



Metropolitan Area Transportation
Operations Coordination

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

Transportation Planning Board
Traffic Incident Management Conference

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MATOC Facilitator

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

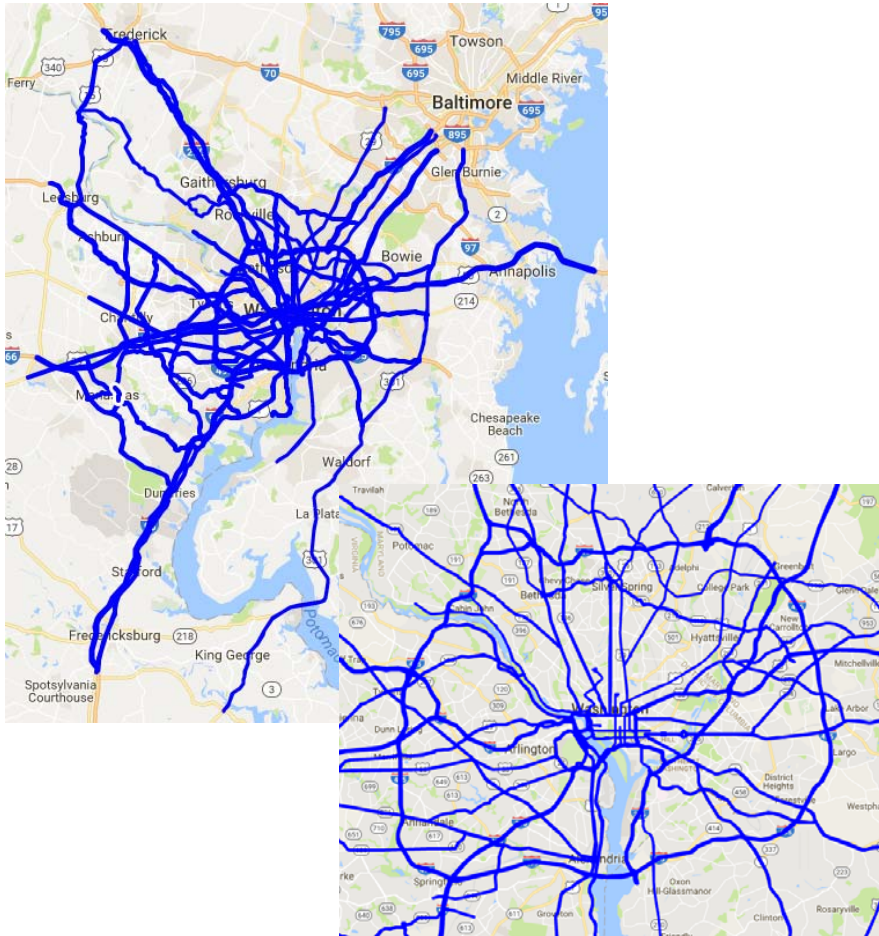
MATOC Mission and Operations

- A joint operations program between DDOT, MDOT/SHA , VDOT, & WMATA to promote **inter-agency** information sharing and coordination
- MATOC's mission is to provide its members **situational awareness** of transportation operations in the National Capital Region (NCR)
- This is achieved through the **development and communication of timely and reliable information** that enables operating agencies and the traveling public to make appropriate decisions
- MATOC develops and implements the **tools and processes** needed to facilitate coordinated operating agency responses during incidents, planned/special events, and severe weather events
- MATOC is **not command and control**, it is **advisory in nature** and serves as a decision support function

MATOC Organization & Structure

- \$1.2M annual budget funded by DDOT, MDOT/SHA, and VDOT
 - **Benefit-Cost Ratio: 10:1**
- MATOC Steering Committee
 - The governing body of MATOC comprised of senior transportation operations officials from DDOT, MDOT/SHA, VDOT, and WMATA, with MWCOG TPB transportation director as an ex-officio member
- MATOC Information Systems Subcommittee
- MATOC Operations Subcommittee
 - Transit Task Force (2011)
- MATOC Operations Center (2009)
- MATOC Severe Weather Coordination Working Group (2011)
- MATOC Regional Construction Coordination Working Group (2014)

MATOC's Area of Interest



Routes monitored by MATOC

- **National Capital Region “+1”**
 - Coverage expands/contracts based on several factors; time of day, weather, planned events, etc.
- **Focus Areas**
 - Interstates and major arterials
 - Jurisdictional borders and river crossings
 - Multi-jurisdictional impacts to roads and public transportation
 - All aspects of non-recurring congestion (Incidents, Severe Weather, Construction, etc)
- MATOC member agency systems cover the majority of this network...**but not all**

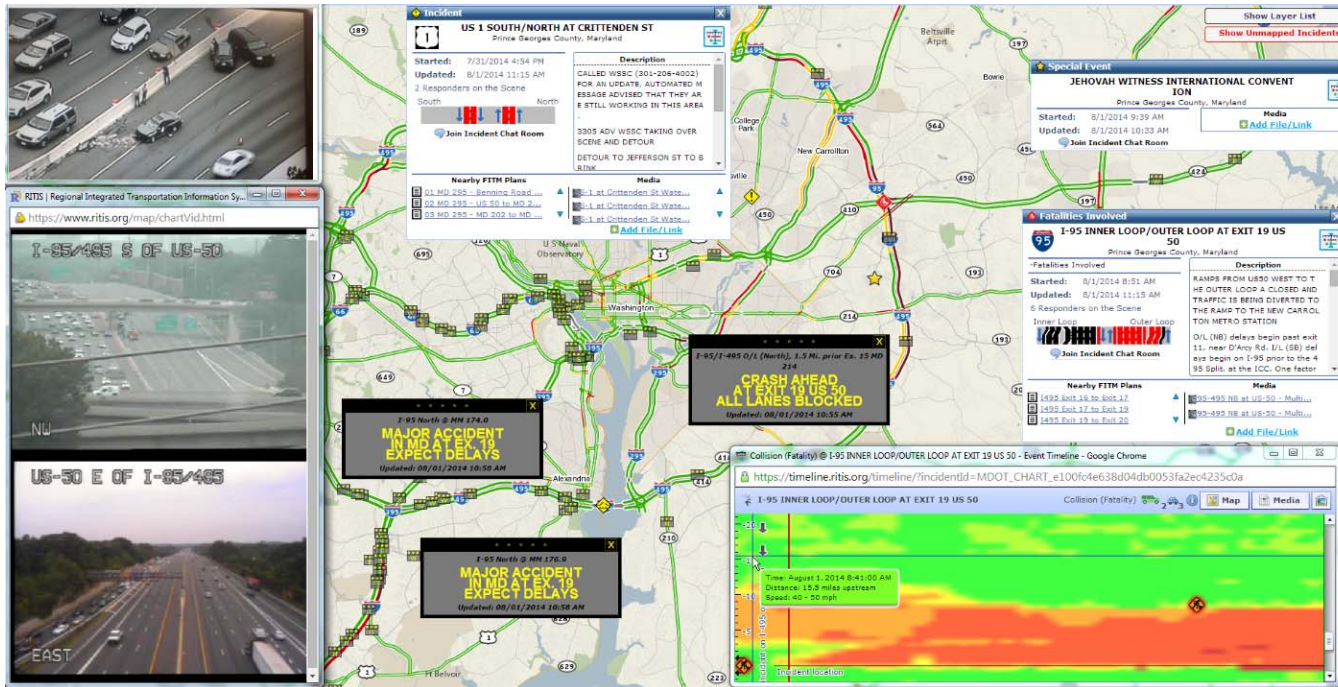
MATOC Operations “Virtual Transportation Operations Center”



- **Hours of Operation**
 - Monday-Friday: 4:30am-8:00pm
 - On-Call after Hours & Weekends
 - Staff: 4
- MATOC Staff monitor systems like the **Regional Integrated Transportation Information System (RITIS)**
 - “If you see something, say something”
- Serves as a **transportation watch desk / information clearing house / resource desk** for its stakeholders
- MATOC reports out on approximately 100 regionally significant roadway incidents per month

- Developed at the University of Maryland's Center for Advanced Transportation Technology Laboratory (2006)
- Compiles real-time transportation data from agencies around the nation
 - Consolidates the data into a common format
 - Archives the data for performance measures and visual analytics
 - Enables the data to be shared with agencies, researchers, the media, and the public
 - Available 24 hours a day, 7 days a week, 365 days a year
- **Gives users a common operating picture of a region's transportation network**
- **MATOC offers and provides RITIS Training** for agencies and jurisdictions in the National Capital Region

Regional Coordination: July 31, 2014 Multiple Events: I-95/495 in Prince George's County



Actions Taken

- 1) Utilization of MWCOG RICCS notification system
- 2) Roadway signage adjusted in Virginia
- 3) DDOT & USPP increased monitoring of "295 Corridor"
- 4) Jurisdictional alerting systems notified impacted residents/commuters

- Major Crash on Outer Loop at US-50, road closed
- Major Event At FedEX Field
- Utility Repairs on US-1, road closed
- Residual AM peak congestion on DC-295

What works well?

- Focused mission and well defined standard operating guidelines
 - Timely, consistent, accurate information sharing
 - MATOC works well behind the scenes
- Good working relationships with;
 - Primary Stakeholders: DDOT, MDOT/SHA, VDOT, WMATA
 - Secondary Stakeholders: Local traffic management centers, NPS/USPP, local transit-commuter bus providers, local and state emergency management agencies, Regional Information Collection and Coordination Center (IC3) Program, and media outlets
- Robust data/information sharing platform: RITIS
 - Enables efficient use of available resources
 - Serves as the data sharing engine for the publicly available Trafficview traveler information website (www.trafficview.org)

Major Accomplishments

- Established the MATOC Transit Task Force (2010)
 - Improves service coordination issues and communication, both real-time and in advance of specific/planned events.
- Established the MATOC Severe Weather Coordination Working Group (2011)
 - Improves communication and coordination efforts related to how member agencies prepare, mobilize, and respond prior to, during, and after a severe weather event.
- Established the MATOC Regional Construction Coordination Working Group (2014)
 - Improves communication and coordination efforts related to how member agencies plan and schedule projects or events that have the potential to reduce the capacity of the region's transportation network.

Major Accomplishments

- MATOC Traffic Incident Management Conference, April 27, 2016
 - The MATOC Program sponsored a one-day Traffic Incident Management (TIM) conference at the University of Maryland College Park Campus to provide its regional stakeholders an opportunity to highlight, discuss, and demonstrate advancements in TIM best practices, technologies, and policies affecting agencies and jurisdictions in and around the National Capital Region.



Looking Ahead

- Increase participation of local jurisdictions and other agencies in the MATOC Program
 - Explore opportunities for system integration with RITIS
- Increase MATOC's knowledgebase of local/regional public transportation systems and their impact to area roadways
- Improve how to track and identify future special or planned events that may adversely impacted the region's transportation system
- Expand RITIS training opportunities within the region



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Questions

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