

ITEM 12 - Information

February 18, 2009

After-Action Briefing on Metropolitan Area Transportation Operations Coordination (MATOC) Program Activities for the Presidential Inauguration

Staff

Recommendation: Receive briefing on the activities of the MATOC Program during the Inauguration period.

Issues: None

Background: As requested by the TPB at the November 19, 2008 meeting, the Board will be briefed on the activities of the MATOC Program during the Inauguration period. The MATOC Program is now in an initial trial phase, leading up to the planned full implementation by July 2009. The Inauguration was the first major event for MATOC during this trial phase.

The MATOC program 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.



Metropolitan Area Transportation
Operations Coordination

MEMORANDUM

TO: Transportation Planning Board

FROM: Buddy Ey
MATOC Facilitator

DATE: February 11, 2009

SUBJECT: After-Action Briefing on Metropolitan Area Transportation Operations
Coordination (MATOC) Program Activities for the Presidential Inauguration

Background

The TPB received a briefing at the November 19 meeting on the status of the Metropolitan Area Transportation Operations Coordination (MATOC) Program, focusing on the initial Trial Phase of MATOC that was just getting underway. The MATOC Program has been developed to focus on coordination and communications among the region's transportation agencies, especially during emergencies and major events. During the November 19 presentation, the TPB requested an after-action briefing on the Presidential Inauguration for the February 18 meeting.

The February 18 presentation to the TPB will focus on MATOC Program activities for the Inauguration; this memorandum provides background information for that presentation. Note that a separate effort, under the auspices of the COG Chief Administrative Officers (CAO) Committee and the states' Senior Policy Group (SPG) for Homeland Security, is developing an official regional after-action report on the Inauguration. The CAO/SPG after-action report, being conducted with contractor support from Detica Federal, Inc., will examine a wide range of topic areas and emergency support functions. A briefing for the TPB on the CAO/SPG effort is planned once the report becomes available.

MATOC Goals and Preparation for the Inauguration

The MATOC Program continues its initial Trial Phase, with full implementation anticipated by July 2009. The Inauguration was the first major event during this Trial Phase, and provided a good opportunity to test MATOC procedures and activities. The goals for MATOC for the Inauguration were to maintain regional situational awareness of transportation incidents, to communicate incident information to the stakeholders in a timely, consistent, and reliable manner, and to ensure that traffic management actions were coordinated. As MATOC facilitator, I was actively involved in preparatory meetings with key agencies in the weeks prior to the Inauguration, ensuring awareness of plans and key contact persons. This preparation was invaluable for being ready for my MATOC activities during the event.



Transportation Planning Board

February 11, 2009

Page 2 of 3

MATOC Activities on Inauguration Day

I was on duty on the Sunday, Monday, and Tuesday of the Inaugural weekend, physically located in the District of Columbia Emergency Operations Center (DC EOC). I monitored information sources, communicated incident information, and provided situational awareness to key agency contacts. Originally expecting that my MATOC Facilitator role might be limited to being an observer for this event, I was instead welcomed by staff there to join in with the representatives at the DC EOC and fully take part in coordination activities.

Two specific examples illustrate MATOC coordination and information sharing activities as events unfolded on January 20:

- The state departments of transportation (DOTs) planned to use their message signs to route motorists to Metro parking lots. For this to be timely, they needed constant reports on the parking lot fill rate. I made arrangements with the Washington Metropolitan Area Transit Authority (WMATA) representative at the DC EOC to get frequent parking lot status reports throughout the morning, which I quickly relayed to the Maryland State Highway Administration (SHA) and the Virginia Department of Transportation (VDOT). I also shared back to WMATA parking lot information gleaned from field personnel.
- Early that morning, there was a significant collision on the Clara Barton Parkway that had the road closed for several hours. SHA learned of a potential incident over the police/fire radio scanner, but had no official verification. As the MATOC Facilitator, I coordinated with the U.S. Park Police Lieutenant at the DC EOC, who was able to verify the incident and advise us of the details available at that time. I immediately relayed this information to SHA and the Montgomery County Traffic Management Center, and I continued to monitor the situation until the road was re-opened.

MATOC Supporting Technical Systems (CapWIN and RITIS)

As MATOC Facilitator, I participated with many transportation, transit, police and other agencies in a transportation chat room set up on the Capital Wireless Information Net (CapWIN) system. The CapWIN system is a suite of computer-based communications devices used by both police and transportation agencies. Participants use CapWIN's secure text messaging tools to communicate instantly one-to-one or in public or private groupings associated with supporting specific incidents or activities, including situation reports entered into the system by on-scene responders. The CapWIN system helped me maintain awareness of police and other public safety agency activities that impacted or had the potential to impact transportation facilities.

I also monitored transportation information that was shared through the Regional Integrated Transportation Information System (RITIS). RITIS, under development by the University of Maryland, continues to be one of the most important technical tools supporting the MATOC Program. RITIS fuses, translates, and standardizes traffic and transit data obtained from multiple agencies in the region in order to provide an enhanced overall view/map of the region's transportation network. For me as MATOC Facilitator, the at-a-glance live regional map format

Transportation Planning Board

February 11, 2009

Page 3 of 3

of RITIS, with associated detailed incident reports, was critical for knowing the real-time status of the transportation system at the regional level.

Follow-Up Activities

As follow-up to the Inauguration activities, I am in the process of obtaining feedback from MATOC operations stakeholders. Initial perceptions are that the program was well-received, utilized, relevant, and provided added value. Areas identified for improvement will be addressed during the remainder of the trial phase, notably on training, equipment, and fine-tuning standard operating procedures.

Overall, the Inauguration demonstrated significant promise for the MATOC Program to make a difference in regional event coordination. The lessons learned during the Inauguration will be applied as we work with the partner transportation agencies to fully deploy MATOC by the July target date.