

## NCR RESF-1 (Transportation) Committee May Meeting

Tuesday May 23, 2006

1:00 PM – 3:00 PM

Metropolitan Washington Council of Governments – Room 1

**Next Meeting:** Tuesday, June 27<sup>th</sup> – 1pm to 3pm – COG Room #1

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### 1. Action Items

Action	Owner	Due Date
Review RICCS membership for Core and Transit groups and provide feedback to Dennis Bailey ( <a href="mailto:d Bailey@mwco.org">d Bailey@mwco.org</a> )	All RESF-1 Members	June 27
Provide comments on Scope/Purpose/Mission to Natalie Jones Best and Robert Young after receiving meeting notes	All RESF-1 Members	June 20
Identify and reach out to additional stakeholders in aviation (MWAA), maritime (USCG), planning (NPS/USPP), and heavy rail/freight (Amtrak, CSX) to participate at future RESF-1 meetings	All RESF-1 Members	June 27
Coordinate with ETOP regarding allocated \$28.8M for exercises	All RESF-1 Members	June 27
Include on the next RESF-1 Meeting Agenda: <ul style="list-style-type: none"> <li>Evacuation Discussion / Working Group Report</li> <li>Revised Scope/Purpose/Mission (per feedback)</li> <li>Upcoming Exercises and Training</li> </ul>	RESF-1 Chairs	June 27
Brief on the status of RESF-1 at Quarterly Homeland Security Planning Group Meetings	Natalie Jones Best (DDOT)	Quarterly
Work with WMATA to assist with getting Transit Police representation	Natalie Jones Best (DDOT)	June 27
Conduct Evacuation Baseline Working Group Meeting/Call involving Joe Kammerman (DDOT), Pete Todd (VDOT), John Gowland (MDOT), Joe Geckel (MDOT), and Alvin Marquess (MDOT). Notify RESF-1 Chairs and COG Support of date of meeting/call. Discuss how to best use the \$2M UASI funds earmarked for evacuation as well as existing maps, plans, & tools.	Joe Kammerman (DDOT)	ASAP
Determine if WMATA has WebEOC	Mark Miller (WMATA)	June 27
Coordinate with Doug Bass ( <a href="mailto:c.douglas.bass@fairfaxcounty.gov">c.douglas.bass@fairfaxcounty.gov</a> ) regarding warehouse space	Miller/Greenwald (WMATA)	June 27
Identify a regular time for agenda planning calls for all chairs	Robert Young (COG)	ASAP
Identify liaisons for other RWPGs (ETOP, Human Services)	Robert Young (COG)	ASAP
Follow-up with Joe Kammerman regarding MOITS Signals Subcommittee	Andrew Meese (COG)	ASAP
Conduct RESF-1 RICCS Test	Dennis Bailey / John Snarr (COG)	ASAP

## 2. Committee Chair and Vice-Chairs

- **District of Columbia:** Natalie Jones Best (DDOT) – Chair
- **Maryland:** John Contestabile (MDOT) – Vice-Chair
- **Virginia:** Dick Steeg (VDOT) – Vice-Chair
- **Regional:** Mark Miller (WMATA) – Vice-Chair
- **Responsibilities**
  - Vice-Chairs will participate in weekly status/agenda planning calls with the Chair and COG staff
  - Vice-Chairs will lead topic based subcommittees and/or working groups when the meet as required

## 3. News and Updates

### *Review of April Action Items*

- Transit Police Involvement on RESF-1 Committee
  - Mark and Matt have had discussions with Chief Hanson – looking for a Captain level officer, but might not get someone that high
  - **Concern:** Police Chiefs (as represented by Chief Hanson) are concerned about setting a precedent where police officers will be asked to populate other RESF committees citing time/commitment issues
    - RESF-1 is different because it is Transit specific – it would be beneficial to have transit police representation
  - **Solution:** When the committee becomes more focused and have specific agenda items that need direct representation from the law enforcement community, Chief Hanson has no problem sending representatives
- Natalie Jones Best has been reviewing the agendas of other RESF committee meetings and will attend when topics relevant to transportation are being discussed
- Identification of Additional Transportation Members
  - MWAA – CapWIN representative could sit on committee (Elmer Tippet)

### *UASI Update*

- Timeline
  - **May 15th** – RESF Chairs prioritized concept papers within investment capabilities on– Overall, RESF-1 Concept Papers fared well
  - **May 19th** – CAOs/SPGs reached decisions on prioritization and funding amounts for each investment. The following projects made the initial cut:
    - *Special Needs Bundle* – \$4M (Citizen Preparedness and Protection)
    - *Emergency Transportation Annex* – \$250K (Citizen Preparedness and Protection)
    - *WMATA Alternate Operations Control Center* – \$9M (CIP)
    - *Critical Infrastructure Monitoring and Protection* - \$3M (CIP)
    - *Private/Public Bus Coordination* - \$400K (Planning)
    - Additionally, \$2M was allocated for an untitled *Transportation Evacuation Component Initiative* based off of the *Regional Evacuation Traffic Monitoring and Management Tools*, as well as incorporating aspects of the following concept papers:
      - *Evacuation Time Estimates*
      - *Evacuation Dynamic Messaging Signs*
  - **May 31st** – NCR received a verbal notice on UASI Award Value (\$46.5M)
    - Currently, approximately \$120M in initiatives have been prioritized, thus the projects listed above may not be funded
- Observations on UASI Process
  - WMATA had approximately \$26M in concept papers funded

- 20% of the UASI Award will be taken off the top (15% to states, 5% administrative) – There is the possibility that the state allocation will go towards funding projects in the \$120 cut right now
- Another \$11M is dedicated towards on-going programs awarded in previous FYs
- In the future, Transportation will be a higher priority since it will be more of an independent capability
- CAO/SPG emphasized collaboration between WMATA and the 3 State DOTs
  - Alternate Operations Control Center has space in the building for collaboration
- There is confusion between EMERGENCY operations centers and OPERATIONAL operations centers – Alternate systems are the issue – not facility space and having a seat at the EOC table
  - MWAA was given FY05 UASI money to convert Hanger #5 to an alternate EOC available for use by any NCR jurisdiction
  - Question: Does WMATA have WebEOC?
- WMATA has a warehouse facility – need to coordinate with Emergency Managers concerning collaboration
- NIMS Training is covered by previous UASI money – reimbursable for backfill and overtime
- Lesson Learned
  - Those who lobbied with their CAO/SPG had a higher success rate
  - RESF-1 needs to coordinate better with other RESFs
  - Evacuation is a suited to be a Regional Working Group
    - Must collaborate with RESF-5 and the Human Services WG
    - Tap the RESF-5 planning allocation to help
  - Need to be more visible across the groups RESF-1 serves – have done a lot of collaboration, but no outsiders are seeing it
- Immediate Next Steps for RESF-1
  - Determine what evacuation planning/operations activities can be funded with \$2M
  - Develop a scaleable project – show what you get for how much money
  - Make a good case and do your homework – understand dollars and tasks
  - CAO/SPG may want to see mini project plans at next meeting – see what you get for the money and what the outcomes are: “This is what will happen and this is what we will have”

#### ***Exercise and Training Grants*** (Independent of UASI)

- ETOP is leading the coordination – and competing for the grants
- Requests were due by May 26<sup>th</sup>

#### ***Transit Operators Working Group***

- *Liaison:* Pete Buckley
- Liaison Responsibilities: Coordinate activities and identify how they match up with RESF-1 – do not want to duplicate efforts and the two groups should support each other
- This is not a TPB Committee – meets under WMATA umbrella
- Meeting Schedule: Fourth Wednesday of the Month

#### ***MOITS***

- Next Meeting on June 13<sup>th</sup>
- Subcommittees:
  - Architecture: will begin to convene for the first time in a while
  - Traffic Signals: will meet next week – focus on operational issues
    - Joe Kammerman will present about emergency planning
- Congestion Management – MOITS taking the lead on behalf of TPB
  - Addresses what to do about congested situations (everyday incident management), regulatory issues, and other requirements from SAFETEA-LU that need a home

### **RTCP Program (“CapCom”)**

- CapCom name trademarked by others – name will have to change
- Goal: Management for everyday incidents
- Earmarked in SAFETEA-LU
- Currently working with steering committee
- TPB will hire contractor to undertake activity
  - Master agreement is currently being reviewed by attorneys
  - RFQ has gone out – proposals received
  - Steering/Selection Committee interviewed 3 bidders on 5/22 and made recommendation – will go to COG Executive Director for final approval
  - Selection will be announced very soon

### **Operation Fast Forward II**

- DDOT wants to repeat the exercise of coordinating traffic signals around a major planned event and extend this process regionally
- MOITS Involvement – would be discussed at Traffic Signals Subcommittee Meeting
  - Needs to be raised at next meeting and brought up to committee

## **4. NCR RESF-1 Scope, Purpose, and Mission Statements**

Note: Text in **red** are revisions to the original statements as presented at the committee meeting.

### **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.*

- Scope Comments:
  - **Concern:** Fire and Police may take issue to Transportation calling themselves “emergency” responders – this could be a distraction to the entities that we work with
    - Suggestion: Remove “emergency” to avoid any potential issues
  - **Counterpoint:** RESF-1 need to be clear on how we view ourselves and it is necessary for us to understand that we are “emergency” responders and we need to start to change the views of others in the public safety community
    - Cite the tanker fire response by Maryland Transportation Authority and use as a supporting example to this view
  - Also need to break down perceptions between “people” transporters and “other” transporters – Be as inclusive as possible (aviation, freight, maritime, pipelines, school buses)

### **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.*

- General comments on Scope/Purpose/Mission:
  - Review the original RECP from 2002 to gain direction on Scope/Purpose/Mission for RESF-1 and other NCR RESFs
  - Statements need to be aligned to what the RESF-1 Committee will address

## 5. NCR RESF-1 Near and Long-Term Goals

### RESF-1 Near-Term Goals

1. Increase coordination with the NCR Public Safety Program to manage expectations and increase awareness of transportation capabilities. **An emphasis must be placed on outreach to groups such as the CAOs/SPGs and Chairs of RESFs and RPWGs**
2. Clarify the role of transportation in the Incident Command Structure
3. Understand gaps in personnel capabilities where resources seem adequate to address emergencies
4. Improve region-wide timing and coordination of signals for emergency evacuation situations

### RESF-1 Long-Term Goals

1. Play a role in evacuation planning (liaison/support) conducted by RESF-5
  2. Address the “ripple” effects on transportation systems caused by emergencies
- General Comments on Near and Long-Term Goals:
    - Emphasis on outreach to let people know who we are
      - We are back together and we mean business
      - Chair can brief the CAOs/SPGs
    - Work with Homeland Security Planning Group of the CAOs that meet each month before the regular CAO meeting – need to brief them once a quarter
    - Need to avoid mission creep – need to define core responsibilities
      - MUST HAVE DELIVERABLES

## 6. DC Emergency Transportation Annex

### Sections:

1. Introduction
2. Purpose and Scope
3. Situation and Assumptions
4. Concept of Operations
  - Decision Making Process
  - Public Information
  - Emergency Route Information
    - Pennsylvania Ave.
    - Incident Management
    - Infrastructure Management
  - Transit System
    - Bus Route Augmentation
    - Metro Rail Failure
  - Access Control and Security
  - Sheltering
  - Movement of Supplies
  - Regional Coordination
  - Return of Evacuees
5. Population Coordination
  - Residents (with Vehicles)
  - Residents (without Vehicles)
    - Special Needs
    - Public Schools
    - Private Schools, Day Care, and Adult Facilities
    - Hospitals, Nursing Homes, Correctional Facilities
  - Visiting Population
  - Federal Facilities
6. Roles and Responsibilities
7. Command and Control

### Appendices:

- A. Organizational Charts
- B. Census Data
- C. Emergency Route Information
- D. Critical Intersections
- E. Transfer Point Information
- F. EMA Identified Hazards
- G. DDOT Specific Information
- H. DCEMA Cluster Plan Identified Shelters

- Evacuation Considerations
  - Height & Weight Restrictions
  - Transit Pick-up Points – overlay maps with rail termination points
  - Identifications of signals and routes
  - Intra-regional evacuations
  - Terrorist Specific vs. Natural Cause Evacuations
- Evacuation Best Practices
  - Inventory – know information about the following:
    - Location of transit stops
    - Location of signalized intersections
    - Location of high schools
    - Location of fuel sites
    - Key points of contact
  - Proactive changing of signal timing
    - Maryland Regional Operators Committee (ROC) has done this – looked at police controlling an intersection instead of having signal prioritization
      - The ROC is comprised of law enforcement, transportation, and DPW officials
  - Typing of Transportation Assets
    - GMAC/SERMAL provides commonality for the replacement of signals and signage, but no standard exists for vehicles in the transportation sector

## 7. RICCS Discussion

- Current State
  - Two groups: Core/Road and Transit
    - Hybrid that doesn't satisfy what it was meant to do
  - Snow group has transportation membership
  - No process for how to administer current groups
  - Problem with naming convention – DC EMA sends messages to wrong group
- Future State
  - Need list of RESF-1 members who have authority – “Core Group” for conference Calls
  - Need list of people who need Transportation (Road and Transit) related information – “Information”
  - Refined Procedures for list administration notification
- Need to consider the WMATA, VDOT, and MDOT paging systems
- Next Steps
  - Scrub the lists
  - Figure out process and have strawman ( developed by chairs)
    - Review structure of other RESFs
    - Figure out what lists are needed
  - This will be accomplished by the June RESF-1 meeting

## 8. List of Participants

State	Jurisdiction	Agency	Name	Email	Phone
DC	DC	DDOT	Natalie Jones-Best	<a href="mailto:natalie.jonesbest@dc.gov">natalie.jonesbest@dc.gov</a>	(202) 671-0539
DC	DC	DDOT	Joe Kammerman	<a href="mailto:joseph.kammerman@dc.gov">joseph.kammerman@dc.gov</a>	(202) 671-4040
DC	DC	Office of the Deputy Mayor for Public Safety	Steve Kral	<a href="mailto:steve.kral@dc.gov">steve.kral@dc.gov</a>	(202) 727-5934
MD	Montgomery	Ride-On	Pete Buckley	<a href="mailto:peter.buckley@montgomerycountymd.gov">peter.buckley@montgomerycountymd.gov</a>	(240) 777-5853
MD	Prince George's	DPW&T	J. Rick Gordon	<a href="mailto:jrgordon@co.pg.md.us">jrgordon@co.pg.md.us</a>	(301) 883-5700
MD	Maryland	UMD CATT Lab	Michael Pack	<a href="mailto:packml@umd.edu">packml@umd.edu</a>	(301) 403-4628
MD	Maryland	SHA	Joseph Geckle	<a href="mailto:JGeckle@sha.state.md.us">JGeckle@sha.state.md.us</a>	(410) 302-3018
MD	Maryland	MDOT	John Contestabile	<a href="mailto:jcontestabile@mdot.state.md.us">jcontestabile@mdot.state.md.us</a>	(410) 865-1120
NCR	WMATA	WMATA	Matt Greenwald	<a href="mailto:mgreenwald@wmata.com">mgreenwald@wmata.com</a>	(202) 962-1823
NCR	WMATA	WMATA	Mark Miller	<a href="mailto:mmiller1@wmata.com">mmiller1@wmata.com</a>	(202) 962-1787
VA	Alexandria	DASH	Al Himes	<a href="mailto:al.himes@alexandriava.gov">al.himes@alexandriava.gov</a>	(703) 548-3274
VA	Arlington		VACANT		
VA	Fairfax	Fairfax DOT	Bruce Edwards	<a href="mailto:Bruce.Edwards@fairfaxcounty.gov">Bruce.Edwards@fairfaxcounty.gov</a>	(703) 324-1176
VA	Fairfax City		Alex Verzosa	<a href="mailto:averzosa@fairfaxva.gov">averzosa@fairfaxva.gov</a>	(703) 385-7889
VA	Loudoun		VACANT		
VA	Prince William		VACANT		
VA	NOVA	NVTDC	Jana Lynott	<a href="mailto:Jana@NVTDC.ORG">Jana@NVTDC.ORG</a>	(703) 524-3322
VA	Virginia	VDOT	Dick Steeg	<a href="mailto:Richard.Steeg@vdot.virginia.gov">Richard.Steeg@vdot.virginia.gov</a>	(703) 383-2459
COG	Support	Public Safety	Robert Young	<a href="mailto:ryoung@mwkog.org">ryoung@mwkog.org</a>	(202) 962-3278
COG	Support	Transportation	Andrew Meese	<a href="mailto:ameese@mwkog.org">ameese@mwkog.org</a>	(202) 962-3789
COG	Support	Public Safety	Dennis Bailey	<a href="mailto:dbailey@mwkog.org">dbailey@mwkog.org</a>	(202) 962-3261
COG	Support	Environmental	John Snarr	<a href="mailto:jsnarr@mwkog.org">jsnarr@mwkog.org</a>	(202) 962-3708