

NCR RESF-1 (Transportation) July Meeting

Wednesday July 26, 2006

1:00 PM – 3:00 PM

Metropolitan Washington Council of Governments – Room 1

Next Meeting: Tuesday, August 22nd – 1pm to 3pm – Room 1 at COG

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1. Action Items

Action	Owner	Due Date
Submit ideas regarding use of ETOP funds for a RESF-1 related training program or exercise to be conducted by the end of calendar year 2006 (send to Natalie Jones Best and Robert Young)	RESF-1 Committee Members	July 28
Provide recommendations for possible contractors for the Evacuation / Mass Care project to Chris Voss (chris.voss@dc.gov) and Robert Young (ryoung@mwcog.org)	RESF-1 Committee Members	Friday August 4
Identify alternate date for September RESF-1 Meeting. If no alternative dates are suggested, Tuesday September 19 has been proposed.	RESF-1 Committee Members	August 22
Reach out to Jennifer Sundergill (jennifer.sundergill@dc.gov) for logon information if you are interested in accessing the CASM tool for tracking regional communications assets	RESF-1 Committee Members	ASAP
Submit comments regarding National Infrastructure Protection Plan (see link to document below) to Natalie Jones Best and Robert Young to in order to develop a White Paper (audience: NCR CIP RPWG) to show how this plan relates to regional transportation infrastructure	RESF-1 Committee Members	August 22
Provide status updates of all RESF-1 related projects funded by UASI or Transit Infrastructure Grant Program	Project Owners	Monthly at meetings
Discuss the development of a Tabletop Exercise for Transportation / Transit Agencies to gauge the current state of data sharing across agencies and jurisdictions	RESF-1 Chairs	ASAP
Coordinate project/implementation plans and grant distributions for UASI projects	RESF-1 Chairs	ASAP
Identify participant(s) for the August 4 th (10am to 12 noon) TICP Validation Exercise scenario development session	RESF-1 Chairs	Next Meeting
Work with John Contestabile and Jennifer Sundergill to facilitate conversations about transportation systems' (such as RITIS) role in larger regional interoperability projects via the NCR Interoperability RPWG. Also prepare RITIS contact to brief Interoperability RPWG at their October meeting.	Andrew Meese	ASAP
Provide link and password for NCR TICP document (see below)	Robert Young	ASAP

2. News and Updates

Final FY06 UASI Allocations

- Final UASI Prioritization by CAOs/SPGs released on July 18th. Final allocations for RESF-1 Submitted Projects:

Project	Submitting Agency	Original Request	Final Allocation
WMATA Alternate Command Center	WMATA	\$9M	\$4M
Critical Infrastructure Monitoring and Protection	DDOT	\$3M	\$1.5M
Regional Evacuation Traffic Monitoring and Management Tool(s) and Evacuation Time Estimates Study	MDOT / DDOT	\$5M	\$750K
Identify and coordinate transportation requirements for the special needs population (part of larger special needs bundle)	DDOT	\$5M	\$500K

- Comments on FY06 UASI Allocations:
 - WMATA is grateful for support in RESF-1 for endorsing Operations Center
 - There is a new requirement in FY06 for each project to conduct a 30 minute Tabletop Exercise to show how project fits into region
 - RESF-1 needs to coordinate project/implementation plans and grant distributions

Update on DHS Transit/Infrastructure Grant Program

- DHS announced 2006 Infrastructure Grant Program award to NCR earlier this month (\$1.3M Bus, \$13M Rail)
- Working Group has been meeting to distribute money, identify projects, and submit plans to DHS. Preliminary decisions below:

Agency	Project(s) Description	Request
FY06 Transit Intra-City Bus Sub-Allocation Funding – Preliminary Decisions: (\$1.3M Total)		
PRTC	Cameras on buses cameras	\$87K
WMATA	Secure bus garage in DC and Landover – cameras and surveillance	\$531K
Alexandria	Cameras in bus garage	\$100K
Fairfax Connector	Cameras in garages; cameras on high priority buses	\$100K
PG County	Expanding existing camera projects and/or security system demo	\$110K
MTA	CCTV at Park and Ride & Bus Parking and Maintenance Facility	\$225K
RideOn	Additional video cameras on buses; WiFi connection	\$144K
FY06 Transit Rail Sub-Allocation Funding – Preliminary Decisions: (\$13M Total)		
VRE	Canine (2); Infrastructure Cameras; Emergency Responder Training	\$1.45M
MTA	CCTV; Coordination of Operations	\$3.55M
WMATA	Alternate Operations Control Centers (Equipment NOT Construction)	\$8M

- Comments on Transit/Infrastructure Grant Program
 - Schedule
 - September 30: Due date for project plans to SAA
 - October 31: Due date for strategy update
 - Official word from DHS expected by the end of September – allocation is made after project plans submitted (90 day window)
 - Future Status Updates
 - Report out to RESF-1 on status of each grant (UASI and Transit) to follow progress and identify how RESF-1 can help out (5 minutes per report-out)

Regional Transportation Coordination Program (RTCP) Update

- Consultant team led by PB Farradyne, Inc. announced June 21
 - Announced but not yet under contract
 - Designated program manager (Doug Ham)
- Contracting and funding paperwork still in process – Steering Committee needs to iron out approvals (next meeting Aug. 4)
- Regional Integrated Transportation Information System (RITIS) Update
 - Continued technical work – undertaken by the University of Maryland CAT Labs – coordinating with USDOT Volpe Lab
 - “Concept of Operations” workshops held in July (MOITS, transportation operations personnel, public safety personnel, planners/ researchers)
 - Purpose: Assists with daily operations and during emergencies – any data is good data
 - Looking to identify a way to fuse data, enabling agencies to see real time changes to other agencies data
 - Starting with a few agencies, then expanding to a wider group
 - Pilot Group: MDOT, VDOT, DDOT, WMATA, Montgomery County, CapWIN, National Weather Service Warning
 - Question: Is RITIS working with the NCR Interoperability RPWG?
 - Need to identify how Transportation IT investments are related to emergency preparedness interoperability
 - Need someone from Interoperability RPWG to present at MOITS

MOITS Update

- MOITS last met July 11; next meeting Sept. 12
 - Discussed status of allocation of previous years' ITS funding earmarks
 - Discussion (no decision) of funding technical connections between RITIS and CapWIN
 - Further consideration of new draft U.S. Dept. of Transportation planning regulations released June 9, 2006, notably on revised Congestion Management Process regulations
 - Received updates regarding traffic signals, RESF-1, and Operation Fast Forward II
- MOITS has some unallocated funding from last year – regulations require that matching funds be provided by grantee
 - Working with CapWIN as a possible way to expend funds
- TOPIC: Congestion Management – Take what you have, and manage it more efficiently
- TOPIC: Emergency Power Backup for Signals
 - Vendor made presentation last month (Doug Hansen has copies of presentation)
 - University of Illinois has analyzed power back-up systems (batteries)
 - Looking for different tactics for long term power restoration – current solutions only viable for approximately 8 hours
 - Basic Systems: Full operations for two hours (until 40% of power remains), then flashing yellow/reds until the battery dies – this is variable based on user preference
 - Maintenance and Operations Issue: Must continuously change out batteries and charge
 - Solutions: Systems that continuously charges batteries, systems that check status of batteries, programs for diagnosis
 - Current Status of Emergency Power Backup for Signals in NCR
 - MOITS is assessing where each jurisdiction is in regards to signals and backups
 - A number of jurisdictions have bought a few as a pilot mode
 - Prince George's County is moving forward with installing back-up systems
 - Annapolis has them fully installed (could learn best practices)
 - Estimated Cost Per Intersection: Approximately \$5,000
 - MOITS Position: Interested in discussing, watching progress, but does not have an official stance
 - This is a new consideration – more relevant after storms the past few years as well as becoming feasible due to advances in LED Technology
 - NCR needs to be consistent as possible when implementing systems like this

National Infrastructure Protection Plan (NIPP) Comments

- While we cannot change the plan, we need to provide RESF-1 comments to the NCR CIP RPWG
- Consider how the plan impacts transportation and what it means in the region

Quarterly Regional Program Working Group (RPWG) Briefings to RESFs (July 25th)

- Critical Infrastructure Protection RPWG Update
 - Definition of critical infrastructure includes bridges and tunnels, but not roads and streets
 - since it is so vast
 - DHS acknowledges bridges, but not “routes”
 - DHS acknowledges Metro Stations, but not the rails between them
- Human Services RPWG Update
 - Disappointment for lack of UASI Funding for Special Need, but fully understand that the Transportation Requirements for Special Needs are very important and RESF-1 needs to coordinate with the RPWG
- Exercise and Training Oversight Panel (ETOP) Update
 - ETOP can provide support exercise facilitation and after action report development
 - ETOP assisted with Operation Fast Forward II
 - We can throw our support behind an existing exercise or spearhead our own
 - Still some funds left for exercising and training – window is short (next week)
 - If we have projects we want to submit we need to coordinate in the next week
 - Need to test protocols, processes from a regional standpoint
 - ETOP is funding some of the projects proposed for FY06 (such as WMATA related projects – Managing Metro Related Emergencies) with FY05 monies
 - Upcoming Exercises:
 - WMATA has a major exercise in September
 - Amtrak has an exercise on August 26

Transit Operators Working Group Update

- GOAL: Establish better relationships between Transit Providers and Traffic Management Centers
 - It was requested of the group to submit “Bus Hot Lists” – the roads that are critical for transit providers for facilitating their service to regional TMCs
 - Example: Montgomery County – Good model for implementation since the Transit Operations and the Traffic Management Centers are housed in the same room
 - Example: Houston Transtar (overlooked by Harris County EOC)
 - When you combine a TMC with a notification function, it quickly becomes a difficult choice – address issue, or let everyone else know about it? Need to separate tasks
- GOAL: Improve communications across agencies
 - SCOPE: Sharing information is more at the Chief level – not the daily operational level
 - Used to have a chat room – may move forward using RICCS
 - Homeland Security Information Network (HSIN)
 - Forum for discussing an incident – provides a timeline to review an action
 - This could be accomplished through WebEOC – each county has WebEOC, need to push it down to the Transit and Traffic folks
 - History: Had one conference call where HSIN was presented by DHS officials – did not go over well – chair wants DHS to come in again person
 - Different functional areas have different tools for tracking communications – each one is optimal for their function – it is hard to integrate these tools
 - IDEA: Need to find a way to integrate the tools used for daily operations so it can become a regional tool
 - IDEA: Need to dedicate one person in a center to use a regional tool on a daily basis

- We have invested a lot of money in this issue – need to coordinate activities – WebEOC, CapWIN, and HSIN are all similar platforms with similar missions – need to have one for region for all functions
 - Need to see if CapWIN has application to assist Transit
- Relationships to RITIS and CapWIN
 - RITIS was intended to take information from items such as traffic monitoring devices and sources about incidents and provide them across the region
 - CapWIN was intended as a field tool – when responders in the field have different communications systems can share information quickly in the field
 - The traffic incident information in the scope of RITIS is useful to CapWIN and field information from CapWIN is useful in the RITIS world
 - Now there is a push to include Computer Aided Dispatch (CAD) from dispatch centers into RITIS – no extra work to see where additional incidents are occurring
- The transportation sector (DOTs and Transit Agencies) need requirements gathering to understand the features of the best system
- IDEA: Conduct a tabletop exercise between Transportation and Transit Agencies to test how information is shared between agencies – focus should be on testing policies and procedures, not technology

3. Operation Fast Forward II Lessons Learned

- “Low Effort – High Impact” – something we are going to do next year, and beyond
- Purpose of Exercise: Not to show that everything is 100% fine, but to identify the gaps so we can address them
- As successful as Operation Fast Forward II, we need to consider a different scenario/event to test these systems
 - SUGGESTION: Black Tuesday (day after Labor Day / first day of school)
- **Lessons Learned: Operations**
 - *9th and Constitution*
 - Vehicular flow improved from the previous year
 - At one point a law enforcement van parked in the southeast corner of the intersection and blocked the crosswalk – Pedestrians were either forced to go back to the 7th and Constitution to cross safely to the north side of the street or (as most did) cross in the middle of the street outside a crosswalk.
 - *17th/Connecticut and 17th/K Street*
 - MPD directed traffic flow at 17th/Connecticut and 17th/K Street
 - Since these are included as part of 20 identified critical intersections in the DC ETA, it was a good test of using MPD to manually control traffic
 - *Pedestrian Movements*
 - Exits of parking garages were blocked by the constant flow of pedestrians across the driveway
 - Roads were closed to allow pedestrians to cross for some time after the event – this should be a consideration for evacuation/sheltering planning
 - *City of College Park*
 - No coordination with the City of College Park
 - US Route 1 was temporarily closed for local fireworks event – did not find out about it until the next day, by State Highway Administration
 - Although US 1 was one of the tested evacuations routes, traffic was light and no problems were encountered.
 - *Traffic Management Centers*
 - Cross Staffing with other TMCs gave real-time information transfer between agencies
 - DOT TMC completely undersized to manage an incident of this magnitude.
 - Between the observers, management, regular staff, and the incoming shift, there was not enough room to operate.

- *VDOT*
 - Lost power on HOV gates
 - Did not have enough staffing
- *Arlington County*
 - After the storm, Arlington County prioritized restoration of traffic signals damaged along Route 50 and Route 29 due to the anticipated traffic volumes (Not a standard procedure).
 - Usually situationally decides what intersections to provide generators to during a power outage – since they were coordinating with DDOT, and understood DDOT's mission for that day, they understood that Routes US 50 and US 29 were a priority
- **Lessons Learned: Other Areas**
 - *Communications*
 - No direct notification of emergency (drill) to SHA 24/7 Statewide Emergency Operations Center – In the event of regional emergency operations, this should be the principle point of contact as it allows SHA to contact and mobilize all of our necessary internal resources
 - 800MHz Radios
 - Clarity is needed for call signs: There was confusion between VDOT and DDOT identification as it sounded to similar over the radio.
 - Standardization of call signs is a priority as 800 MHz communications is expanded to transportation and transit agencies
 - *Mall Evacuation Due to Storm*
 - Concurrent Federal Real-time exercise of sheltering plan of people on the Mall
 - Gap: Sent people (tourists) to the Commerce Building, but they were not allowed in (or kicked out soon after)
 - Players were more at ease during the real event of the storm

4. Regional Evacuation/Sheltering Initiative Update

- *For more detail, please see presentation by DCEMA*
- Need recommendations for possible contractors to send the RFP to
- Timeframe: 6 months for draft plan, 12 months for full plan
- Initiative stems from a mandate from DHS Secretary Chertoff
- Each jurisdiction will be granted \$125K to hire a planner to assist with the effort – primary goal is to provide resource to free up experts in jurisdiction to work on initiative as needed
- There are currently more gaps on the mass care/sheltering side – transportation has made progress around evacuation in the past
- GOALS
 - Enable decision makers to make quick decisions on where to send people since they will know how they will get there and what will be waiting for them
 - Compare what jurisdictions are doing and identify ways to coordinate existing plans
 - Provide corrective action matrix
 - Implemental in components – modules that support different scenarios and needs

5. Tactical Interoperable Communications Plan Update

- *For more detail, please see presentation by DC OCTO*
- This plan focuses on voice communications during the first hour of an incident, and the scope only includes Law Enforcement, Fire Service, and Emergency Medical Services
 - Eventually, the plan will be updated to include other functions such as Transportation, Emergency Management, and Hospitals, as well as incorporate the progress of data interoperability
- An exercise will take place on September 30th in Alexandria to test plan – would like some transportation representation – also need transportation perspective while for designing the scenario and play – August 4th Meeting (10am to noon)

6. Links

National Infrastructure Protection Plan:

http://www.mwcog.org/committee/committee/documents.asp?COMMITTEE_ID=194

Login: uasi2006

Password: ncrcapabilities

NCR Tactical Interoperable Communications Plan

http://www.mwcog.org/committee/committee/login.asp?COMMITTEE_ID=185&id=do

Login: CogComm

Password: PDFDComm

7. List of Participants

State	Jurisdiction	Agency	Name	Email	Phone
DC	DC	DDOT	Natalie Jones-Best	natalie.jonesbest@dc.gov	(202) 671-0539
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DC	DC	DCEMA	Chris Scott	christopher.scott@dc.gov	(202) 673-2101
DC	DC	DC OCTO	Jennifer Sundergill	jennifer.sundergill@dc.gov	(202) 906-0029
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