

ITEM 13 - Information

June 17, 2009

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

Staff

Recommendation: Receive briefing on recent development and operational activities of the MATOC Program, which is now in an initial trial phase, leading up to full implementation.

Issues: None

Background: The MATOC program is overseen and supported by the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the Washington Metropolitan Area Transit Authority (WMATA). MATOC's mission is to address the transportation ripple effects of regional incidents and emergencies.

The enclosed presentation is being used in a series of briefings to the executives of the MATOC partner agencies, and explains the background, status, and potential for the program. To date, briefings have been provided to DDOT Director Gabe Klein (May 19), Maryland State Highway Administrator Neil Pedersen (June 2), and WMATA General Manager John Catoe (June 4).

Metropolitan Area Transportation Operations Coordination (MATOC) Program

Executive Briefings

May and June 2009

Richard W. Steeg, PE
MATOC Chair
VDOT Regional Operational Director



Topics

- MATOC History and Program
- Development Status
- Transition from Trial Phase to Operational Phase Activities
- Strategic Outlook for the Program
- Discussion/Decision: Future Resource Needs and Sources

MATOC Program Re-Cap

- 2005 – TPB support, \$2.0 M SAFETEA-LU funding through Virginia Congressman Moran
- 2006 – Concept of Operation developed with assistance from the Volpe Center
- 2007 – MATOC documents developed and signed spring / summer: MOU, bylaws, funding agreement – independent entity of its “owners:” DDOT, MDOT, VDOT, WMATA
- Early 2008 – Funding and Committee Appointment logistics finalized, Contract for consultant support awarded to Telvent, Election of Steering Committee Officers and adoption of bylaws
- Spring 2008 – Vision, Mission, Goals and Objectives defined; Subcommittees formed
- December, 2008 – Trial phase initiated
- Summer/Fall, 2009 – Formal launch of start-up operation

MATOC Program

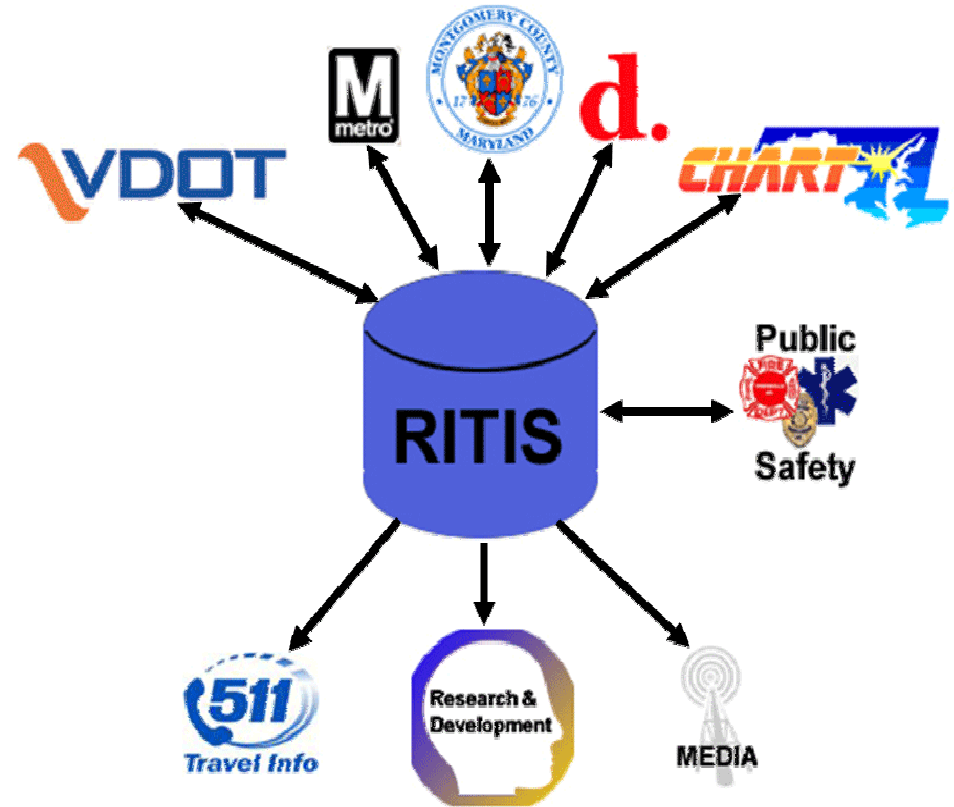
- Provide **situational awareness** for regional transportation operations in the NCR
- Communicate **consistent and reliable information** to enable the traveling public and operating agencies to make decisions.
- Develop the tools and processes needed to facilitate regional **coordinated operating agencies response**.

MATOC Guiding Principles

- People – to ensure regional coordination and communication
- Processes – to develop and maintain operations policies, procedures, and protocols to enable coordination and information sharing
- Technology – to share timely, accurate transportation systems condition information across the region – Regional Integrated Transportation Information System (RITIS – deployed)

The Regional Integrated Transportation Information System (RITIS) Is the Tool Through Which Information Is Shared

- **Transportation data acquisition from transportation, public safety, and weather agencies**
 - Incidents, Events, Construction, and Related Information
- **Real-time information dissemination for:**
 - Incident/Traffic mgt.
 - Traveler Information
- **Archived data for:**
 - R&D
 - Planning
 - Performance Measures



Development Status

- “Early Stage” organization – significant long term potential
- RITIS software in daily operation
 - RITIS maximizes our leverage of automated systems, and thus minimizes the size of staffing needed for MATOC
 - Amount of information being shared continues to increase
 - Working to improve quality of data in the system
- MATOC Facilitator on board
 - Buddy Ey – Telvent
 - Provides quality control for regional information sharing process
 - Works closely with agency operations staffs
 - Has proven valuable during the Inauguration as well as for other routine but major regional transportation incidents

Development Status

- Trial phase launched in December
 - Assessed the accuracy, comprehensiveness and timeliness of information in RITIS and other sources
 - Identified the best methods of communicating with each MATOC agency, other agencies and the public
 - Identified / understanding specific stakeholder information needs
 - Identified / making needed enhancements to RITIS and other software tools
 - Defined ongoing RITIS operations, maintenance, and support requirements

Transition from Trial Phase to Operational Phase

- Anticipated for summer or fall 2009, funded from then through June 30, 2010
 - 5 day coverage; 2 – 8 hour shifts cover AM/PM peak periods
 - 3 MATOC staff
 - Facilitator (Buddy Ey)
 - Two operators (plus back-up)
- MATOC Operations to be established at an already-existing operations center
 - Currently slated to be at the CapWIN center
 - Co-location of MATOC staff at an existing agency provides cost efficiencies
- RITIS Continuity of Operations Planning (COOP) and RITIS support system will be established

Strategic Outlook for the Program

- MATOC will first establish itself as an information provider to stakeholder agencies, will later ramp up getting information to the media and public
- Local agency stakeholders are anticipated to be included in the future, and have already expressed interest in MATOC information and involvement
 - County / City DOT
 - Transit, public, private (commuter)
 - Public Safety
- MATOC already looking broadly at the region's transportation system: freeways and arterial roads, Metrorail and Metrobus, hoping to cover local bus in the future

Current Funding Situation

- Estimated amount remaining on July 1, 2009 = \$860,000
- Initial investments
 - RITIS equipment/redundancy = \$110,000
 - Operator equipment = \$12,000
- Monthly costs = \$60K – 90K per month
 - Services, operations staff, RITIS support
- Under current funding, we can sustain operations through June 30, 2010 – new sustaining funding needed afterwards

Resources Needed

- Current: 3 Funding Partners - MDOT, VDOT, DDOT
- Estimated Annual Costs
 - Services \$360,000
 - Operations \$540,000
 - RITIS Support \$150,000
 - Contingency \$150,000
 - **Total** **\$1,200,000 (\$400K per partner)**
- Additional Periodic Costs
 - Operator equipment
 - RITIS equipment
- Other Possible Costs
 - RITIS expansion/enhancements
 - Regional travel information dissemination support

Sources

- The success of MATOC is critical to effective sharing of information among agencies and with the public
 - Especially in light of the many major projects being undertaken in the region
- A stable source of core MATOC Program funding is **required**:
 - Current funding will be expended June 30, 2010
 - Requested to be a Line Item in DDOT/MDOT/VDOT (FY2011) budgets
 - Beyond 2011, there is a possibility of a new category of funding in the next federal authorization bill that would cover programs like this
- This agency core funding will leverage program enhancement funding being requested:
 - High-Priority Project (HPP) application for the upcoming federal transportation appropriation (non-formula federal funding) – working closely with Congressman Moran and Ruppertsberger and staffs

Next Steps

- Transition from Trial Phase to Operational Phase activities later in 2009
- Identify stable funding sources needed to sustain MATOC beyond June 2010
- Reassess after 6-months of start-up operation: functions, organization, staffing, location and budget needs