

## MATOC EXECUTIVE BRIEFING

November 30, 2009

1. MATOC Facilitator Buddy Ey continues to work with the MATOC Steering Committee and agency operations staff to establish procedures for **improving the sharing of information** with each other and the public when a significant incident occurs that will affect transit service and the trip planning and enroute decisions that travelers make. Members of the MATOC Steering Committee are Soumya Dey, DDOT; Mark Miller, WMATA; Richard Steeg, VDOT (previous chair); and Mike Zezeski, MD SHA (current chair).
2. For the two-month period between September 17 and November 13, Buddy made **cross-jurisdictional staff notifications on 20 incidents with regional impacts**. Emphasis was placed on full use of highway message signs and notifying transit and rail agencies.
3. Benefits are being realized through the **improved approach to regional information sharing** being fostered through MATOC. For example:
  - a. A multi-vehicle accident involving a tractor trailer occurred during the morning of Thursday, October 15 on the Inner Loop in Virginia at Telegraph Road. VDOT made several immediate notifications, including through the Washington Area Warning System (WAWAS), to Maryland CHART operations personnel and to its own Safety Service Patrols. Maryland CHART posted warning messages on 10 dynamic message signs, and a Maryland CHART emergency response technician was the first to arrive at the scene. All vehicles were cleared within 30-minutes. Delays to travelers were minimized.
  - b. An accident involving a jack knifed tractor trailer occurred during the afternoon of Tuesday, October 27 on the Inner Loop between the I-270 Spur and Old Georgetown Road in Maryland. Initially, all lanes were blocked. CHART immediately engaged its emergency response technicians, and through MATOC staff, alerted VDOT. VDOT posted warning messages on dynamic message signs before the GW Parkway, in the Tysons' Area, on I-66, and at the Springfield Interchange. MATOC staff also notified DDOT, WMATA, the Woodrow Wilson Bridge operations center and Maryland and Virginia commuter rail.
4. MATOC is now operating from **office space** in the CapWIN offices in Greenbelt, Maryland, taking advantage of sunk public investment in communications and information technology infrastructure. A **second facilitator, Sarah Jordan**, has been hired, extending MATOC staff coverage to a 5/16 basis.

5. Work to analyze and **estimate MATOC benefits** is proceeding. Preliminary results indicate that MATOC produces significant benefits in terms of time saved and reduced fuel consumption and emissions, including greenhouse gas emissions, at a positive benefit-cost ratio.
6. A **white paper discussing regional travel information strategies** has been completed and widely distributed.
7. Working with representatives of agency operations centers through the MATOC subcommittee structure, a **consensus list of enhancements to the region's information sharing tool, RITIS**, has been developed. These enhancements will further improve the utility of the system, leveraging previous regional investment in the development of the software. The Regional Operations subcommittee is headed by Alvin Marquess of MD SHA, and the Information Systems subcommittee is headed by Tom Phillips of VDOT. The improvements will be made by the University of Maryland's Center for Advanced Transportation Technology headed by Michael Pack.
8. Steering Committee members continue to pursue identification of **funding to sustain MATOC operations** beginning on July 1, 2010. Current funding will support MATOC operations until then.

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