

Institutional Agreements for the Metropolitan Area Transportation Operations Coordination (MATOC) Program of the National Capital Region

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Overview

- About TPB and MATOC
- History and Process of MATOC Institutional Arrangements
- Structure of MATOC Institutional Arrangements
- Observations

About the TPB

- National Capital Region Transportation Planning Board (TPB) – officially designated MPO of Washington, D.C., Suburban Maryland, and Northern Virginia
 - Housed at the Metropolitan Washington Council of Governments
- Unique aspect of the District of Columbia as a “state” governmental entity
- Nationwide rankings have ranked us high on congestion lists – but we are strong in multimodalism

The TPB Area



- Approximately 3,000 square miles: Washington, D.C., Suburban Maryland, and Northern Virginia
- More than 5 million people
3 million jobs
- TPB members: local governments; state transportation agencies; state legislatures; and WMATA (regional transit agency).

About the Metropolitan Area Transportation Operations Coordination (MATOC) Program

- Joint program of the District of Columbia, Maryland, and Virginia departments of transportation (DDOT, MDOT, and VDOT) and the Washington Metropolitan Area Transit Authority (WMATA)
 - Independent program established in 2008 – not a division of or under the authority of the MPO or any one other entity
 - TPB (as the MPO) is an ex-officio member

About the Metropolitan Area Transportation Operations Coordination (MATOC) Program (Cont'd)

- Mission – provide real-time situational awareness of transportation operations/incidents in the National Capital Region
 - Communicate consistent and reliable information that enables operating agencies and the traveling public to make effective and timely decisions
 - Develop and maintain tools and processes needed to facilitate coordinated operating agency responses
 - Operate and share information via the automated Regional Integrated Transportation Information System (RITIS)
 - Complement RITIS information with targeted notifications and coordination activities by a designated MATOC facilitator and support staff

The Situational Awareness Mission of MATOC

Input



Traffic Cameras



Media Broadcasts

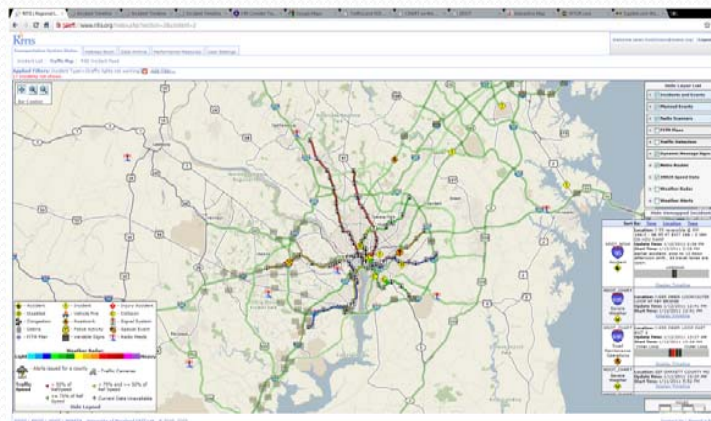


Scanners
(Public Safety / Media / Agency/Traffic Spotters)

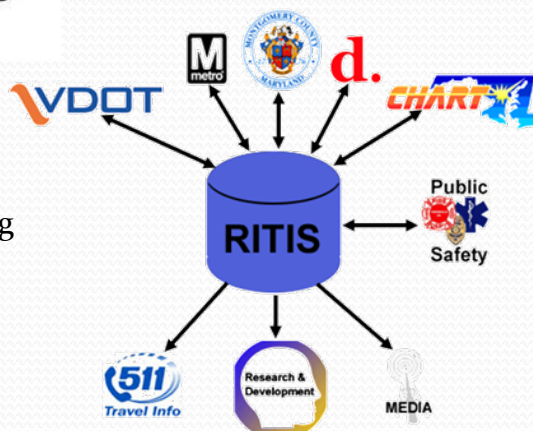


Incoming Messaging Feeds
(Agency / Media / Social Media)

Fusion



RITIS - Regional Integrated Transportation Information System



Notifications



MATOC SITUATIONAL AWARENESS ALERT:
I-95 Northbound, North of Exit 158, Prince William County, VA Multi-Vehicle Accident blocks all travel lanes, traffic is getting by on the left shoulder. Emergency crews are on scene. Delays are approximately 1 mile and growing.

MATOC Staff Monitoring



History and Process of MATOC Institutional Arrangements 2001-2007

- Stakeholders and champions reacted to the Washington area's challenges of transportation coordination in the aftermath of the 9/11 attacks, as well as other noted events
- Ad hoc committees studied the issue
- Tabletop exercises were conducted to probe potential solutions
- A key partner, DDOT, funded a study by the USDOT Volpe Center that documented needs, drafted an organizational structure, and developed a concept of operations
- MPO followed up with facilitating the set up of institutional arrangements

Basic Structure of MATOC Institutional Arrangements

- There is an intertwined three-prong approach to MATOC's institutional arrangements:
 - Memorandum of Understanding (MOU)
 - Annual Work Plans
 - Bilateral Funding Agreements or Authorizations
- Participating parties
 - Funding agencies (state DOTs)
 - Special funding (e.g., FTA and Homeland Security grants)
 - MPO and other participating agencies (e.g. transit)
 - University of Maryland (which undertakes the MATOC Program on behalf of the partner agencies)

MATOC MOU

- Commits partner agencies (DDOT, MDOT, VDOT, WMATA, and TPB) to participate in the program, and to agree and support its goals
 - Note that this document does not specify any financial commitment to MATOC by the signatories
- Intended to be a long-term document, redone only when there is a significant structural change to the program

MATOC MOU (Cont'd)

- General enough to accommodate a variety of ways for agencies to participate
- All partners sign the same identical MOU
- Other program documents follow from the MOU
 - Mission statement
 - Committee and subcommittee charters
 - Standard operating procedures

Key Points of the MATOC MOU

- Signatories agree to:
 - Participate in the MATOC Program
 - Appoint representatives to and participate on MATOC committees
 - Work collaboratively with the MPO and other partners and stakeholders
 - Cooperate in the development of Annual Work Plans for MATOC
 - Explore potential sources of funding (but not a commitment to provide funding)
 - Follow specified steps if there is a need to change, end, or opt out of the MOU
- MOU becomes effective when all parties sign; no sunset date specified

MATOC Annual Work Plans

- Specify work to be undertaken by MATOC (staffed by the University of Maryland)
- Describe tasks and budgets per task
 - Accommodates both “core” activities equally funded by all participating agencies and “special” activities with funding identified ad hoc
- Subject to approval by the MATOC Steering Committee
 - Annually, but also including a multi-year outlook
- Foster agreement and clarity as to what will be accomplished
 - Especially in light of the diversity of funding sources for MATOC

MATOC Annual Work Plans – Major Tasks

1. MATOC Live Operations Support
2. RITIS Operations and Maintenance Support
3. RITIS Enhancements (Upkeep of Inter-System Software Compatibility/Interoperability)
4. Special Activities

MATOC Funding Agreements or Authorizations

- A unique funding agreement/authorization has been developed with each different funding agency
 - Developed or renewed annually in conjunction with budgets
 - Addresses agency-by-agency specifics of funding and accounting
- Customized to each funding partner agency according to laws, practices, needs
 - We have 3 major funding agencies, each of which has chosen a different administrative approach to providing support funding to MATOC
 - Thus we have 3 separate agreement/authorization documents

Our Variety of MATOC Funding Agreements and Authorizations

- DC DOT – Special-purpose annual contract directly between DDOT and U-MD
- Maryland DOT – Adjunct to pre-existing interagency arrangements between MDOT and U-MD as fellow Maryland state government entities
- Virginia DOT – Adjunct to pre-existing agreement mechanism between VDOT and the MPO under another program; MPO in turn contracts with U-MD for MATOC services
- Other special grants are handled on an ad hoc basis

Lessons Learned

- Length of time of reviews by attorney general offices and complexity of legal issues
 - Finding precedents / earlier contracts involving the same parties has been helpful
- Partners are often legally restricted as to actions, even if the staff involved are willing
- Interdependence of funding sources – will other partners continue to fund if one drops out?
- Since there is no federal categorical funding, there is ongoing competition with other needs

Observations and Conclusions

- Our process was long and complex, but allowed for the building of consensus
 - Expect that things will take a long time – see if you can achieve temporary or provisional working agreements in the meantime
- Don't use a means that is stricter or more complicated than necessary
- Separate long-term issues and documents from short-term issues and documents