

DRAFT

MEMORANDUM

TO: Transportation Planning Board

FROM: Taran Hutchinson, MATOC Facilitator

DATE: October 4, 2013 – **DRAFT** for TPB Technical Committee

SUBJECT: Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program Response during the September 16 Navy Yard Incident

Background

The District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA), in partnership with the TPB, established the MATOC Program to conduct real-time information sharing and interagency coordinated transportation management. MATOC began operations coordination activities in 2008, led by the MATOC Facilitator with supporting staff. For extensive information on MATOC's background, see www.matoc.org.

Critical to the success of the MATOC staff is the data sharing system that has been created to serve MATOC, known as the Regional Integrated Transportation Information System, or RITIS. RITIS amalgamates automated data from many sources, fuses it together into share-able formats, and then information is shared with transportation, public safety, emergency management, military, and other agencies, as well as the media and public. Additional background on RITIS, as well as a RITIS-powered real-time traveler information page, is also available at www.matoc.org.

Core Activities

MATOC has an annual budget of \$1.2 million, now funded by DDOT, MDOT/SHA, and VDOT. Full funding was received FY2013 and has been committed for FY2014. This funding supports four core program elements: 1) Operations, 2) RITIS Operations and Maintenance, 3) RITIS Enhancements, and 4) Special Studies.

The MATOC Steering Committee is the governing body of MATOC comprising senior transportation operations officials from DDOT, MDOT/SHA, VDOT, and WMATA, with the MWCOG TPB transportation director as an ex-officio member. The MATOC Steering Committee and MATOC Program are supported by a number of advisory subcommittees, including a Roadway Operations Subcommittee, Transit Task Force, Information Systems Subcommittee, and Severe Weather Working Group.

MATOC's staff of four undertakes live coordination operations regularly Monday through Friday from 4:30 AM to 8:00 PM. MATOC can and has on a number of occasions gone to 24-hours-a-day operations

on an on-call basis. MATOC operations are conducted from its recently relocated dedicated operations center, but can be accomplished from other/remote locations (see below).

Recent and Current Activities

MATOC operations have been or will be active during a number of events, recently including the July 4th Celebrations, September 11 anniversary, the Navy Yard Incident (September 16), as well as the upcoming Army 10 Miler (October 20) and Marine Corps Marathon (October 27). MATOC operations also continue to provide information and coordination on a daily basis for numerous traffic- and transit-impacting incidents.

Necessitated by circumstances at its previous leased location in Greenbelt, MATOC has moved its operations to a facility located in the University of Maryland's Technology Ventures Building in College Park. The new offices and operations floor are currently under renovations to better support MATOC's needs. MATOC is continuing regional coordination / monitoring / notification activities from remote locations such as the DC Homeland Security & Emergency Management Agency with minimal impact to normal day-to-day operations during these renovations. MATOC is expected to reoccupy its completed space by the end of October. Regular coverage continues five days a week from 4:30 AM to 8:00 PM. MATOC Staff can always be reached during afterhours and weekend should the need arise. The Regional Integrated Transportation Information System (RITIS) continues as the key MATOC support technology.

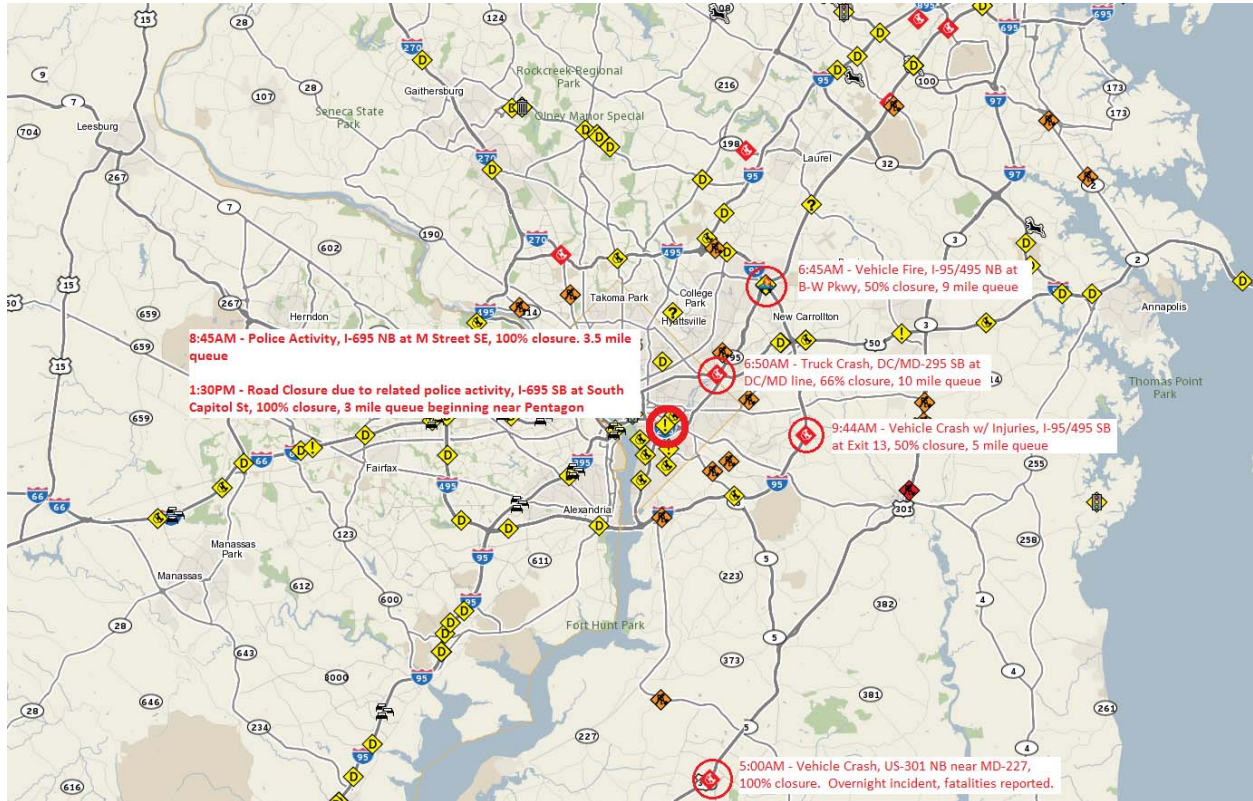
MATOC Response to the September 16 Navy Yard Incident

Monday, September 16, 2013 was a very busy and complicated day for MATOC and its supporting transportation stakeholders. The combination of morning precipitation and several traffic related incidents around the region helped contribute to a slower than normal commute for some travelers, particularly to the east of the metropolitan area, in addition to the impacts of the Navy Yard incident itself.

MATOC staff notified stakeholders regarding several moderate to severe impact traffic incidents that occurred during the morning commute. These included:

- 6:45 AM – An overnight vehicle crash involving fatalities on US-301 North near MD-227 in Charles County, MD resulting in complete road closure for accident investigation.
- 6:45 AM – A vehicle fire on I-95/495 North (Outer Loop) at the Baltimore-Washington Parkway initially blocking all lanes travel lanes. Two of four lanes remained blocked for cleanup and recovery operations.
- 6:50 AM – A truck crash on DC/MD-295 South near the DC/MD line blocking two of three lanes that required an extended cleanup and response.
- 8:45 AM – Police activity on I-695 NB at M Street (related to the Navy Yard incident) requiring the morning closure of the 11th Street Bridge and subsequent afternoon closure of the outbound Southeast Freeway.

- 9:44 AM – A vehicle crash with injuries on I-95/495 South (Inner Loop) at Richie-Marlboro Road blocking two of four lanes.



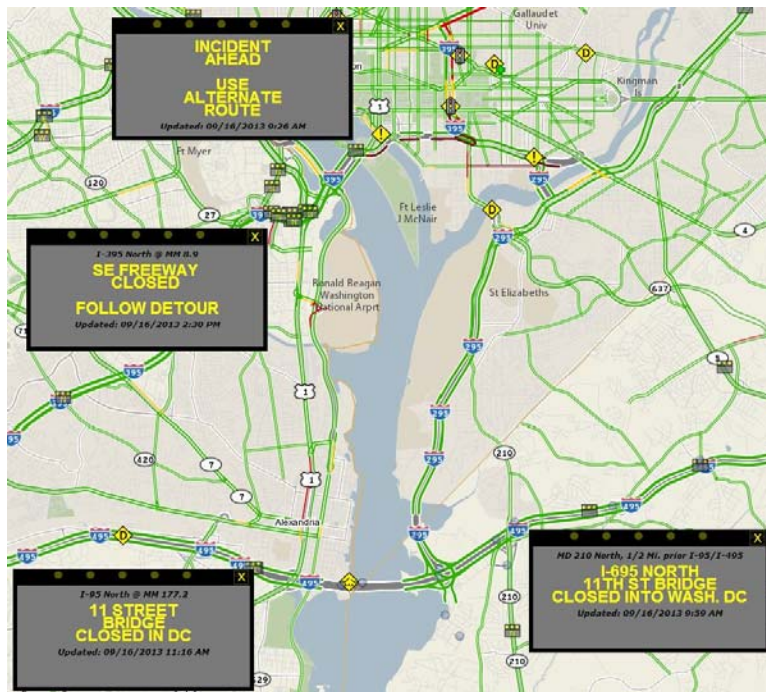
*Incidents (AM Commute) requiring MATOC action and notification for Monday, September 16, 2013
(RITIS Event Query Screen Capture)*

In all cases, MATOC staff followed predefined standard operating guidelines to detect, verify, and make notifications to affected stakeholders in the region. MATOC uses a mass notification system similar to the MWCOC RICCS notification system to send simultaneous messages to emails, cellphones, pagers and social media.

Upon learning of the severity of the Navy Yard incident, MATOC staff contacted traffic operations centers in Virginia and Maryland to request additional signage along I-395 and the Capital Beltway to alert commuters of the morning closure of the 11th Street Bridge as well as the afternoon closure of the Southeast Freeway; both related to the Navy Yard response. VDOT and MDOT traffic operations centers, with the assistance of MATOC, provide continuous roadway messaging throughout the day to support the response the Navy Yard incident.



MATOC request for roadway signage to support morning 11 St Bridge closure



MATOC request for roadway signage to support afternoon I-695 (Southeast Freeway) closure

Outlook

MATOC staff regularly conducts outreach/site visits to agencies to meet with transportation and public safety agency operations personnel. This networking with stakeholders bolsters regional information sharing, focusing both on MATOC staff interactions and RITIS use. MATOC staff is also continuing monthly web-based training seminars on use of RITIS for agency personnel. A study on MATOC's potential role in regional construction coordination/scheduling study is now underway, examining how the region's transportation agencies, in conjunction with MATOC, might better coordinate, schedule, and communicate lanes closures and service disruptions associated with planned construction activities and special events. And MATOC staff is committed to continuous improvements/enhancements to MATOC operating procedures and to RITIS features to enhance MATOC's regional coordination role.