

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

Presentation to the Transportation Planning Board

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Major Activities to Report

- MATOC continues its regional coordination, monitoring, and notification activities
 - Based out of the Capital Wireless Information Net (CapWIN) offices in Greenbelt
 - Coverage is extensive but not full-time
 - Notifications on an average of about 20 regional incidents per month
- The Regional Integrated Transportation Information System (RITIS) continues as the key MATOC support technology
 - Undergoing continuous improvement by the University of Maryland with guidance from MATOC
- But we are facing significant challenges
 - MATOC Facilitator Buddy Ey has left the program, and the position is vacant
 - Some but not all of the funding needed for full FY2011 MATOC operations have been identified

MATOC Involvement in Regional Coordination: Recent Major Incidents

- December 22
 - Snow Removal on I-495 Between SR 267 and the Tysons area
 - 20-mile queue along the outer loop during morning rush hour
 - MATOC provided notifications and suggestion to advise motorists traveling on I-95 Southbound in Maryland to use the Woodrow Wilson Bridge
- January 7
 - Electrical fire and unrelated police investigation simultaneously closed the Pennsylvania Ave. overpass over Rock Creek Parkway and M Street in Georgetown; area congestion throughout the morning
 - MATOC partners aware of situation; frequent media reports
 - MATOC monitored situation, ready to further coordinate if called upon by DDOT
- January 14
 - Tractor Trailer Fire – Montrose Road, I-270 Closures in early morning rush
 - MATOC provided notifications; VDOT provided signing alerts, including along I-95 North south of the Beltway

MATOC Involvement in Regional Coordination: Recent Major Incidents

- January 26
 - Two Metro technicians struck and killed by a piece of track equipment early Tuesday morning, January 26, near the Rockville Metrorail station; Red Line morning closures for investigation
 - Early MATOC involvement
 - Worked with MD SHA to post signing alerts along I-270 corridor
- February 5 – 12
 - Record-breaking snowstorms
 - MATOC partner agencies were fully deployed in managing the impacts
 - MATOC staff monitored transportation conditions and provided notifications when able
 - Coverage hours were limited by current MATOC temporary staffing shortfall

Funding

- Original federal grant provides funding through June 30, 2010
 - Now looking at a short deadline extension for the original grant
- \$1.2 million per year estimated to fully sustain the program thereafter
 - Includes both MATOC and supporting RITIS activities
- MATOC Steering Committee working to identify sources of funding to continue MATOC after the federal earmark ends
 - MDOT has pledged \$400,000 for FY2011; DDOT and VDOT shares still under consideration within those agencies
 - Continued TPB UPWP funding proposed for FY2011 for eligible MATOC planning expenses
 - \$60,000 for MATOC and \$60,000 for TPB staff support
 - Potential \$100,000 from Northern Virginia CMAQ (later in FY2011)
 - Potential additional federal earmarks in authorization or appropriations bills

- **Activities**

- Short-term: seek to extend the eligibility period for the original federal grant to bolster the transition period
- Long-term
 - Will continue to operate the MATOC program and look for ways to strengthen its structure and activities
 - Working on developing a MATOC traveler information website

- **Staffing**

- Will use existing and/or additional staff to return to 5 day/16 hour monitoring operations as soon as possible
- Will hire a new MATOC Facilitator as soon as feasible (when funding uncertainties are resolved)

- **Funding**

- Committed funding to date make the basis of a minimum program for FY2011
- Will make the best use of limited funding; will continue to seek full funding