating software and platform Will allow the for legacy systems to be upgraded and integrated across region.
- h. **Citizen Protection-Exercises/ Evacuation-** Strong need for scenario based planning
- i. **Citizen Protection-Exercises/ Evacuation-** Test traffic management centers

- j. **Citizen Protection-Plans/Policies/Procedures-** Need to regionally coordinate evacuation traffic monitoring tools/models that incorporate GIS/Plan traffic evacuation routes
- k. **Critical Infrastructure-Equipment-**VDOT Smart traffic center legacy equipment needs replacement ...

2. Regional Construct: Briefly describe the geographical context of this Initiative.

The region of focus will include Northern Virginia, Washington, D.C, and Maryland. It will be necessary to integrate Southern Maryland, Frederick County and much of the highway network around Baltimore and the greater Northern Virginia region to enhance the functionality of these tools during a mass evacuation situation and identify critical nodes to enhance buffer zone protection of critical transportation infrastructures and regional evacuation contingency plans.

3. Resources, Processes, and Tools: Identify the resources, processes and tools that already exist, and those that will need to be leveraged, created, or acquired for this Initiative. Briefly consider how these resources, processes and tools may be attained.

Our proposed regional evacuation traffic monitoring tool leverages on-going traffic/ transportation emergency management projects sponsored by the Maryland State Highway Administration (MDSHA) and is guided by regional stakeholder agencies (law enforcement, fire, EMS, transportation, public works, EMA, and others). These projects include:

a. Real-Time Traffic Network Simulator, developed by the University of Maryland, Applied Technologies for Traffic Operations and Safety Program Laboratory

b. Eastern Shore (DelMarVa—Delaware-Maryland-Virginia peninsula) Evacuation Traffic Management Plan Development. This project is a collaborative effort among Federal, State, and local agencies in the DelMarVa Peninsula to develop a coordinated regional hurricane evacuation traffic management plan.

c. Three-Dimensional, Real-Time Transportation Visualization System, developed by the University of Maryland, Center for Advanced Transportation Technology. This system allows for “real-time” comprehensive transportation data for the road networks of Washington, D.C., Northern Virginia, and the entire state of Maryland.

d. The Maryland National Capital Region Transportation Emergency Management Plan Development. This project provides a coordinated plan for managing evacuation traffic in and/or through the Maryland National Capital Region (includes Frederick/Charles Counties).

e. The Regional Integrated Transportation Information System (RITIS), developed by the University of Maryland Center for Advanced Transportation Technology Laboratory.

4. Governance Structure: Describe the high-level governance structure (e.g., management plan, stakeholder involvement) required for successful implementation of this Initiative.

The project will be coordinated through the newly created ESF-1 Working Group and will involve the participation of State and County Transportation Departments. It will require interfaces with

Emergency Operations, Law Enforcement, and Fire/EMS as well as regional government organizations such as COG.

5. Program Management: Explain how the Initiative relates to the overall State homeland security program, and/how it helps incorporate the three Overarching National Priorities.

The need to enhance the regions ability to manage evacuation scenarios was identified in DHS IB-197. This tool will enhance the decision-making process in an evacuation, by providing realistic visualization of the evacuation traffic and transportation conditions, and supporting decisions made by multiple agencies that are geographically separated thereby enhancing regional collaboration. In other words, it facilitates decisions made by a “unified command” consistent with NIMS without the need for face-to-face communication. It provides the same situational awareness to all decision makers in a unified command that is formed only through electronics and telecommunications equipment.

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Scoring Sheet

Citizen Protection: Evacuation and/or In-Place Protection

Scoring Criteria: All candidate Concept Papers are to be scored on the basis of compliance with the following 5 criteria. Each criteria is to be scored from 1 to 10 points, with 1 being lowest compliance and 10 being the highest.

Criteria #1: How well does this Concept Paper/Initiative Plan address identified strengths and weaknesses of the 14 Priority Target Capabilities?

Criteria #2: How well does this Concept Paper/Initiative Plan address identified strengths and weaknesses of the 3 Overarching National Priorities?

Criteria #3: How appropriate is the funding requested with the deliverables proposed by the Concept Paper?

Criteria #4: How beneficial will this concept paper be in addressing regional needs?

Criteria #5: How important is it to implement this Concept Paper/Initiative Plan in FY 06?

| | | | | | | | | | | | |
|-------------------------------------|----------------------|---|---|---|---|---|---|---|---|---|----|
| | Concept Paper | National Capital Region Multimodal Traveler Information System | | | | | | | | | |
| Related Target Capabilities: | | Intelligence/Information Sharing and Dissemination | | | | | | | | | |
| Score: | Criteria #1 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #2 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #3 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #4 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #5 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Total: (5-50) | | | | | | | | | | |

| | | | | | | | | | | | |
|-------------------------------------|----------------------|--|---|---|---|---|---|---|---|---|----|
| | Concept Paper | Regional Real Time Transit Customer Information System | | | | | | | | | |
| Related Target Capabilities: | | | | | | | | | | | |
| Score: | Criteria #1 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #2 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #3 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #4 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #5 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Total: (5-50) | | | | | | | | | | |

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|-------------------------------------|----------------------|---------------------------------|---|---|---|---|---|---|---|---|----|
| | Concept Paper | Emergency Public Address System | | | | | | | | | |
| Related Target Capabilities: | | | | | | | | | | | |
| Score: | Criteria #1 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #2 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #3 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #4 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #5 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Total: (5-50) | | | | | | | | | | |

| Concept Paper | | National Capitol Region Evacuation and Shelter in Place Coordination and Outreach to Community, Business and Special Populations providers | | | | | | | | | |
|-------------------------------------|--------------------|--|---|---|---|---|---|---|---|---|----|
| Related Target Capabilities: | | | | | | | | | | | |
| Score: | Criteria #1 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #2 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #3 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #4 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #5 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Total: | (5-50) | | | | | | | | | | |

| Concept Paper | | Regional Evacuation Traffic Monitoring and Management Tool(s) | | | | | | | | | |
|-------------------------------------|--------------------|---|---|---|---|---|---|---|---|---|----|
| Related Target Capabilities: | | | | | | | | | | | |
| Score: | Criteria #1 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #2 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #3 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #4 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | Criteria #5 (1-10) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Total: | (5-50) | | | | | | | | | | |