ITEM 14 - Action
November 19, 2008

Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program

Staff Recommendation: Receive briefing from the Chair of the MATOC Steering Committee with a focus on upcoming activities.

Issues: None

Background: At the May 21 meeting, the Board was briefed on recent actions to implement the MATOC program, which is overseen and supported by 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). MATOC's mission is to address the transportation ripple effects of regional incidents and emergencies.

MEMORANDUM

TO: Transportation Planning Board

FROM: Gary Euler
                   Program Implementation Manager
                   MATOC Program

DATE: November 12, 2008

SUBJECT: Update on the Washington Region Metropolitan Area Transportation Operations
                   Coordination (MATOC) Program

Background: This memorandum provides an update on the status of the Metropolitan Area Transportation Operations Coordination (MATOC) Program. MATOC was formed by DDOT, MDOT, VDOT, WMATA, and the TPB in the aftermath of 9/11 and other significant regional incidents clearly demonstrated the need for regional coordination to manage ripple effects that cross jurisdictional boundaries. Immediate incident scenes are handled with skill by responsible police, fire, EMS, transportation, and other responder personnel. MATOC focuses on enhancing the availability of real-time transportation information and strengthening coordination among transportation agencies, by:

- Improving technological systems for sharing transportation information among agencies involved in managing regional incidents
- Enhancing the transportation sector's standard operating procedures and notification practices for incidents
- Providing more timely and accurate transportation information to the public during incidents.

Initial funding for the program was obtained from a SAFETEA-LU grant supported by Congressman James Moran. Initial funding of approximately $1.7 million, including State matching funds, is being used to support MATOC development and initial operation.

The TPB most recently received a MATOC update at its September 17 meeting, and has requested bimonthly updates.

Since the September Meeting

- **Regional Operations and the Proof of Concept System**

     o Buddy Ey reported for duty as a dedicated "MATOC Facilitator" on October 20. His
        job is to ensure that accurate and timely information on transportation incidents

deemed to be of regional significance is shared among transportation operations agencies and with the public. Buddy recently served as a senior staff person with Montgomery County Fire and Rescue. His tenure there included experience as a duty operations chief, a planning chief, and an EMS chief. Buddy also served as a member of FEMA's Urban Search and Rescue team, as a communications specialist and task force leader. His FEMA response experience includes the Atlanta and Salt Lake City Olympics, the Oklahoma City and Pentagon 9/11 strategies, and Hurricanes Ivan and Katrina.

o As announced previously, a proof of concept demonstration/test of live operations will be launched in December. This will be MATOC's "pre-season", in preparation for the anticipated start of full operations in July 2009. During this period, standard operating procedures (SOPs) and systems will be tested, refined and enhanced, and relationships established between MATOC staff and key agency operations staff.

o A Regional Operations Subcommittee is meeting regularly and is focusing on development of the SOPs that will be tested during the proof of concept period. A successful workshop was held on October 2. Participants from all MATOC participating agencies discussed several major incident scenarios and how information about those incidents is being shared among them and with the public today, and how improvements could be made with implementation of MATOC.

- **Information Systems/Technology**

  o The RITIS software, developed by the University of Maryland Center for Advanced Transportation Technology, continues to automatically share incident information among MATOC agencies. Enhancement of RITIS continues with focus on the development of automated interfaces to new agency systems.

  o An Information Systems Subcommittee is meeting regularly and is focusing on RITIS' functionality and operating environment. The process of enhancing RITIS to meet regional operations requirements will continue through the proof of concept period. Technical documents have been prepared that define what is needed to support RITIS' continued successful operation.

- **Outreach**

  o A draft Communications Plan is being prepared. The Plan will provide for stakeholder communication, including other governmental agencies, the media, the public and local decision makers. The initial focus is on outreach during the proof of concept period.

  o An external focus group is being formed to help define the information needs of other transportation and public response agencies in the region so that these needs can be considered as MATOC operating procedures and software tools are developed and

enhanced. Perspectives to be represented include local traffic and transit agencies, commuter rail, public safety, and the media.

- **Steering and Executive Committees**

  o The MATOC Steering Committee is directly responsible for the establishment of MATOC, and continues frequent collaboration through regular monthly meetings, conference calls and emails with the active support of the consultant team and TPB staff. The Steering Committee members are**:**
    - Richard Steeg, VDOT, Chair
    - Soumya Dey, DDOT
    - Mike Zezeski, Maryland SHA
    - Mark Miller, WMATA
    - Ron Kirby, TPB Liaison

    The Steering Committee is currently with its subcommittees to oversee work on a number of important issues, including:

    - Defining MATOC operational needs (staffing, equipment, location, etc.)
    - Improving SOPs through proof of concept testing
    - Identifying needed enhancements to RITIS
    - Developing a regional strategy for how MATOC will share information with other agencies and the media/public
    - Identifying future funding needs and sources

  o The MATOC Executive Committee will meet occasionally (annually or semi-annually) to provide long-term policy direction to the Steering Committee and overall program. It is anticipated that the DDOT Director, MDOT Secretary or SHA Administrator, VDOT Commissioner and WMATA General Manager will comprise the Executive Committee. We are seeking to have the first Executive Committee meeting as soon as participant availability can be established.

- **Key Professionals Engaged**

  o The table below shows other key professionals currently engaged in the MATOC effort. Many other agency personnel are also engaged:

Subcommittee	Name/Agency
Regional Operations	Mark Miller, WMATA, Steering Committee Liaison
	Alvin Marquess, Maryland SHA, Chair
	Buddy Ey, MATOC Facilitator, Consultant Support

Regional Information Systems/Technology	Mike Zezeski, Maryland SHA, Steering Committee Liaison
	Patrick Chuang, DDOT, Chair
	David Yohanan, Consultant Support
Outreach	Focus Group Invited Members
	Marie Travesky and Denise Nugent, Consultant Support

Outlook:

The proof of concept test of operating procedures and systems will be launched in December. As the test progresses, procedures and systems will be revised and enhanced. Requirements for new system functionality will be identified. And we will be able to more accurately estimate the resources needed to sustain a successful MATOC operation into the future.

We fully anticipate being able to launch full MATOC operations by July of 2009. At that time:

o Additional MATOC staff will have been hired to meet MATOC operations schedule requirements.

o The MATOC Facilitator and involved staff will have established relationships with key operations personnel in agencies throughout the region and will be working under agreed-upon SOPs.

o As software interfaces and operating procedures are improved, more and more accurate information will be shared through the RITIS software tool.

o Coordinated regional strategies for sharing accurate and timely transportation information with the media and public will be defined and procedures put in place.

o MATOC will be integrated into the way the major transportation agencies of the region use information to manage their systems.