

UPDATE ON THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM

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TPB Systems Performance Planning Director

TPB Technical Committee
December 1, 2017



National Capital Region
Transportation Planning Board

Agenda Item #8

MATOC Mission and Operations

- A joint operations program between **DDOT, MDOT, VDOT, & WMATA** to improve **inter-agency** information sharing and coordination
 - Focuses on DOT **Operations** and Traffic Incident Management
- MATOC's mission is to provide **situational awareness** of transportation operations in and around the National Capital Region (NCR)
- **Develop tools and processes** that enables operating agencies and the traveling public to make better decisions
 - The Regional Integrated Transportation Information System (RITIS) is a key tool
- MATOC is **not command and control**, it is **advisory in nature** and serves as a decision support function

History of MATOC: Background

- **1998** – “Woodrow Wilson Bridge Jumper” incident calls attention to regional emergency transportation coordination issues
- **2000** – State DOT discussions culminate in development of the CapWIN program (focusing on communications technology); federal earmarks for CapWIN development (USDOT 2000 & 2001; USDOJ 2002)
- **2001** – 9/11 attacks focus attention on regional coordination issues beyond those addressed by CapWIN; December 2001 fact-finding visit to metropolitan New York’s TRANSCOM by delegation of officials from TPB and state DOTs
- **2003** – “Tractor Man” incident on the National Mall (standoff causing multi-day traffic disruptions) renews calls for action on regional coordination

History of MATOC: Conceptualization

- **2001 - 2005** – Ongoing discussions among TPB and DOTs, in conjunction with public safety committees, on how to improve regional emergency coordination; tabletop exercises to probe potential solutions; TPB staff director Ron Kirby in particular calls for establishing an NCR equivalent of TRANSCOM
- **2002** – USDOT earmark supports establishment of Regional Integrated Transportation Information System (RITIS), the region’s “data fusion engine” technology, developed and operated by UMD, and critical to the success of MATOC
- **2005** – SAFETEA-LU funding (\$1.7 million) through Virginia Congressman Moran to establish a “Regional Transportation Coordination Program” (RTCP – later renamed MATOC)
- **2006** – Concept of Operations developed with assistance from the USDOT Volpe Center through DDOT
- **2006 – 2009** – TPB facilitates formation of MATOC

History of MATOC: Formation

- **2007** – RTCP renamed “MATOC”, formed as an independent entity of its “owners:” DDOT, MDOT, VDOT, WMATA; governing documents developed and signed: MOU, bylaws, funding agreement
- **2008** – Funding and committee appointment logistics finalized; initial consultant support contract; election of officers; initial subcommittees formed; operations trial phase initiated
- **2009** – Formal launch of start-up operations via consultant support
- **2011** – End of original MATOC earmark funds; commitment by 3 state DOTs to provide funding for MATOC to continue; transfer of operational responsibilities from consultant to UMD Center for Advanced Transportation Technology (CATT)
- **2011 - 2018** – Annual commitments by state DOTs supporting MATOC’s \$1.2 million annual budget

History of MATOC: Activities

- **2008** – MATOC Operations Subcommittee and Information Systems Subcommittee begin
- **2009** – MATOC notification system (pages, emails) begins; outreach beyond original partners including National Park Service, local jurisdictions
- **2010 – 2012** – MATOC duty desk operators and analyst positions created and filling, bringing MATOC to a staff of 4 (now 5)
- **2011** – MATOC begins hosting formerly ad hoc Transit Task Force
- **2011 – 2012** – Disruptive January 26, 2011 snow event inspires formation of MATOC Severe Weather Working Group, protocols
- **2015** – First-ever MATOC Annual Regional Construction Zone Scheduling Coordination Workshop
- **2016** – First-ever MATOC Regional Traffic Incident Management (TIM) Conference

MATOC Organization & Structure

- Funded by DDOT, MDOT/SHA, and VDOT
 - The MATOC Program is administered through the University of Maryland Center for Advanced Transportation Technology
- MATOC Steering Committee
 - The governing body of MATOC comprises 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
 - MATOC Transit Task Force
 - MATOC Severe Weather Coordination Working Group
 - MATOC Regional Construction Coordination Working Group
- MATOC Operations Center
- Website: www.matoc.org

MATOC Information Systems Subcommittee

The MATOC Information Systems Subcommittee:

- Develops regional information sharing tools to enable the timely and reliable sharing of information among agency transportation management systems
- Develops and establish automated communications links that will enable the public to receive timely and accurate information on the current condition of the transportation system in the region. These may include public websites and 511 telephone call-in systems, radio and TV media, various third party information providers, distant public agency systems and others
- Explores, prepares recommendations and implements solutions to technical issues associated with information gathering, sharing, and disseminating

MATOC Operations Subcommittee

MATOC Operations Subcommittee works to:

- Develop standard operating procedures that define agency and MATOC responsibilities for sharing information with each other and the public and coordinating response actions in the aftermath of events, incidents, and emergencies that affect the performance of the transportation system in the NCR
- Help define the functionality of regional information systems to meet the information sharing and response coordination needs of MATOC and agency operations staffs
- Identify staffing requirements and needs, including training needs; conduct training and operator exchange visits
- Building on existing plans, develop regionally coordinated transportation management plans that can be quickly implemented when an incident or emergency occurs on a critical transportation link in the region
- Conduct post-incident reviews aimed at identifying ways of improving information sharing tools, standard operating procedures, and operations staff performance

MATOC Transit Task Force

- Serves as a forum for discussing service coordination issues and improving communication – both real-time and in advance of known specific events
- Advises the MATOC Steering Committee on transit operations topic areas and needed/desired improvements, plus inputs on enhancements to RITIS to serve transit provider needs
- Includes a wide range of the region's transit agencies
- Joined the MATOC family in 2011 after previously being an ad hoc independent group
- MATOC Operations includes a focus on how roadway conditions may impact transit operations

MATOC Operations College Park, MD



- **Hours of Operation**
 - Monday-Friday: 4:30am-8:00pm
 - After Hours & Weekends: On-Call
 - Able to ramp up to 24/7 operations
 - Staff: 5
- MATOC Staff monitor **Regional Integrated Transportation Information System (RITIS)**, Public Safety & Media Scanners & Systems, Local-Regional-Statewide Alerts, Commuter Bus & Rail Operations, Weather, DOT mobilization plans, Social Media
- Serves as a **transportation watch desk / information clearinghouse / resource desk** for its stakeholders

MATOC's Situational Awareness Mission

Input



Traffic Cameras



Media Broadcasts

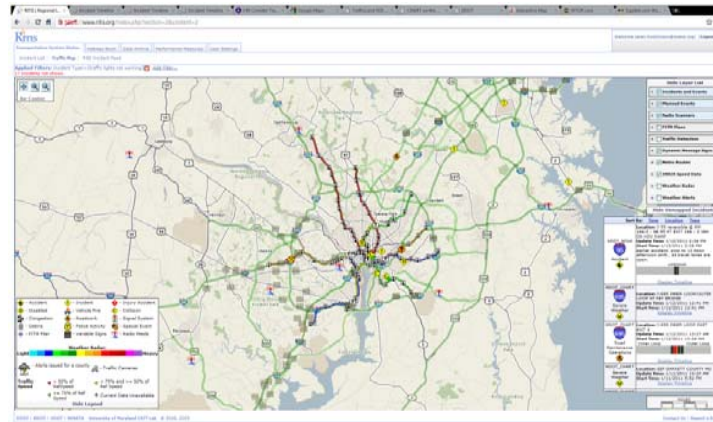


Scanners
(Public Safety / Media /
Agency/Traffic Spotters)

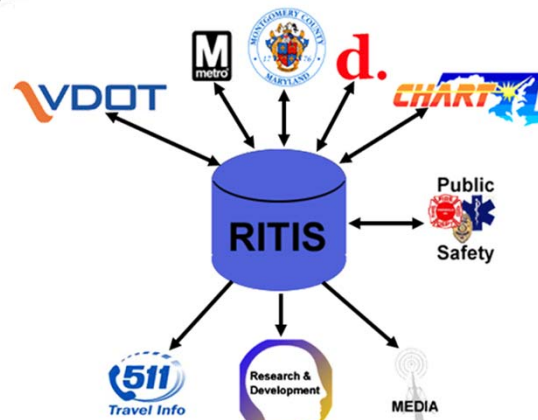


Incoming Messaging
Feeds
(Agency / Media /
Social Media)

Fusion



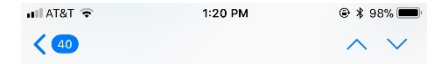
RITIS - Regional Integrated Transportation
Information System



MATOC Staff
Monitoring



Notifications



MATOC Alert: Crash. I-95 NB before
VA-289. Ffx Co, VA.
November 22, 2017 at 7:33 PM

MATOC can be reached by email at operations@matoc.org

For your situational awareness;

Incident: Crash (Reportedly involving overturned
vehicle)

Location: I-95 NB before VA-289. Fairfax County,
VA.

**All northbound lanes are blocked. Delays
begin past Lorton Road, approximately 4
miles.**

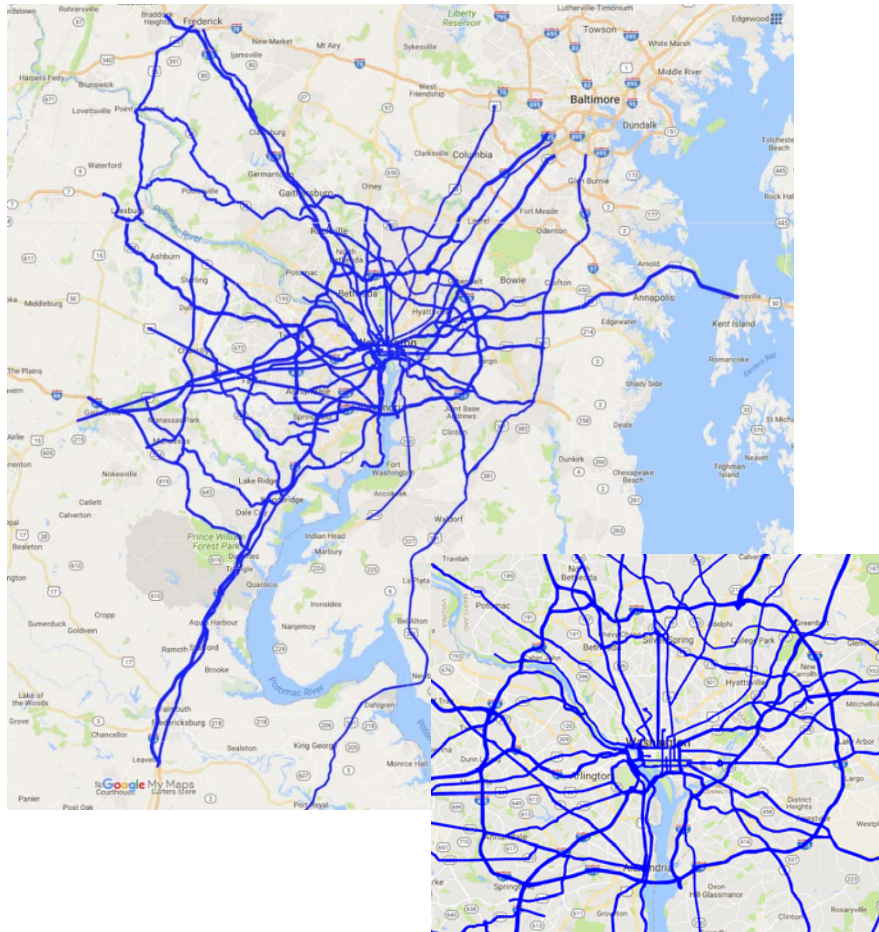
RITIS Timeline: [https://timeline.ritis.org/timeline/?
incidentId=VDOT_INNO25217543-11222017](https://timeline.ritis.org/timeline/?incidentId=VDOT_INNO25217543-11222017)

MATOC Operations
[301-614-3703](tel:301-614-3703)

Sent by MATOC Staff via MATOC Alerts notification system



MATOC's Area of Interest



Routes monitored by MATOC

- **National Capital Region “+1”**

- Coverage expands/contracts depending on several factors;
 - Time of Day / Season
 - Weather
 - Planned Events

- **Focus Areas**

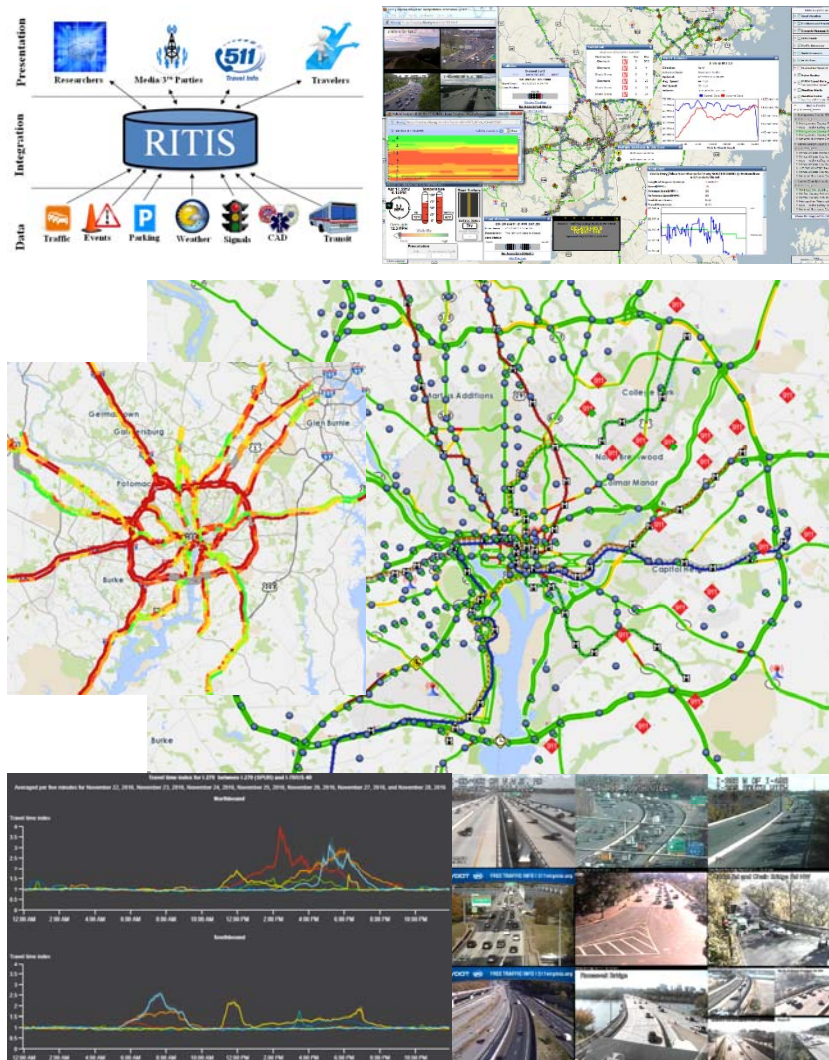
- Interstates and major arterials
 - Closure >50% lanes blocked
 - Incident Duration >30 minutes
 - Delay >4 miles
- Jurisdictional borders and river crossings
- Incidents or events that may impact multiple jurisdictions or transportation modes

- RITIS allows MATOC Staff to monitor the majority of this network

Operational Focus Areas

- **Day-To-Day Operations**
 - DDOT TMC, MDSHA (TOC-3, TOC-7), VDOT NoVA TOC, WMATA
 - Weekday AM & PM Rush Hour
 - “Reactive” in nature
- **Severe Weather Coordination**
 - Maintenance driven effort
 - Relies on weather forecasts & DOT mobilization plans
 - DC DPW/DDOT, MDSHA, VDOT, WMATA, NPS, MCDOT, PG DPW&T, OPM, NWS
 - “Reactive & Leaning Forward” in nature
- **Planned Event Coordination**
 - Special Events and DOT Maintenance & Construction activities
 - Identify conflicting concurrent events
 - “Leaning Forward” in nature
 - A work in progress

- Developed at the University of Maryland's Center for Advanced Transportation Technology Laboratory (2006)
 - Compiles real-time (near real-time) traffic and transit 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
 - Additional data sets welcomed
- Gives users a **common operating picture** of a region's transportation network
 - Puts MATOC staff in a position of identifying actions/responses that would be helpful when transportation incidents occur in the NCR
- MATOC Staff provide RITIS Training on behalf of the University of Maryland Center for Advanced Transportation Technology Lab (UMD CATT Lab)
 - Training focuses on the operational application of RITIS



- **MATOC's core system to monitor roadway conditions** in and around the National Capital Region
- **Limited to public sector agencies**
- Approximately **8,000 RITIS users** from around the nation representing various disciplines
- Gives users a **common operating picture** of a region's transportation network
- **New for 2017:** 911 CAD and Waze integration, more CCTV coverage, improved data visualizations
- **RITIS Training Available**
 - Monthly Webinars offered by MATOC Staff
 - www.matoc.org/training

The screenshot displays the RITIS (Regional Integrated Transportation Information System) interface. The central map shows the Washington D.C. area with several incident markers. Four callouts are overlaid on the map:

- 1) Water Main Break (Road & Rails Closed)**: Located near the intersection of US 1 South/North and Crittenden St.
- 2) Special Event (Increased Traffic)**: Located near the intersection of I-95 and US 50.
- 3) Unusual Delays**: Located near the intersection of I-95 and I-495.
- 4) DMS Support**: Located near the intersection of I-95 and I-495.

Key data panels and features include:

- Incident Panel (Top Left):** Details for "US 1 SOUTH/NORTH AT CRITTENDEN ST" (Prince Georges County, Maryland), started 7/31/2014 4:54 PM, updated 8/1/2014 11:15 AM. Description: "CALLED WSSC (301-206-4002) FOR AN UPDATE. AUTOMATED MESSAGE ADVISED THAT THEY ARE STILL WORKING IN THIS AREA... 3305 ADV WSSC TAKING OVER SCENE AND DETOUR... DETOUR TO JEFFERSON ST TO B...".
- Special Event Panel (Top Right):** Details for "I-95 INNER LOOP/OUTER LOOP AT EXIT 19 US 50" (Prince Georges County, Maryland), started 8/1/2014 8:51 AM, updated 8/1/2014 11:15 AM. Description: "RAMP FROM US50 WEST TO THE OUTER LOOP A CLOSED AND TRAFFIC IS BEING DIVERTED TO THE RAMP TO THE NEW CARROLLTON METRO STATION... O/L (NB) delays begin past exit 11, near D'Arcy Rd. I/L (SD) del...".
- Collision Panel (Bottom Right):** "Collision (Fatality) @ I-95 INNER LOOP/OUTER LOOP AT EXIT 19 US 50 - Event Timeline - Google Chrome". Includes a heatmap showing incident location and time (August 1, 2014 8:41:00 AM, Distance: 15.5 miles upstream, Speed: 40 - 50 mph).
- Map Callouts:** "MAJOR ACCIDENT IN MD AT EX. 19 EXPECT DELAYS" (Updated: 08/01/2014 10:58 AM) and "CRASH AHEAD AT EXIT 19 US 50 ALL LANES BLOCKED" (Updated: 08/01/2014 10:55 AM).
- Left Side:** Three camera feeds showing traffic on I-95/495 S of US-50, I-95 North @ MM 174.0, and US-50 E of I-95/495.
- Bottom Left:** "4) DMS Support" callout.

RITIS Real-Time Map and List

Transportation System Status

Incident List | Traffic Map | Incident Overview | Traffic Cameras | RSS Feed | WZPMA | RITIS Meeting

Showing: 1-100 of 239

Location	Type	Lane Status
Montgomery County, MD I-495 INNER LOOP PRIOR TO EXIT 28A MD 650 NEW HAMPSHIRE AVE	Inner Loop	Outer Loop
Alexandria City, VA I-95 north @ MM 178.100	South	North
Arlington County, VA I-395 north @ MM 9.700	South	North
Fairfax County, MD I-495 north @ MM 42.300	South	North
Montgomery County, MD CABIN JOHN PKWY SOUTH AT I-495	South	North
Fairfax County, VA I-495S south @ MM 44.000	South	North
Prince Georges County, MD PRINCE GEORGE'S COUNTY: I-95 SOUTH/NORTH FROM (GV - 119) -	South	North
Prince Georges County, MD 4812 COLLEGE AVE		
Prince Georges County, MD MOUNT OAK RD / MITCHELLVILLE RD		
Fairfax County, VA I-66 west @ MM 60.000	West	East
Prince Georges County, MD 12305 TILBURY LN		
Fairfax County, VA I-95S south @ MM 175.000	South	North
Prince Georges County, MD INDIAN HEAD HWY SB / WILSON BRIDGE DR		
Alexandria City, VA I-395S south @ MM 2.500	South	North
Montgomery County, MD MD 355 SOUTH FROM ELM ST TO BETHESDA AVE	South	North
Prince Georges County, MD I-95 INNER LOOP FROM SUITLAND PKWY TO AUTH RD	Inner Loop	Outer Loop
Prince Georges County, MD 4812 SILVER HILL RD SB		
Alexandria City, VA I-395S south @ MM 5.300	South	North
Prince Georges County, MD 5200 BLK INDIAN HEAD HWY NB		

Welcome Daivamani Sivasailam!

Set Filters | Use Night Colors | Fullscreen

Status | Room List | Sign Out

Search

- RITIS - CATT Lab
 - Demo Demo
 - Robert Wojack
- RITIS - City of Charlotte, ...
 - Mohamed Kaddoumi
- RITIS - DC HSEMA
 - Alexandria Tepper
 - Jose Wood
 - Megan Hewitt
 - Zuxuan Deng
- RITIS - FDOT
 - Aquiles Alfaro
- RITIS - FDOT Contractors
 - Carlos Francis
 - Dan D'Antonio
- RITIS - Lehman Center for T...
 - Angela Kitail
- RITIS - Pennsylvania Nation...
 - Shawn Wentz
- RITIS - Rhode Island DOT

All conversations on RITIS Chat are logged.

The screenshot displays the RITIS Transportation System Status interface. At the top, navigation tabs include Incident List, Traffic Map, Incident Overview, Traffic Cameras, RSS Feed, WZPMA, and RITIS Meeting. A search bar and user profile (Daivamani Sivasailam) are visible in the top right. The main area features a map of the Washington D.C. region with various incident markers. A popup window for an incident on I-495 is open, showing details for a collision fatality on November 28, 2017. The incident popup includes a 'Police At Scene' section, a 'Started' time of 11/28/2017 3:39 PM, an 'Updated' time of 11/28/2017 3:55 PM, and a 'Nearby FITM Plans' section. A detailed event timeline for the incident is shown in the left pane, listing events such as 'CHART Unit 9309 SG00626' and 'CHART Unit 9301 SG01017' at 3:39:03 PM, and 'State Police' and 'Fireboard' at 3:57:20 PM. A CCTV camera view for 'CAM-067 A' is also visible, showing a view of the highway. The right pane shows a list of users and their status, including RITIS - CATT Lab, Demo Demo, Robert Wojack, and others.

The screenshot displays the TrafficView interface. At the top, it says "TrafficView" with navigation links for "Live Traffic", "My Routes", and "Camera List". A "Layers" panel on the right allows users to toggle various data layers like "Accidents and Events", "Overhead Signs", "Traffic Cameras", "Comparative Speed", "Weather Radar", and "Weather Alerts".

The main map shows a network of roads with color-coded traffic conditions (green for free flow, yellow for slow, red for stopped). Three incident pop-ups are visible:

- Collision:** Incident 1 of 2, BACK TO LIST, NEXT. MD 355 SOUTH AT SHADY GROVE RD. Started 34 minutes ago.
- Disabled Vehicle:** Incident 1 of 5, BACK TO LIST, NEXT. I-95 SOUTH PRIOR TO BALTIMORE AVE. Started 58 minutes ago.
- Collision:** This incident has been closed. I-66W west @ MM 67.800. Started 2 hours, 1 minute ago.

At the bottom right, there are four live camera feeds from VDOT with labels: "I-495 N OF AMER LEGION", "I-85/485 ON U.U.B. MD", "I-495 N OF AMER LEGION", and "I-85/485 ON U.U.B. MD". A "Copyright 2015" notice is in the bottom left corner.

RITIS Meeting

“Collaborative Decision Tool”

The screenshot displays the RITIS Meeting web application interface. It features a central map showing a road network with various incident markers. On the left, there is a sidebar with a 'Timeline' section containing a 'DC METRO AREA FORECAST' and a 'Utility Problem: MD-355 NB/SB at Cedar Lane, Montgomery County, MD.' Below the map, there is a 'RITIS Event Timeline' section. On the right, there is a 'Poll Results' section with a question: 'How long do you estimate restoration of roadway will take?' with options for 1, 2, 3, 4, and 5 days. Below the poll, there is an 'Attendance' list showing participants like Taran Hutchinson, John Doe, and Jane Smith. At the bottom of the screenshot, there is a login form with fields for 'Email...', 'Name...', and 'Organization...', and a 'Login' button.

The RITIS Conference Tool

- Available to RITIS users
- **Simple** web meeting function that allows for:
 - Faster call/meeting management
 - Multiple-presenter functionality
 - Interactive mapping, share documents and images, drawing functions
 - Shared view of an event or incident
 - Document meeting minutes
 - Open and transparent decision-making (e.g., real-time polling)
 - Participants receive a PDF meeting summary at the end of the session
- Works on all internet browsers
 - **No plugins required**
 - Supports up to 300 participants per session

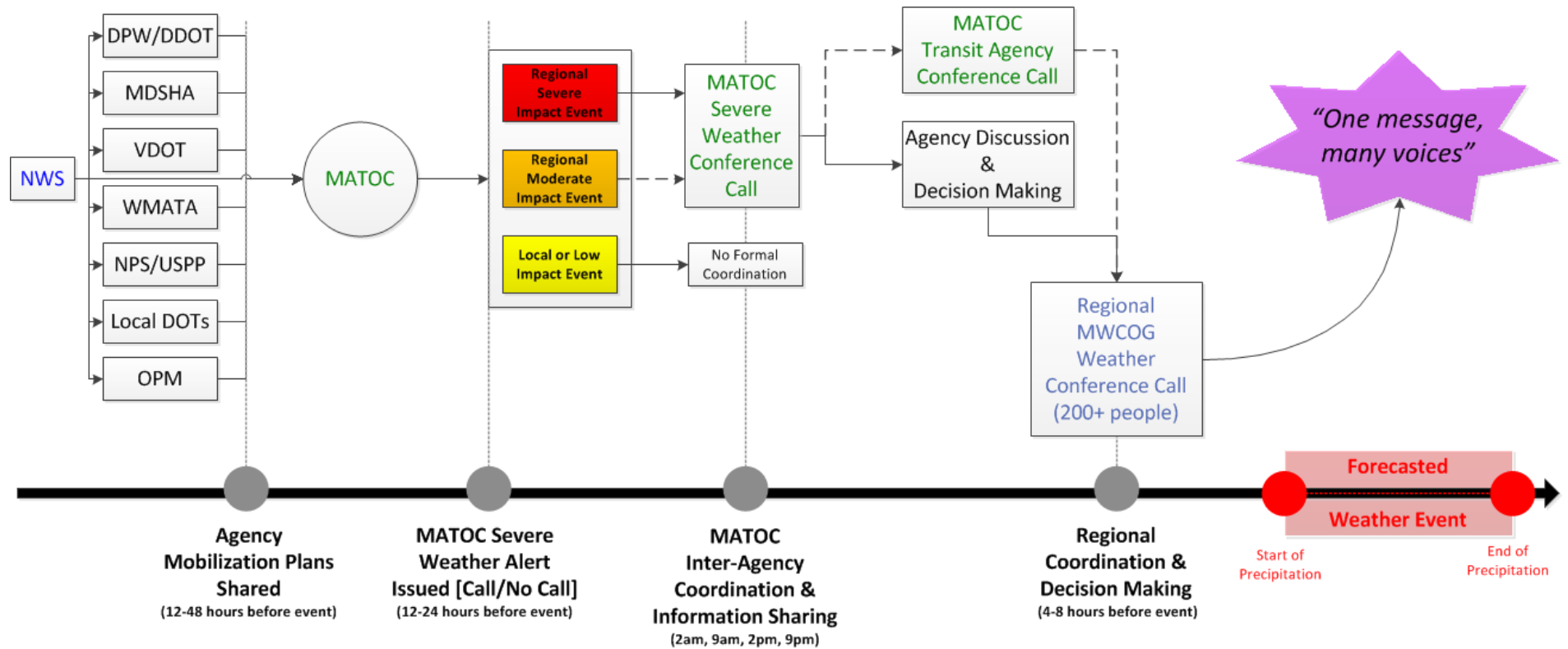
Update: New and Recent Activities

- Severe Weather Coordination Working Group
- Construction Zone Coordination Working Group
- Planned Event Coordination and Weekly MATOC Events Listings Calendar
- Coordination and Partnership with DC/FEMA “IC3”
- Traffic Incident Management (TIM) Coordination

Severe Weather Coordination Working Group

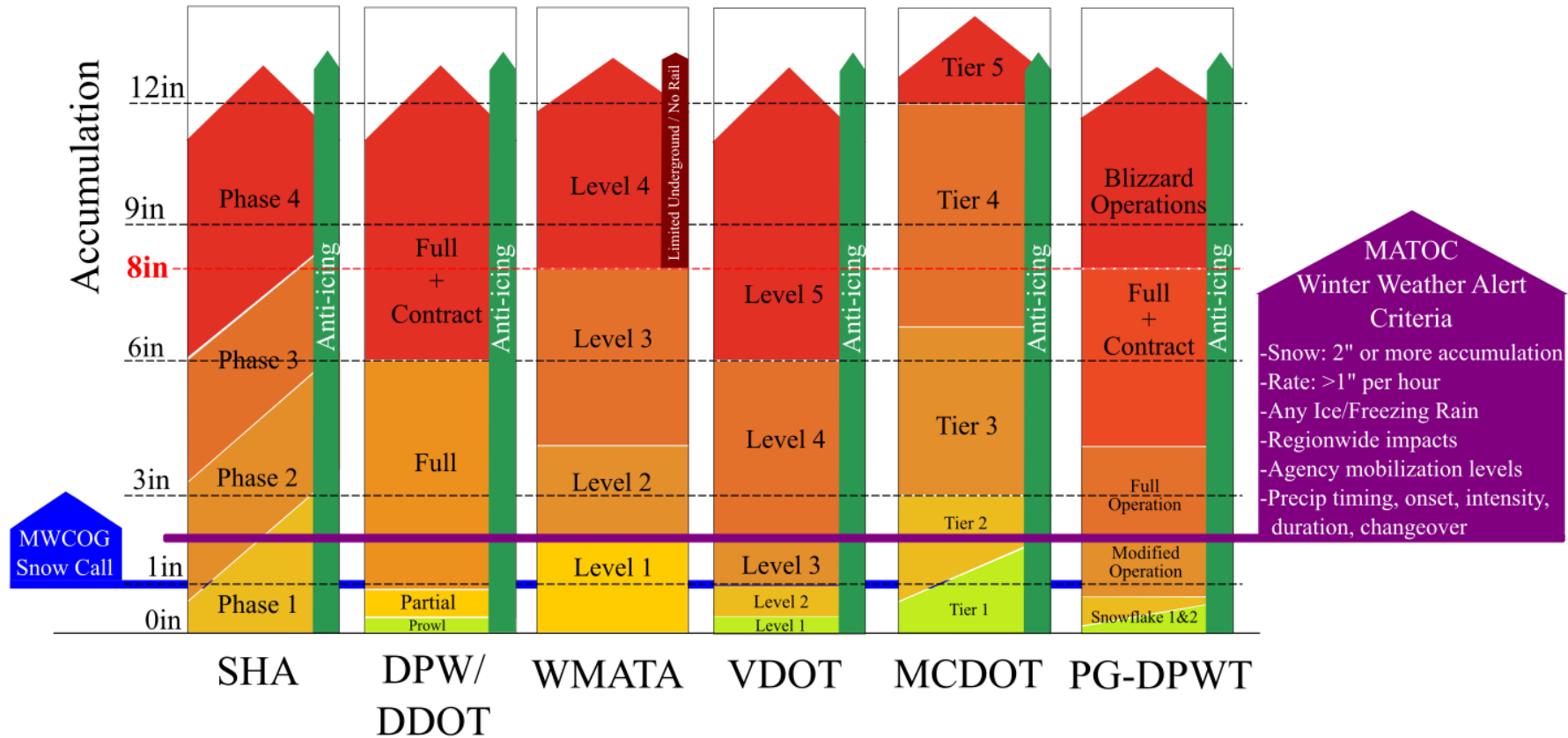
- Began 2012, after-action of January 2011 snow event
- Includes snow chiefs of state DOTs, with US Office of Personnel Management (OPM), National Weather Service, WMATA, National Park Service, some local DOTs
 - OPM and NWS have developed new tools and processes that enhance coordination
- Focuses on condition and readiness of transportation infrastructure before, during, after big weather events
- Provides opportunities to coordinate and formulate advice to OPM and “COG Snow Calls” regarding government personnel/closure decisions
- MATOC also conducts separate transit-specialized severe weather calls with the wider membership of the MATOC Transit Task Force
- “RITIS Meeting” software system provides quick documentation

Severe Weather Coordination Process



Severe Weather Coordination Agency Mobilizations Levels

Agency Mobilization Levels (November 2015)

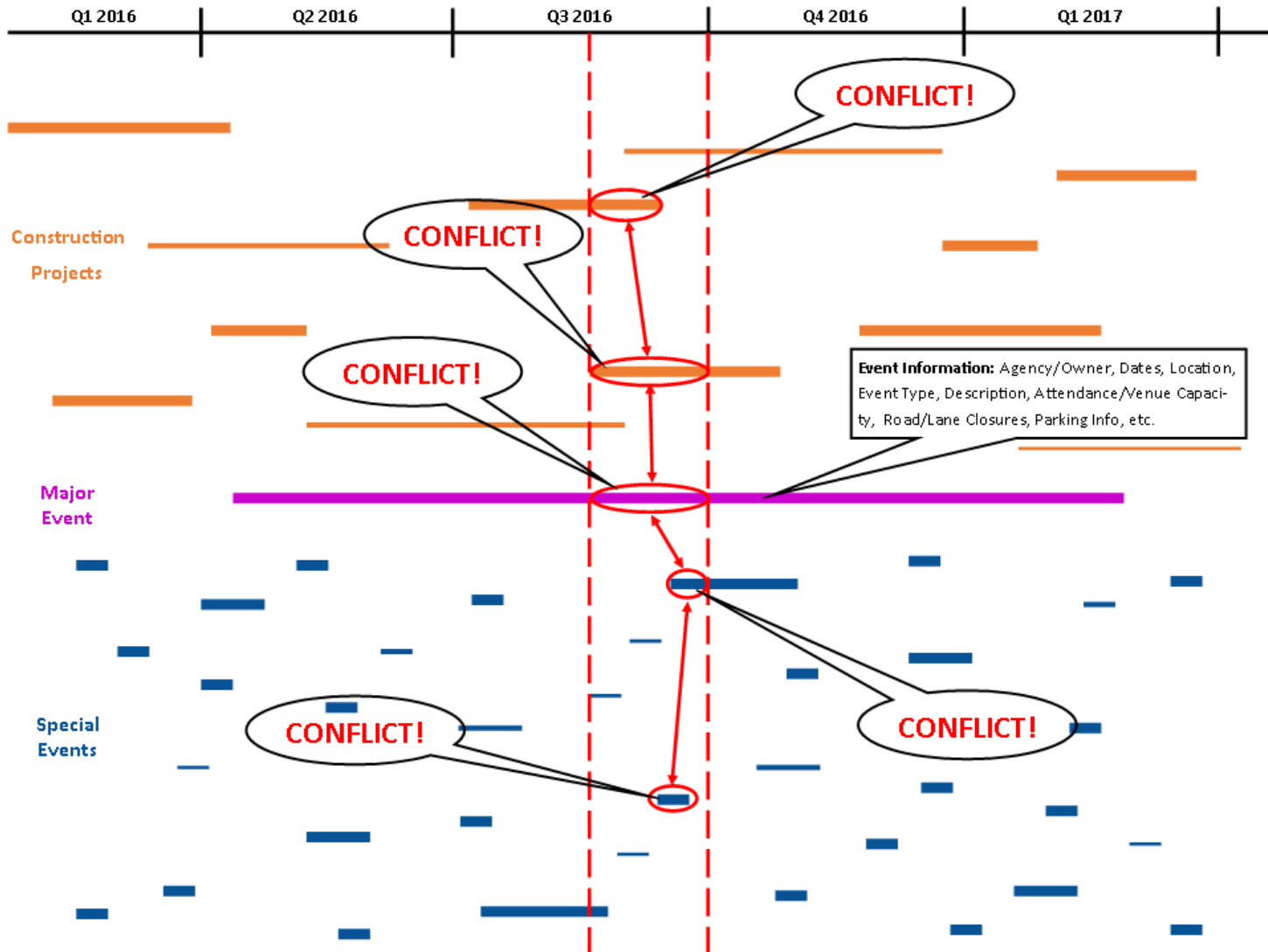


Regional Construction Coordination Working Group

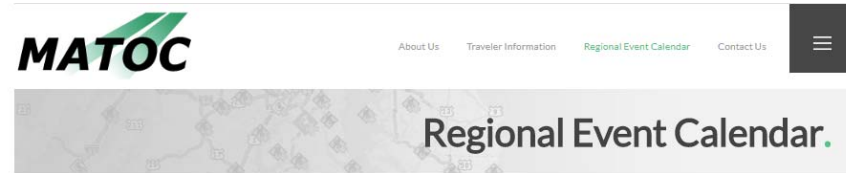
- Began 2015
- The MATOC Regional Construction Coordination Working Group works to:
 - Reduce potential for conflicting lane/road closures and special events
 - Schedule regular meetings for key personnel to discuss construction related lane closures and special events
 - Enhance public information resources
 - Share agency best practices (e.g. WZ lane closure permitting systems)

Planned Event Coordination

Identifying Conflicting Future Planned Events



Planned Event Coordination



Major Planned Events, Lane Closures, and Service Changes that may affect the traveling public in and around the National Capital Region

Major Upcoming Events:

- November 25 – December 10, 2017: WMATA Metrorail Red Line Capital Improvement Project (Service Disruption & Station Closure), Silver Spring/Takoma Park/Fort Totten
- November 30, 2017: 2017 National Christmas Tree Lighting, Washington, DC
- December 4, 2017: New Rush Hour Tolling & HOV Hours on I-66 (Inside the Beltway) Begins, Arlington/Fairfax, VA
- March 10, 2018: Rock 'n' Roll Washington DC Marathon & 1/2 Marathon, Washington, DC
- March 20 – April 15, 2018: National Cherry Blossom Festival, Washington, DC
- April 8, 2018: Cherry Blossom Ten Mile Run, Washington, DC
- July 18, 2018: Major League Baseball All-Star Game, Washington, DC

MATOC Travel Advisory: Special & Planned Events. November 17-26, 2017. NCR
To: operations@matoc.org

Calendar

Today Friday, November 24

8:00pm DC - WAHNER | HEALER - Chaka Khan (Concert)

9:00pm DC - ECHOSTAGE - Bro Safari & Slander with Phiso, Electric Mantis

Saturday, November 25

WMATA - Weekend Service Adjustments (November 25 - 26)

DC - TAKOMA METRO STATION - WMATA Fall Project: Rebuilding Interlocking

10:00am MD - FREDERICK - 2017 Maryland Christmas Show

12:00pm DC - PENN QUARTER - 13th Annual DowntownDC Holiday Market

12:00pm MD - MARYLAND STADIUM - Penn State vs University of Maryland II

5:30pm VA - MANASSAS - Bull Run Festival of Lights, Holiday Village and Concert

8:00pm DC - PENN QUARTER - 4th Annual CityCenterDC Holiday Tree Light

7:00pm DC - CAPITAL ONE ARENA - Portland Trail Blazers vs. Washington Wizards

8:00pm DC - 9:30 CLUB - Keller Williams' Thanksgiving featuring Laney

8:00pm MD - THE FILLMORE SILVER SPRING - Bone Thugs -N- Harmony II

NOV 25 - DEC 10
WMATA - RED LINE - No Train Operations Between Silver Spring And Fort Totten With Takoma Park Station Closure for Capital Improvement Project
https://www.wmata.com/about/news/Red_Line-capital-improvement-project-will-affect-service-Nov-25-Dec-10.cfm
Beginning Saturday, November 25, and continuing through Sunday, December 10, 2017, Metro will undertake a major capital improvement project on the Red Line involving the complete replacement of a mainline interlocking, a location where trains cross from one track to the other. During this time, there will be no Red Line trains operating between Silver Spring and Fort Totten, and Takoma Station will be closed. Free shuttle buses will provide limited service between Silver Spring, Takoma and Fort Totten stations. On weekdays and the weekends of November 25-26 and December 9-10, buses will replace trains between Silver Spring, Takoma and Fort Totten stations.

- Red Line trains will operate in two segments:
 - Glenmont - Silver Spring every 12 minutes
 - Shady Grove - Fort Totten every 10 minutes (every 5 minutes between Grosvenor and NoMa-Gallaudet during weekday peak periods)
 - After 9:30 p.m. trains will operate every 15 minutes.

FRIDAY, NOVEMBER 17

1000 - 1800
MD - FREDERICK - 2017 Maryland Christmas Show
Estimated Attendance: Unknown.

1000 - 1800
MD - GAITHERSBURG - 2017 Holiday Sugarloaf Crafts Festival
Estimated Attendance: 11,000+

1800 - 2000
VA - TYSONS - Tysons Corner Center Tree Lighting And David Cook Performance
Estimated Attendance: Unknown.

1800 - 2000
MD - NORTH BETHESDA - Pike & Rose 2017 Holiday Tree Lighting
Estimated Attendance: Unknown.

1800 - 2100
MD - GAITHERSBURG - RIO Washingtonian Center Tree Lighting Celebration and Fireworks

- MATOC tracks planned events in and around the National Capital Region to better inform its stakeholders of potential issues that may arise from an increase in demand on the regions transportation network
- MATOC issues a 10-day Travel Advisory at the end of each work week to advise its stakeholders of upcoming special, planned, and construction events that may impact the transportation network in the week ahead
- The MATOC Regional Event Calendar is updated continuously and is publically available

Regional Information Collection & Coordination Center (IC3)

- Began 2016
- IC3 is a regional “watch desk” partnership (separate from MATOC) managed by DCHSEMA and the FEMA Office of National Capital Region Coordination
- Monitors and provides regional agencies notifications/situational awareness on a variety of events, hazards, and other public safety issues (not just transportation)
- Actively coordinates with MATOC staff; synergies
- Both IC3 and MATOC can generate COG “RICCS” messages (Regional Incident Communication and Coordination System)
- IC3 operates 24/7, and provides coverage of transportation issues outside MATOC’s operating hours (18/5)
 - But MATOC staff always has staff on call, and can stand up quickly 24/7 in emergencies, or with advance notice for special events

Traffic Incident Management (TIM) Coordination

- Traffic Incident Management (TIM) focuses on multi-disciplinary coordination at roadway incident scenes
 - Not originally in MATOC's regional scope of work, but opportunities arose for MATOC to assist member agencies in their TIM efforts
- Addressed by MATOC Operations Subcommittee
- April 2016 special event at UMD and the Maryland Fire and Rescue Institute focused on regional interagency awareness
 - Complemented TPB's November 2016 event
- Next planned MATOC TIM event in the April/May 2018 time frame, perhaps with an exercise focus
- TIM also is anticipated as a COG Board special focus area for 2018, in coordination with the MATOC Steering Committee

Outlook

- MATOC operations staff benefits from observing the entire regional situational awareness picture, and “connecting the dots”
- Puts MATOC in a position of identifying actions/responses that would be helpful when incidents occur
- MATOC staff contacts and recommends actions to DOTs, transit agencies
- RITIS is a key tool
- Long-term training and coordination activities are just as vital as the real-time notifications
- MATOC continues to evolve in an evolving world, now with IC3, Waze, other social media, big data, and enhanced member agency programs

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