

Metropolitan Area Transportation Operations Coordination (MATOC) Program

Executive Briefings

May and June 2009

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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

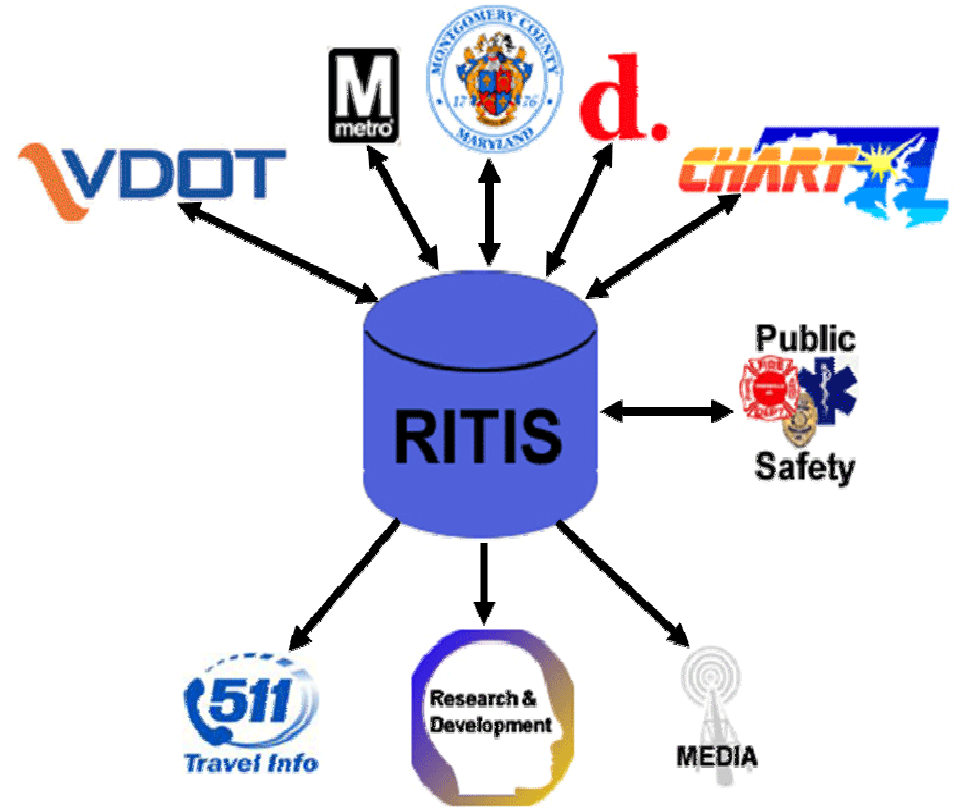
- Provide **situational awareness** for regional transportation operations in the NCR
- Communicate **consistent and reliable information** to enable the traveling public and operating agencies to make decisions.
- Develop the tools and processes needed to facilitate regional **coordinated operating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