



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

### DRAFT

Presentation to the Transportation Planning Board

Michael Zezeski  
Maryland State Highway Administration  
Chair, MATOC Steering Committee

September 15, 2010



"Working together to reduce incident-related travel delays through improved coordination, cooperation, and information-sharing."



## Major Activities to Report

- MATOC Operations Staff
  - Hired new MATOC Facilitator (June 28, 2010)
  - Hired new operator in August, second operator hired by mid-September
  - Providing coverage 5 days/16 hours
- MATOC Website
  - Developing a website for key stakeholders – including local, regional, and state transportation agencies and media
- Funding
  - \$1.1 million committed for FY2011 (sufficient to maintain MATOC core work program)
    - MD SHA - \$400,000
    - DDOT - \$400,000
    - VDOT - \$100,000
    - FTA Earmark - \$200,000
    - MWCOG - \$90,000

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## MATOC Involvement in Regional Coordination – Example Major Incidents

- July 8, 2010
  - I-495 SB south of Georgetown Pike: Overturned tractor trailer accident. 2-3 right lanes were blocked for the afternoon through evening rush.
    - MATOC monitored situation and notified regional partners regarding road closures and transit detours throughout the day.
- August 13, 2010 – Two Major Incidents during Morning Rush
  - I-270 NB at Democracy Blvd: Jackknifed tractor trailer accident. Closed both northbound travel lanes and forced traffic to left shoulder.
    - MATOC monitored situation and notified regional partners. Delays accumulated from 2.5 miles to 8 miles before the incident was cleared.
  - I-95 SB at MM 156.0: Multi-vehicle accident. Closed all southbound mainline lanes and service road. Medivac landing required temporary closure of northbound HOV lanes.
    - MATOC monitored situation and notified regional partners. Initial delays of 7 miles extended to 14 miles before the incident was cleared.

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## MATOC's Inaugural Year

- Original \$1.6 Million Federal Grant Secured by Congressman Moran Funded MATOC's Inaugural Year
- Initiated Operations in Fall 2009
  - Cultivated relationships with regional partners
  - Hired facilitator and operations staff
  - Provided 281 notifications since November 2009
  - Developed standard operating procedures for MATOC staff
  - Opened MATOC Operations Center at CapWIN
- Developed and Maintained Committees
  - Steering Committee
  - Information Systems Subcommittee
  - Operations Subcommittee



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- University of Maryland will be the Organizational Home of MATOC as of October 1, 2010
- Interaction between MATOC Operations Staff and Agency Operators throughout the Region
- MATOC Website
  - Initial access for key stakeholders: regional transportation agencies and key media outlets
- Continuous Support for:
  - MATOC Operations
  - RITIS Operations & Maintenance
  - RITIS Enhancements
  - MATOC Program Management

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- On-going Coverage for the National Capital Region
- Continue to Build Relationships between the MATOC Operations Staff and Regional Stakeholders
- Further Development of the MATOC Website
  - Fully public facing traveler information website
- Expand MATOC Coverage to Include Weekends
- Develop and Maintain Transportation Management Plans

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