



Metropolitan Area Transportation
Operations Coordination

MATOC Overview for MWCOG NCR Winter Weather Briefing

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MATOC Facilitator

October 30, 2025



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 day-to-day transportation operations in and around the National Capital Region (NCR)
 - Specifically during the **weekday morning and afternoon rush hour** periods
- **Develop tools and processes** that enables operating agencies and the traveling public to make better decisions
- The MATOC Program is governed by a Steering Committee and supported by several committees and working groups covering specific DOT topic areas;
 - Roadway Operations, Transit Operations, Information Systems
 - **Maintenance / Severe Weather**
 - Construction / Planned Events
- MATOC is **not command and control**, it is **advisory in nature** and serves as a decision support function

MATOC's Area of Interest

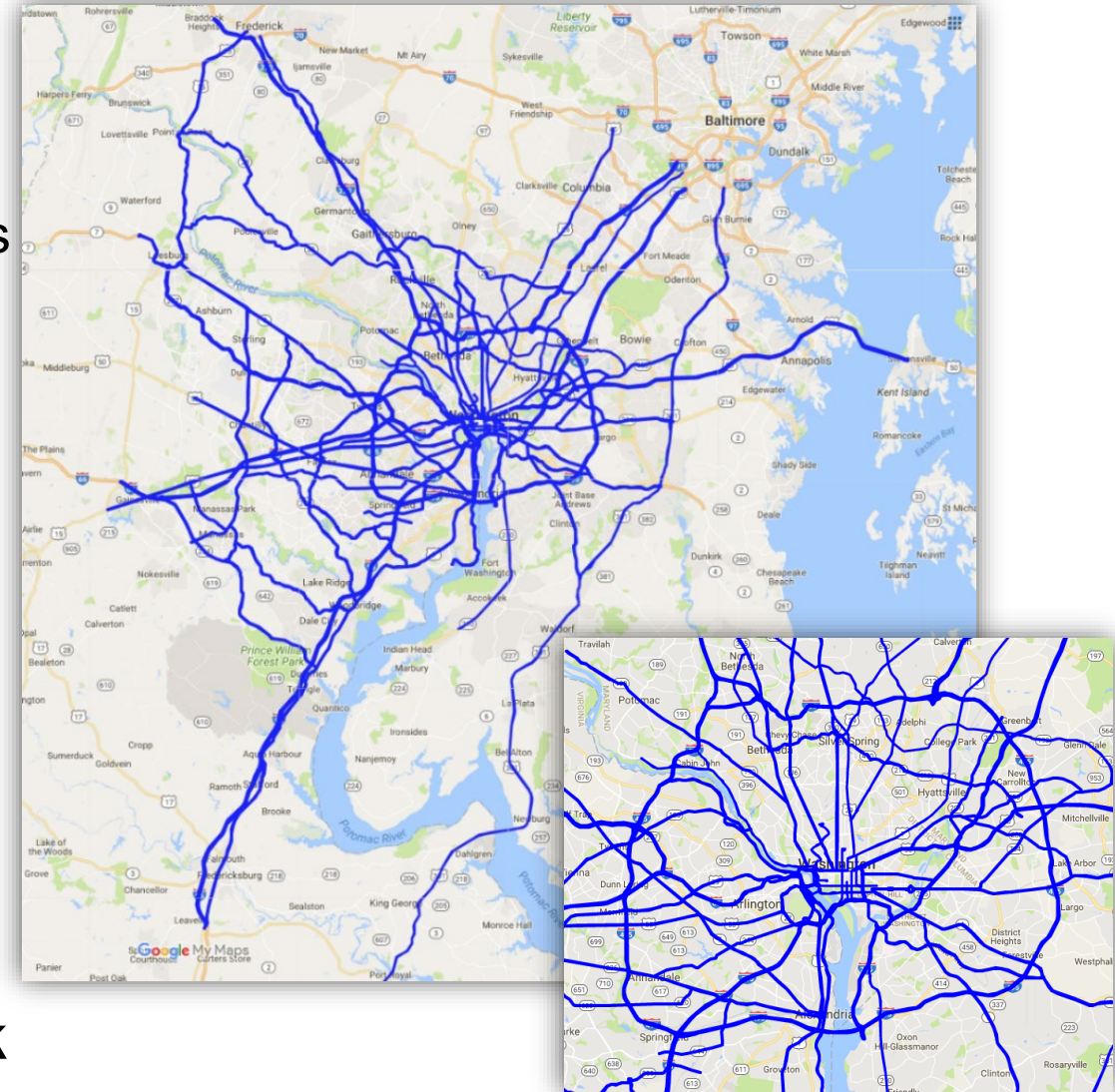
• Area of Interest

- National Capital Region “+1”
- Roadway network defined by MATOC Operations Subcommittee
- Expands and contracts based on travel patterns

• Focus Areas

- Interstates and major arterials
- Jurisdictional borders and river crossings
- Incidents or events that may impact multiple jurisdictions or transportation modes
- Special events and seasonal hotspots and bottlenecks

• MATOC has tools to monitor this network



MATOC Operations Center

- **Normal Operations**

- Monday-Friday, 4:30am-8:00pm
- On-Call after hours and weekends; rotating schedule
- Able to ramp up to 24/7 coverage
- Five staff; two frontline operators and three in support roles

- **Operational Posture**

- **Normal Operations:** Focus on weekday AM/PM rush
- **Enhanced Operations:**
 - Planned/Special Events – July 4th, Inaugurations, etc.
 - **Severe Weather** – Winter storms, derechos, hurricanes, etc.

- Serves as a **transportation watch desk / information clearing house / resource desk** for its stakeholders

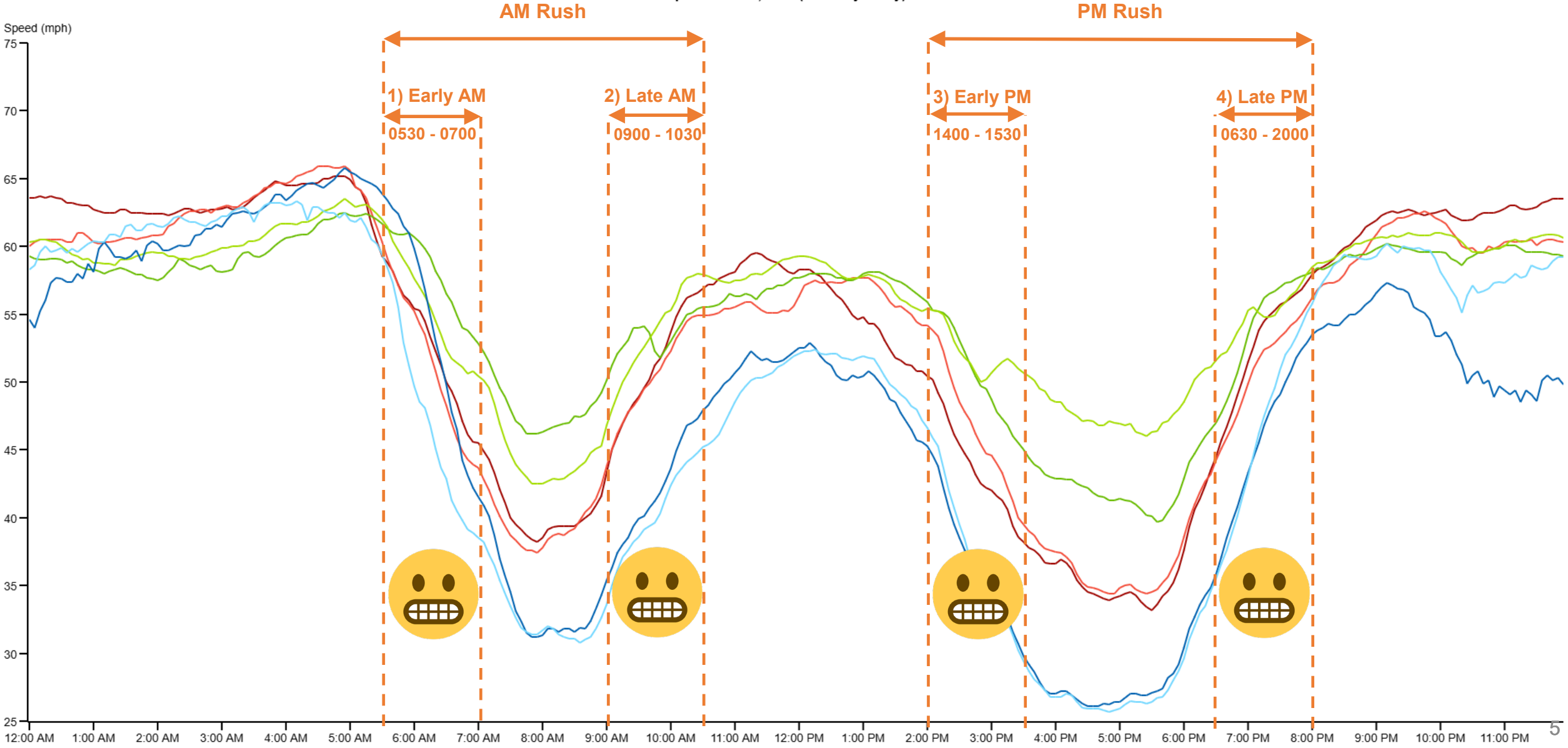
- “Detect, Verify, Evaluate, Elevate/Notify, Re-evaluate” (Goal: 15 minutes or less)



Performance Chart: AM & PM Rush

NCR Freeway Speeds

Averaged per five minutes
September 2-30, 2025 (Weekdays Only)

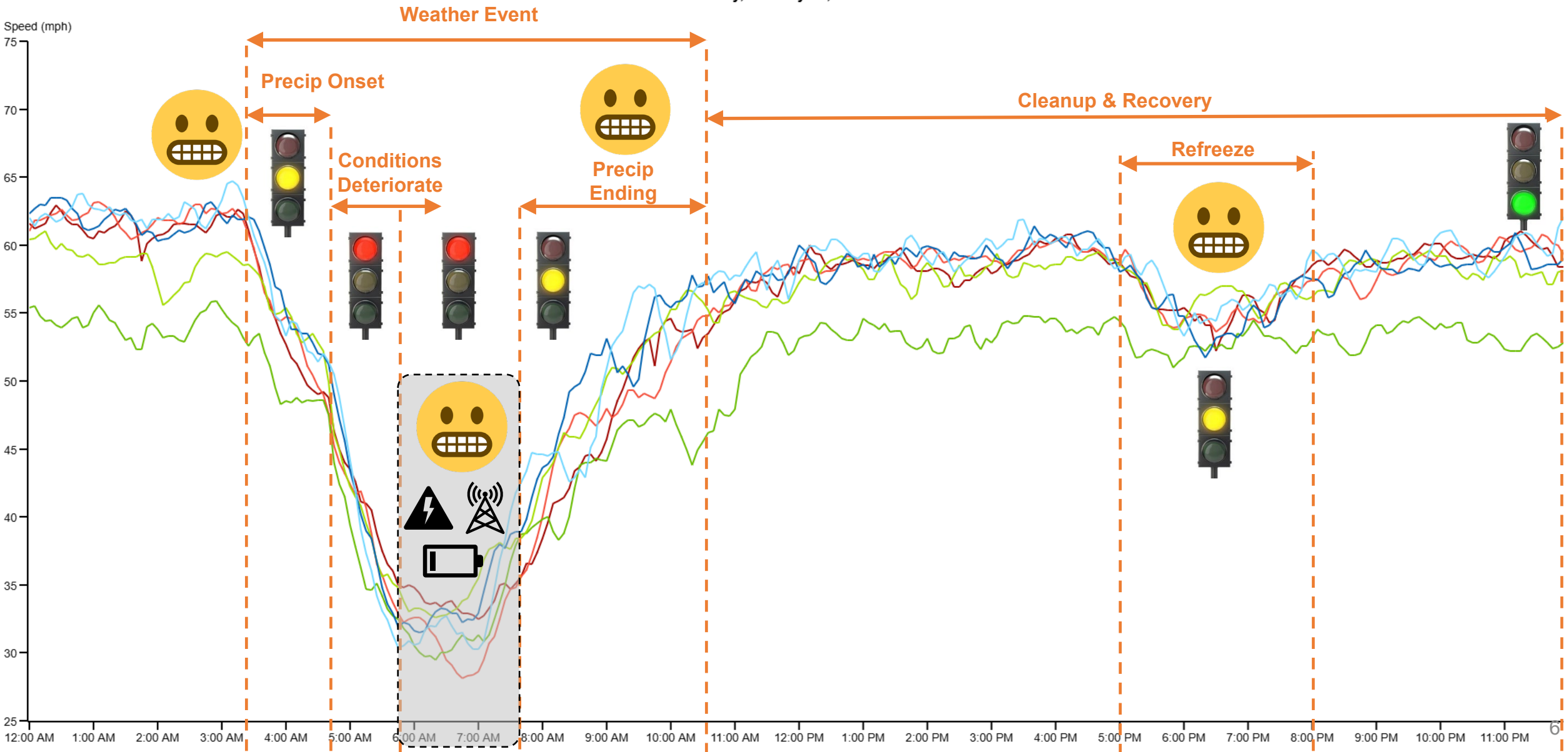


Performance Chart: Weather Event

NCR Freeway Speeds: Winter Weather Event

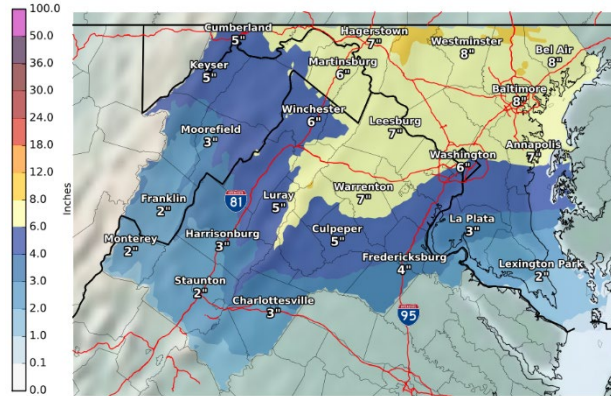
Averaged per five minutes

Friday, January 19, 2024

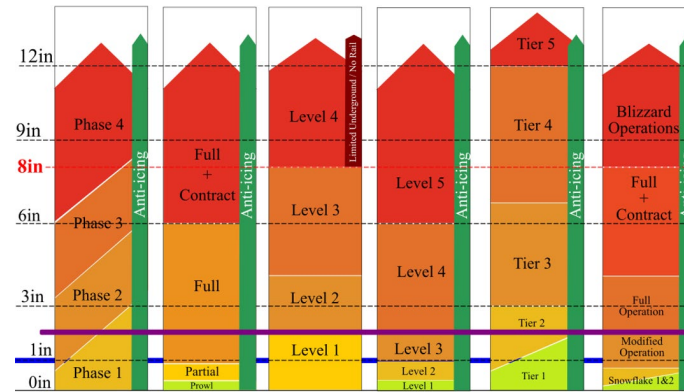


Focus Area: Winter Operations






- **MATOC Severe Weather Coordination Working Group (SWCWG)** serves as a forum for select DOT maintenance representatives to share/discuss mobilization and recovery plans before, during and after widespread severe weather events
- **MATOC Transit Task Force (TTF)** is a forum for regional/local transit operators to discuss service coordination issues related to unplanned and planned events



Weather Forecast








Agency Mobilization Plans

Transportation System Status Levels		Suggested terminology and PIO templates
Road Condition 5: IMPASSABLE/ DANGEROUS/ TREACHEROUS	Some roads could be temporarily impassable. This may be the result of severe weather (low visibility, etc.) or road conditions (drifting, excessive unplowed snow, glare, ice, accidents, stranded vehicles, etc.) Skeletal transit services. Limited above-ground rail service if more than 8" of accumulation. Lane drops in certain sections.	 "treacherous", "impassable", "dangerous" Be where you need to be by 4:00pm. Call where you need to be before the weather gets bad. Stay where you are.
Road Condition 4: ICY/SNOW PACKED	The pavement surface is covered with packed snow and/or ice. There may be loose snow on top of the icy or packed snow surface. Transit lifeline services only with significant delays for rail and bus. Refreeze possible. Lane drops in certain sections.	 "unsafe", "impassable" "major delays" Be where you need to be by 4:00pm. Avoid or postpone travel for next 4 hours. Stay at the office an extra 4 hours, or leave early, to avoid travel during a winter storm.
Road Condition 3: SNOW AND/OR SLUSH COVERED	The pavement surface has continuous stretches of packed snow with or without loose snow on top of the packed snow or ice. Core bus services only, delays in rail services. Lane drops in certain sections of roadways.	 "caution", "passable" Avoid being stranded at bus stops Avoid or postpone travel for next 4 hours. Stay off the roads. Stay at the office an extra 4 hours, or leave early, to avoid travel during a winter storm.
Road Condition 2: SNOW / SLUSH COVERED W/ WHEEL TRACKS EXPOSED	Accumulations of loose snow or slush up to 2 inches are found on the pavement surface. Packed and bonded snow and ice are not present. Regular transit services with some minor exceptions and detours for buses. Drifting snow.	 Avoid discretionary travel. Road crews engaged in clearing activities. Curtail "elective" travel. Avoid unnecessary travel.
Road Condition 1: CLEAR WET/DRY	Clear and wet/dry pavement surface is the general condition. There are occasional areas having snow or ice accumulations resulting in drifting, sheltering, cold spots, frozen melt-water, etc. Transit operations per schedules.	 "passable"

Road Conditions
Anticipated/Observed

Road Conditions Table

Transportation System Status Levels		Suggested terminology and <i>PIO templates</i>
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Typical brief out

- "Currently our interstates are at Condition 2, closer to Condition 3 in our western region. Our primaries are at Condition 3. We have started on our secondary roads and subdivisions but they are both at Condition 4"*
- "If the forecast holds, we should be able to get our interstates and primaries to Condition 1 by 8am. Secondary roads should be at Condition 2 by noon. We expect subdivisions to remain at a Condition 3 until mid afternoon."*

MATOC Operations

Severe Weather/Special/Short or No Notice Events

1) Pre-Event

- Monitor weather forecasts and **DOT mobilization plans**
- Consult with the **MATOC Severe Weather Coordination Working Group (SWCWG)**
- Participate in and monitor regional communications:
 - MATOC SWCWG Calls/Listserv
 - MATOC Transit Task Force Calls/Listserv
 - MWCOG Severe Weather Calls
- Ramp up to Enhanced/Severe Weather Operations 2-3 hours prior to the event entering NCR
- Two 2-person teams work in shifts filling Operations & Support roles

2) During Event

- Monitor core systems as well as other storm related resources
- Provide hourly reporting of major transportation incidents, road closures, and changes in transit (bus & rail) service levels
- Check in with the DOT Operations, RITIS Support team, MATOC SWCWG, MATOC Transit Task Force, NCR Watch Desk as needed

3) Post-Event

- Return to Normal Operations & Reporting as cleanup & recovery operations begin to wind down

Tools for your Toolbox

- **Regional Integrated Transportation Information System (RITIS)** – Automated data integration and dissemination system that provides real-time and archived information on the status of the transportation network. Limited to public sector access

- **TrafficView** – Public version of RITIS



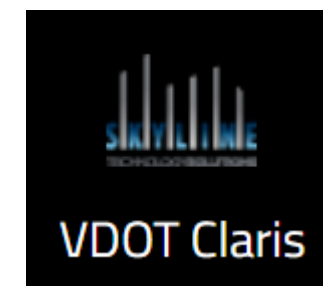
- Video Sharing Systems

- **MVIEW** – MCAC's Regional CCTV sharing platform for public safety partners and first responders (DC, MD, VA, PA, NJ)

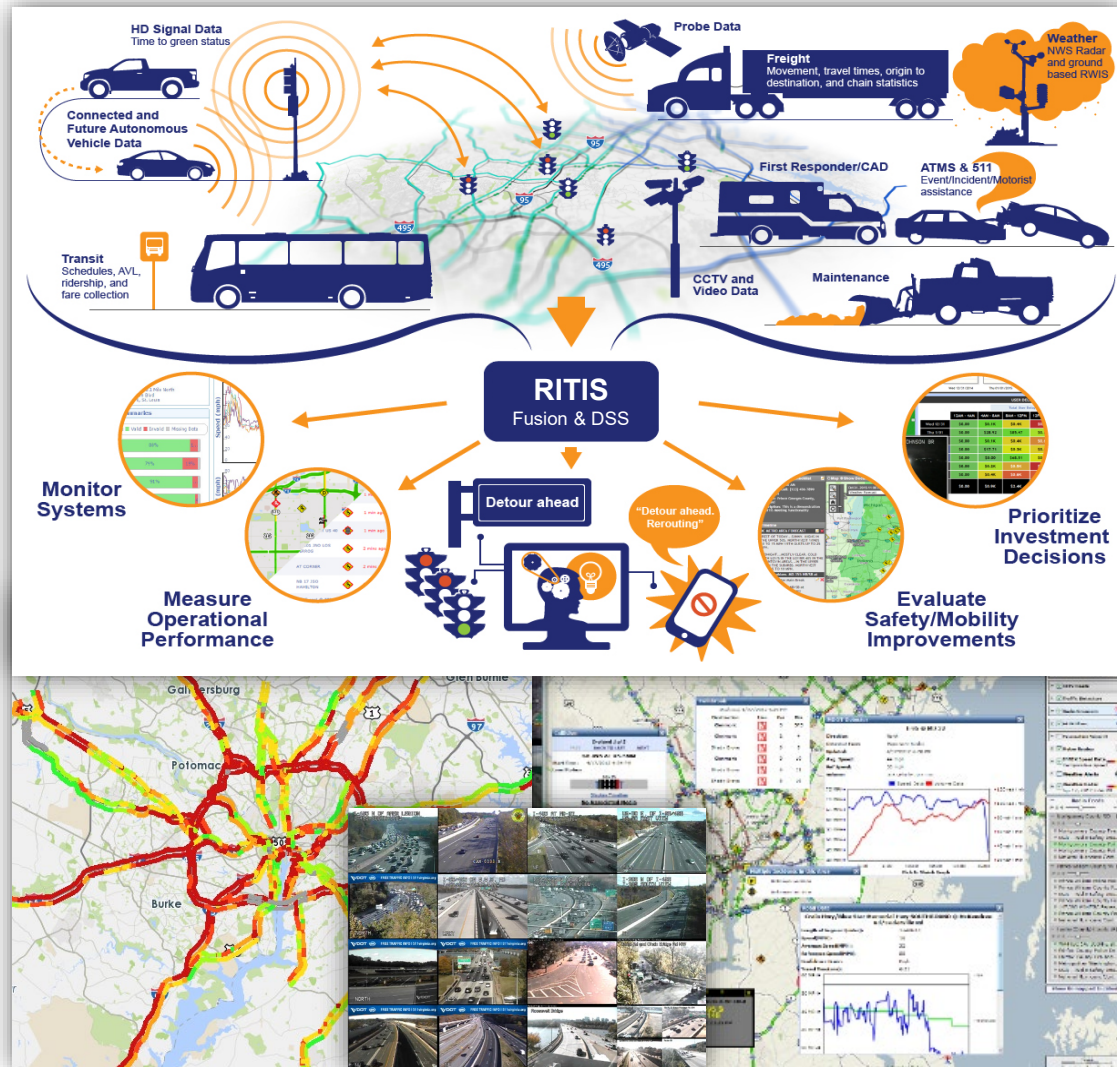
- **VDOT Claris** - VDOT's Traffic CCTV sharing platform for public sector partners

- **NCR Watch Desk HSIN Operations Connect Room**

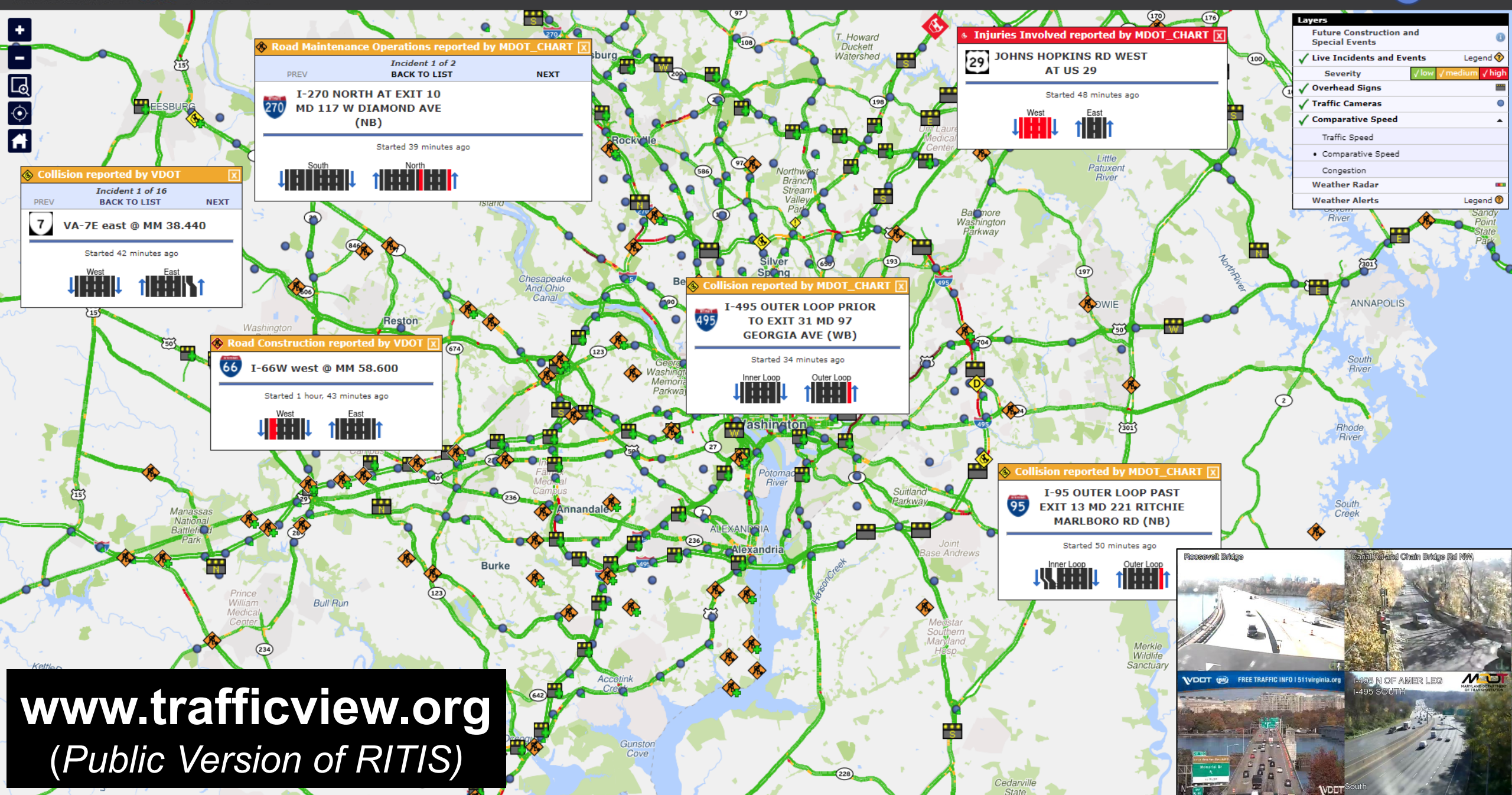
- **NCR Geospatial Data Exchange**



Regional Integrated Transportation Information System



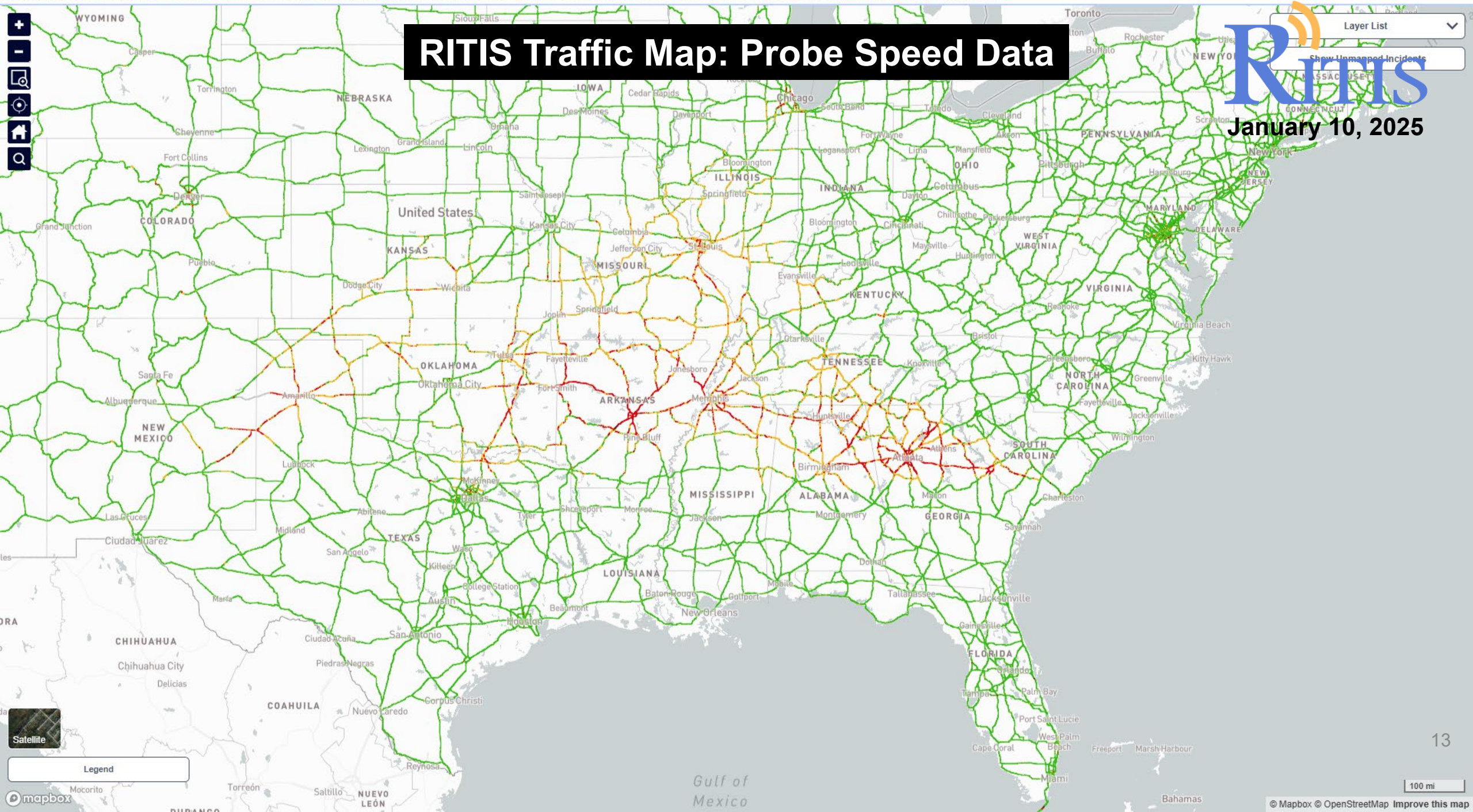
- Serves as MATOC's **common operating picture** to monitor the transportation network in and around the National Capital Region
- **Limited to public sector agencies**
- Thousands of **RITIS users** from around the nation representing various disciplines
- Gives users a **common operating picture** of a region's surface transportation network
- **RITIS Training Available**
 - RITIS 101 – For Operations Centers & Staff
 - Webinar: Fri, Nov 21 @10:00AM EST
 - www.matoc.org/training
 - Training requests: training@matoc.org



RITIS Traffic Map: Probe Speed Data



January 10, 2025



Layer List

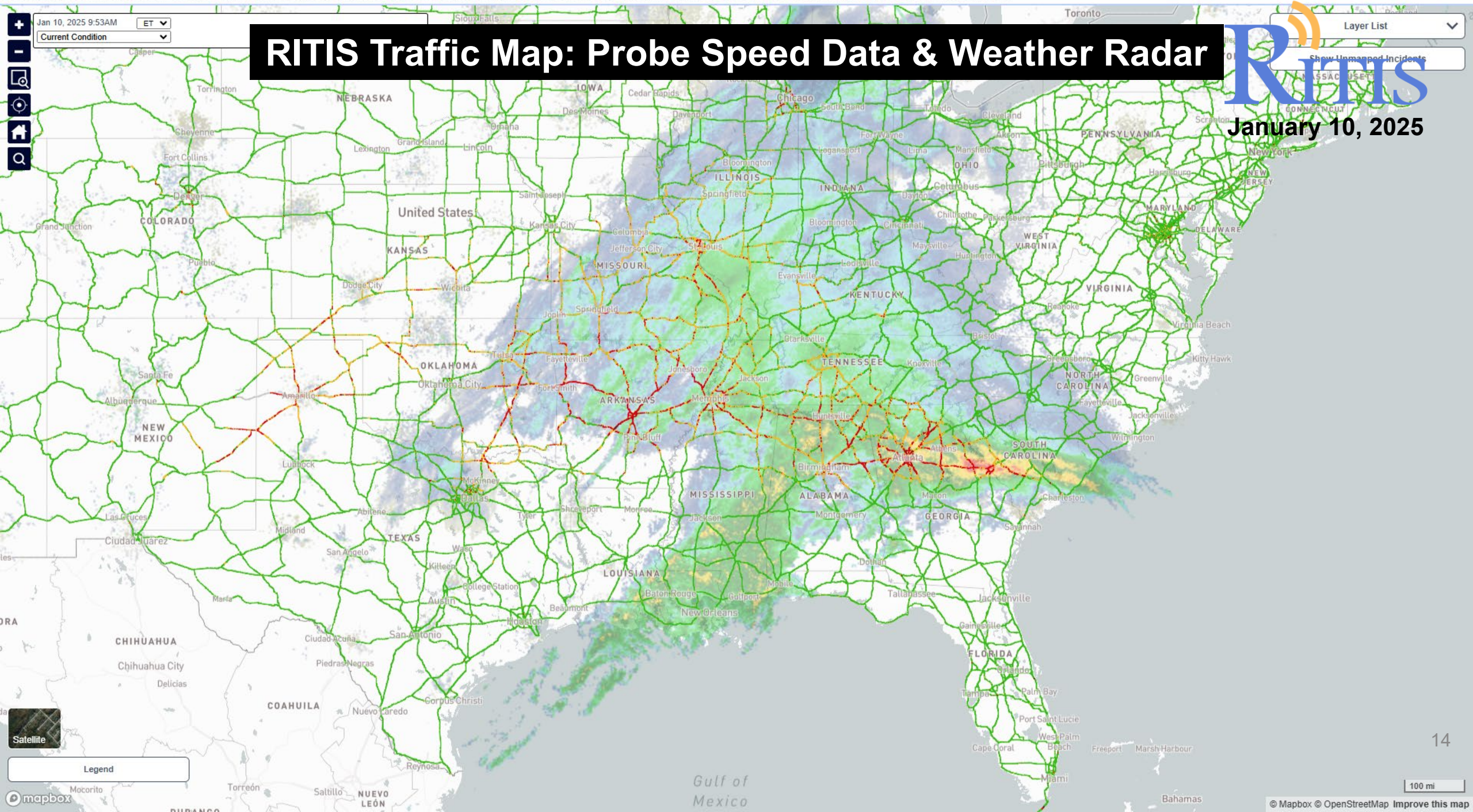
Show Unmapped Incidents



Legend



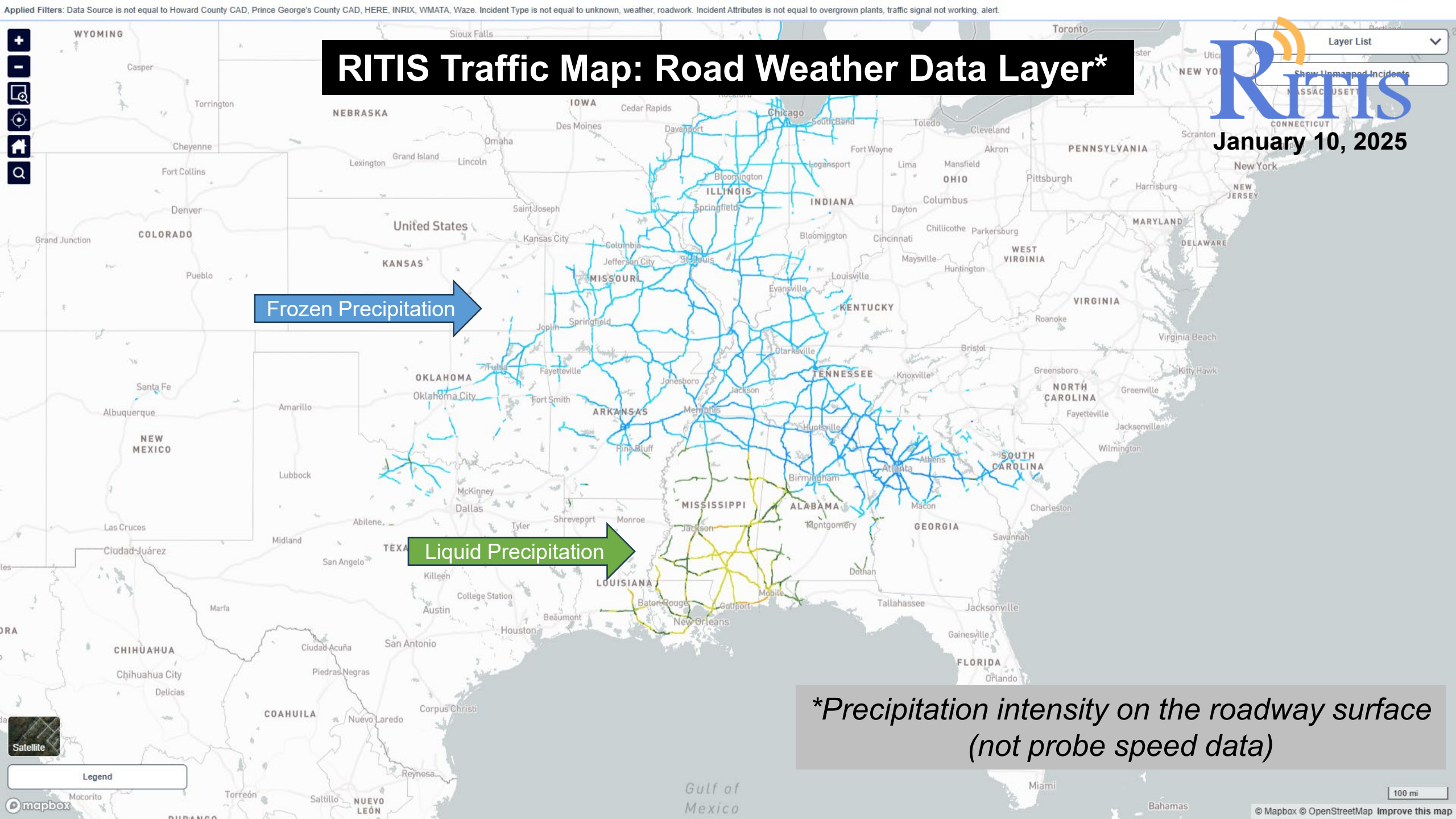
100 mi



RITIS Traffic Map: Probe Speed Data & Weather Radar



January 10, 2025



RITIS Traffic Map: Road Weather Data Layer*



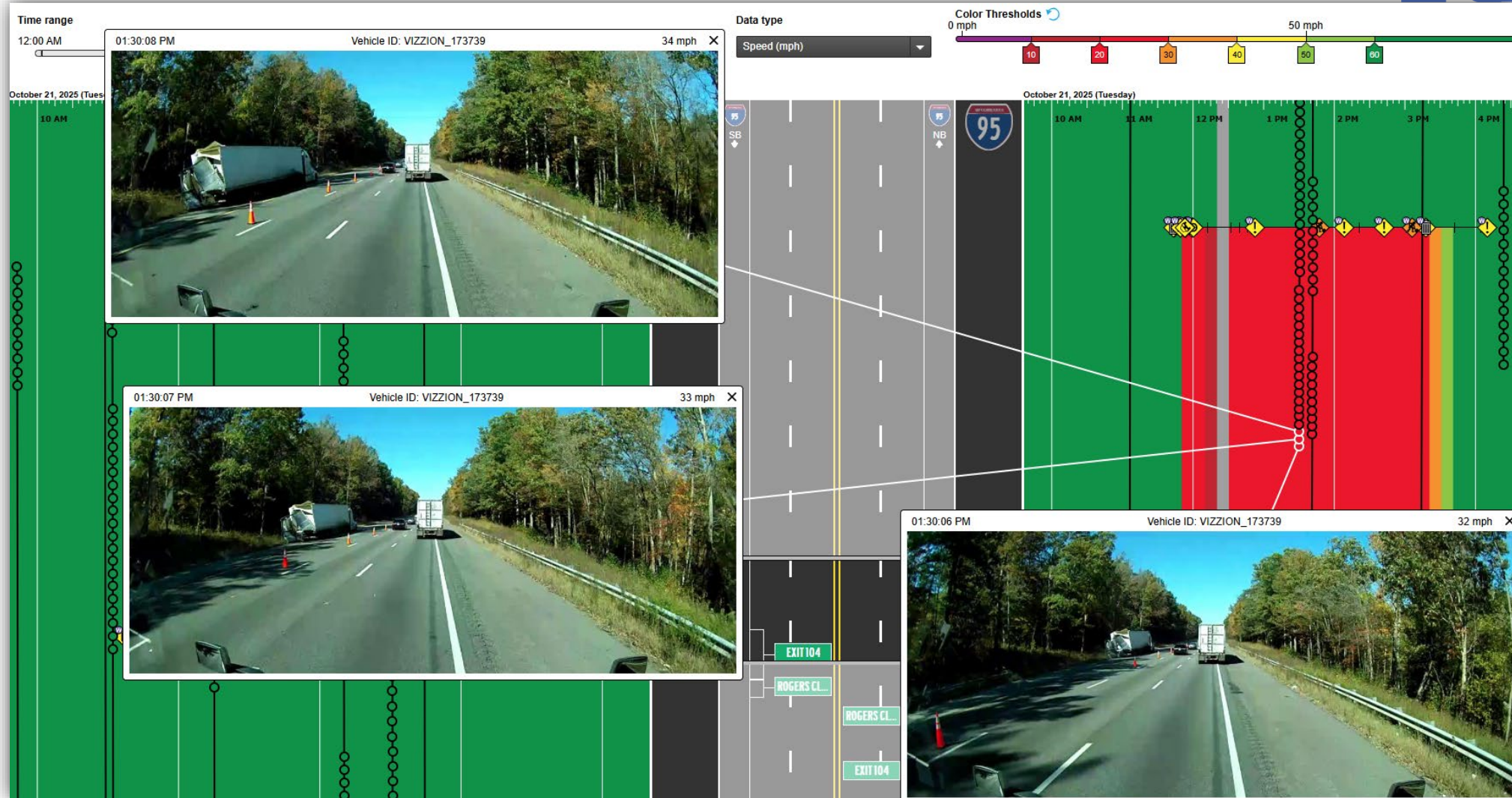
January 10, 2025

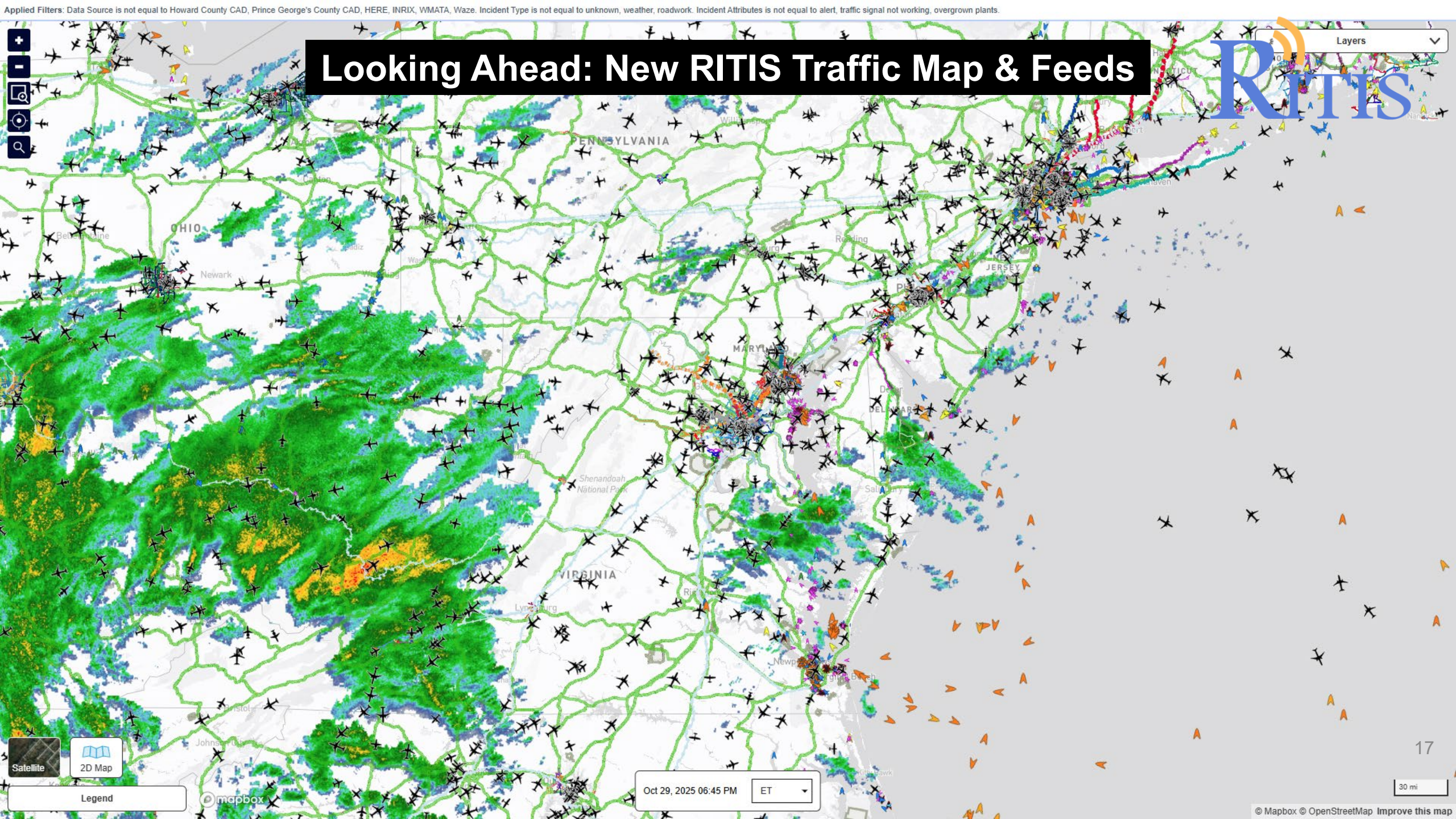
Frozen Precipitation

Liquid Precipitation

**Precipitation intensity on the roadway surface
(not probe speed data)*

Coming Soon: Dashboard Cameras



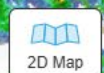


Applied Filters: Data Source is not equal to Howard County CAD, Prince George's County CAD, HERE, INRIX, WMATA, Waze. Incident Type is not equal to unknown, weather, roadwork. Incident Attributes is not equal to alert, traffic signal not working, overgrown plants.

Looking Ahead: New RITIS Traffic Map & Feeds

RITIS

Layers



Legend

Oct 29, 2025 06:45 PM

ET

17

30 mi

Questions

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RITIS Training Opportunities: www.matoc.org/training