

NCR RESF-1 Kick-Off Workshop Meeting Notes

Wednesday April 19, 2006

10:00 AM – 12:00 PM

Metropolitan Washington Council of Governments – Rooms 4/5

Next Meeting: Tuesday, May 23rd – 1pm to 3pm – COG Room #1

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1. Action Items

Action	Owner	Due Date
Provide input to help prioritize initiatives in several different functional areas by May 19th – recommended prioritization under each investment	RESF-1 Members who submitted concept papers	TBD
Work with Chief Hanson to get Transit Police representation on RESF-1	WMATA Members (Greenwald/Miller)	May 23
Send out information on free NIMS training to RESF-1 members	Robert Young (COG)	ASAP
Circulate how each concept paper from transportation maps to the different investment priorities	Robert Young (COG)	ASAP
Reach out to additional transportation stakeholders (MWAA, NPS, USCG, Amtrak) for RESF-1 participation	Robert Young (COG)	May 23
Set up RICCS group for RESF-1 and develop process for adding members	Dennis Bailey (COG)	May 23

2. Role of RESF-1 Transportation in NCR Homeland Security Program

- Emergency planning in transportation of, by, and for the operators – Build off the successes of MOITS
- Help to coordinate multiple issues across different emergency support functions including Regional Evacuation Planning
- Address all modes of transportation: Past focus was on rail and roads, and we must now include the maritime and aviation sectors

3. Observations of RESF-1 Kick-Off Workshop Participants

- “Transportation deals with everyone and everyone uses it – we are well positioned to make an impact”
- “Evacuation is a critical issue that will not be solved by just us”
- “We want other functions to come to us and request: ‘We need **your** help to help move these medical supplies!’”
- “It would be nice to go back to the days when the WWB was the biggest headache”
- “Emergency preparedness finds you”

4. RESF-1 Goals and Challenges

Goal: Increased Coordination with the NCR Public Safety Program to Manage Expectations and Increase Awareness

- ISSUE: Transportation does not have a strong voice at the NCR Public Safety Table and has not been looked upon as an equal partner with other emergency response functions
 - There is a “When we need you, we’ll call you” mentality
 - Limited knowledge by other responders on what Transportation’s capabilities are
- HOW RESF-1 CAN HELP
 - RESF-1 is the way to get to the “big table” with Law Enforcement, Fire Service, and Emergency Management and have a bigger say in UASI and funding decisions / processes
 - We are not traditional first responders, but we are still first responders
 - It is our job to make them recognize that without RESF-1 they cannot perform their emergency function
 - Transportation may not be their function, but it is required for their actions
- KEYS TO SUCCESS: There are many different functions/groups to coordinate with in order to improve situational awareness, manage expectations and have better relationships with stakeholders:
 - Other RESFs
 - Critical Infrastructure Working Group
 - Protective Measure Working Group (with Public Works, Water, etc.)
 - Regional transit companies
 - Other Existing Transportation/Transit Related Groups
 - Transit Working Group (Aligned with DHS Transit Grants)
 - Scope: Rail and Bus
 - Rail Funding – WMATA, VRE, MTA
 - Bus Funding just WMATA in FY05, more transit operators in FY06
 - Independent of SPGs and CAOs
 - Key players – WMATA, VRE, MTA
 - Matt Greenwald and Earl Lewis have led this group
 - Transit Operators Working Group
 - Chaired by Carolyn Biggins of Montgomery County
 - Next meeting is May 24th
 - RESF-1 must coordinate with this group in order to not duplicate efforts and overextend common members (there is a great amount of overlap of membership with RESF-1) – identify liaison
 - There is talk about another Transit WG that will report to the SPGs that will focus on funding issues, but not necessarily have the broad scope of RESF-1
 - DOD support to civil authorities
 - Defense support planning has expectation, notification, and engagement – will not act until asked
 - Standing at ready line for request process
 - RITIS
- ACTIONS:
 - Coordinate with all RESFs and RWPGs – transportation needs to be at the table
 - Understand what capabilities we have in the region and then go out and educate other stakeholders
 - EMA does not need to know exact capabilities – just to the levels of types of stuff (Ex. We have about 60 dump trucks in the region) – get flavor of the magnitude of resources
 - Set up a RICCS RESF-1 Group to coordinate with each other and other emergency functions

- **CONSIDER: Working within the COG Structure**
 - Perception is that there is no coordination – every group is going every which way – is it the CAOs, the EPC?
 - RESF-1 must look at the functions of each committee and decide case by case which ones to interact with if they overlap with transportation functions
 - COG staff can provide information about agendas and priorities of other committees
 - It is not uncommon to have liaisons between committees and get on other committee's agendas
 - Not all RESF meetings are RESF meetings – they fit into other committees such as Police Chiefs and Fire Chiefs
 - Peer groups – regular meetings, and take on RESF responsibility in addition to regular meetings
 - RESF-5 liaison is not going to want to sit through every meeting – they focus on operations
 - Many subcommittees focus on specific issues – passenger rail subcommittee reports to Fire Operations

Goal: Evacuation Coordination and Planning: Knowing the “who, where, what, & when”

- **ISSUE:** Since Transportation is perceived to be accountable for evacuation to many, we must find a way to take lead in the topic for the region
- **HOW RESF-1 CAN HELP:**
 - RESF-1 must bring this issue to the forefront and coordinate with other RESFs
- **CHALLENGE:** It is important to note that evacuation is not just transportation – it involves many different functions and they must be coordinated
- **ACTIONS:**
 - We need to prioritize the key evacuation related planning topics and reach consensus on where to start.
 - Use work that has already been done – There is a REECP Annex
 - Provides a baseline of information for evacuation planning –
 - RESF-1 needs to evolve from the current REECP Annex and answer questions like “What would the Feds do?” (DOD participation will help with that)

Goal: Clarify Transportation's Role in the Incident Command Structure

- **ISSUE:** Where does transportation fit in the command structure for different types of incidents?
- **HOW RESF-1 CAN HELP:**
 - RESF-1 can help with coordination and logistics – how to roll out resources
- **WHY THIS IS IMPORTANT:**
 - It is important to understand how command functions will play out in different incidents
 - RESF-1 can address “How are we moving people?” but needs to coordinate with other functions to address “Where are moving people?”
 - Current stand – moving individuals out of harms way
 - Next step – transfer points
- **KEYS TO SUCCESS:**
 - Educate incident commanders about what transportation can bring to the table
 - Ex: MDOT has capabilities from the airport
 - Engineering Resources – contracts with engineering firms all over the region – no need for emergency procurement
 - Communications – MdSHA has a communications network bigger than MSP – need to be at interoperability table
 - CIP – transportation owns much of the critical infrastructure
 - Need to raise the awareness to operational planners the need to include transportation in plans as support and resource
 - Our success will be a function of understanding our role – we can make things happen, but we need to know what

- Need additional MOUs to help move resources
- Plugging into unified command structure will improve knowledge of transportation's capabilities
- CONSIDER: Incidents we Support vs. Incidents we Manage
 - Transportation rarely is the incident commander, but often is in support – provides coordination functions
 - RESF-1 has a bigger role in incidents that directly involve transportation
 - Once the initial response is over, there has not been a lot of effort put forth on the recovery aspects of restoring transportation facilities

Goal: Make Focus on People, not Equipment

- ISSUE: The limitation is usually that there are not enough qualified drivers, there is more than adequate equipment in the region
- HOW RESF-1 CAN HELP:
 - Communicate this need to other stakeholders like DOD to address the need for resources like drivers
 - Regional inventory of transit providers – what is available at different times of day
 - List of individuals who can drive a commercial vehicles
 - Link stakeholders – more cohesive response
- WHY THIS IS IMPORTANT:
 - Relevant to pan-epidemic planning – need to move stockpiles of medications – have vehicles, not drivers
 - Bulletin 197 – Vehicle Transitioning Exercise – types of vehicles, are they handicapped accessible, what are the needs of each jurisdiction so we are not all pulling at the same resources
 - Requires MOUs

5. Transportation Community's Experiences in Emergencies over the Past 5 Years

- VRE Derailment in Northern Virginia
 - Fluid response, good communication between VRE, WMATA, and PRTC
 - Fairfax County developed an internal lessons learned document
 - Not known if there was a recap on response – reports focused on what caused the derailment
 - Incident Commander: unknown
 - Fairfax Transit was involved with setting up a bus bridge
- Tanker Truck Incident at Pentagon
 - Involved Transit at Incident Command Post – VDOT was sitting at the ICP during response activities
 - Coordination on detour/bussing plan with WMATA, Regional Transit Providers, Military Buses
 - Call went out from VDOT – unknown how it went out who it went out to
 - Fire Service was IC while fire was burning, VDOT picked up IC afterwards when it was a transportation incident
- 9/11 at Pentagon
 - On 9/11 VDOT knew their role at the Pentagon – had the Jersey Barriers available, and had previous experience of sharing radios with the Virginia State Police

6. Other Concerns

- What level of consistency do we have with information sharing and notification?
 - Need a way to classify incidents going out through notifications like RICCS
 - By geography and event severity
 - Different levels of classification and what the actions will be
 - Review VDOTs model of an operating procedure
 - Based on Timing and length of event
 - Actions Required
 - Need RICCS primer – need to understand the decision making process for sending out notifications
 - Need a briefing on CapCom
- How do we deal with sensitive information – policies, procedures concerns – when to release/when not to release
 - What do we put out, what don't we put out
 - What do we do when we get sensitive information?
- NIMS Training
 - Need to determine who has had it, what level, etc.
 - Include bus operators
- Where is the grey area between Transportation and Public Works?
 - Varies by jurisdiction – in DC, Transportation is responsible for getting transportation assets from DPW, but DPW is responsible for debris removal

7. List of Participants

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