

MATOC

Metropolitan Area Transportation
Operations Coordination

MATOC Briefing for National Capital Region Transportation Planning Board

Taran Hutchinson
Facilitator

March 18, 2026



Background Information

I-66 Tour Bus Crash

Friday, May 22, 2009



“Working together to reduce incident-related travel delays through improved coordination, cooperation and information sharing”

Program Overview

- MATOC is 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 (TIM) topic areas
- MATOC's mission is to provide its stakeholders **situational awareness of transportation operations** in and around the National Capital Region (NCR)
- MATOC develops and implements the **tools and processes** needed to facilitate coordinated operating agency responses during incidents
- This is achieved through the **development and communication of timely and reliable information** that enables operating agencies and the traveling public to make appropriate decisions
- MATOC is **not** command and control, it is **advisory in nature** and serves as a decision support function
- Modeled after similar organizations and efforts in other metropolitan areas

Program Overview

- 2005: SAFETEA-LU funding (\$1.7M) secured through former Virginia Congressman Moran to establish what is now MATOC
- 2006-2009: National Capital Region Transportation Planning Board (TPB) helped facilitate the formation of MATOC
 - Formed as an independent entity of its “owners:” DDOT, MDOT, VDOT, WMATA
 - Trial phase of operations kicked off in 2008 and established formal operations in 2009
- Since 2010: MATOC Program has been administered through the University of Maryland Center for Advanced Transportation Technology (CATT)
 - **Annual \$1.5M target work plan budget funded by DDOT, MDOT, VDOT (\$500k/agency)**
- MATOC Steering Committee is made up of senior transportation officials from DDOT, MDOT, VDOT, WMATA and TPB (ex officio member)
 - MATOC Steering Committee is supported by several program subcommittees covering roadway and transit operations, information systems, and maintenance topic areas
- Analysis of the MATOC Program – **Benefit-Cost Ratio of 10:1**

MATOC Operations

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**

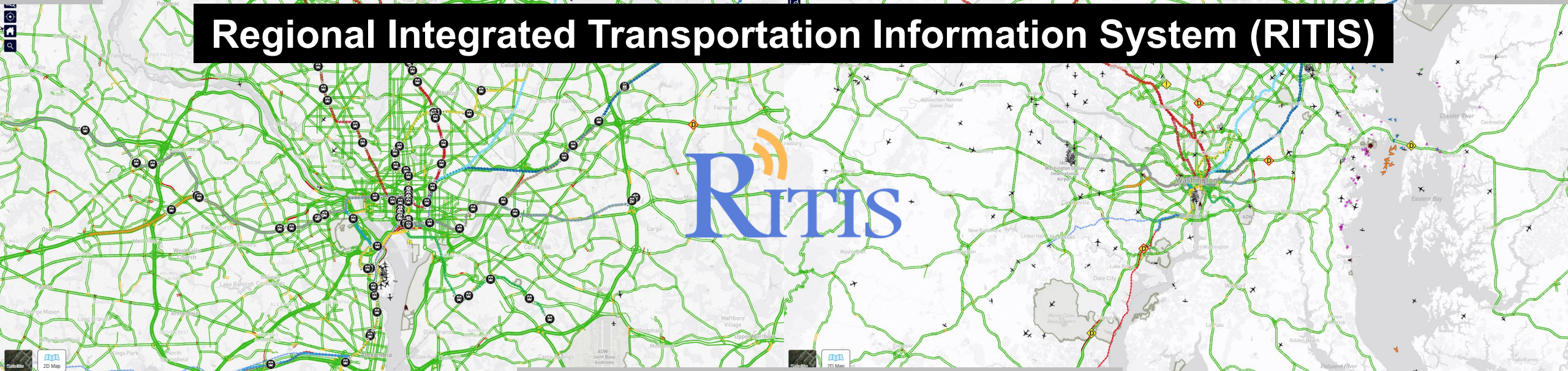
- **Normal Operations:** Focus on regular weekday AM/PM rush
- **Enhanced Operations:**
 - Planned/Special Events – July 4th, Inaugurations, etc.
 - Severe Weather – Winter storms, derechos, hurricanes, etc.
- MATOC Staff **regularly communicates** with area transportation, public safety operations centers and watch desks on a daily basis
- Serves as a **transportation watch desk / information clearing house / resource desk** for its stakeholders
 - “Detect, Verify, Evaluate, Elevate, Re-evaluate” (Goal: 15 minutes or less)



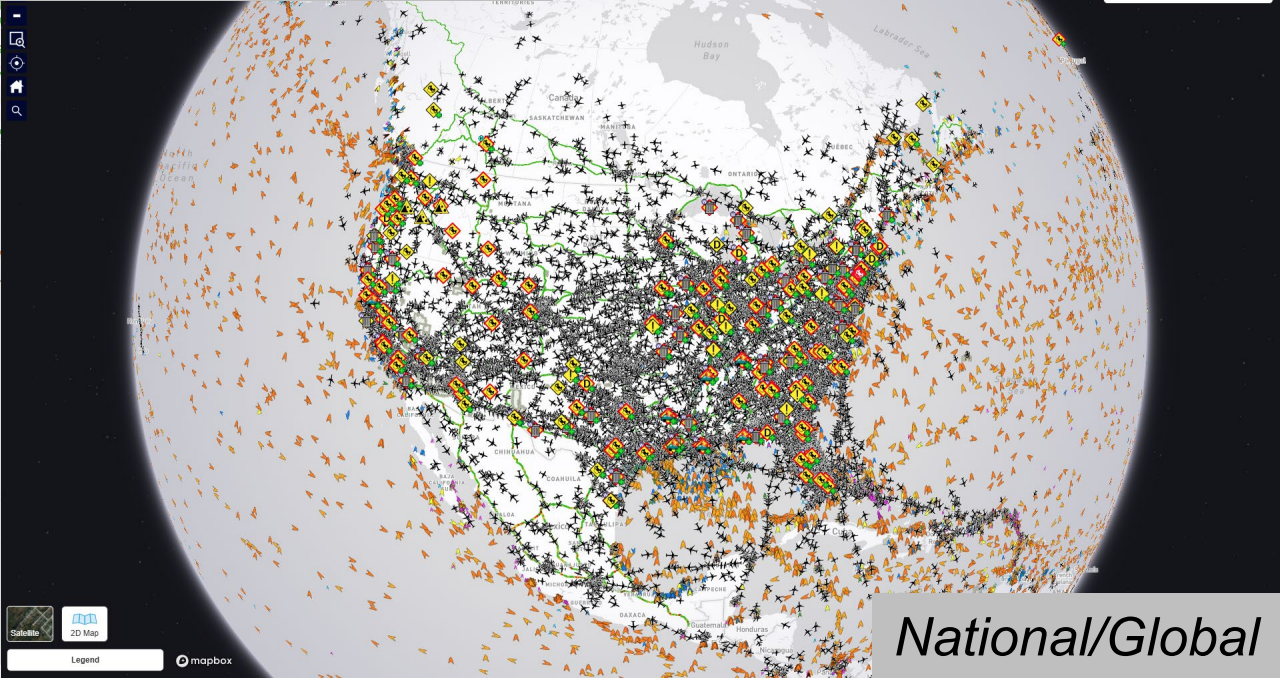
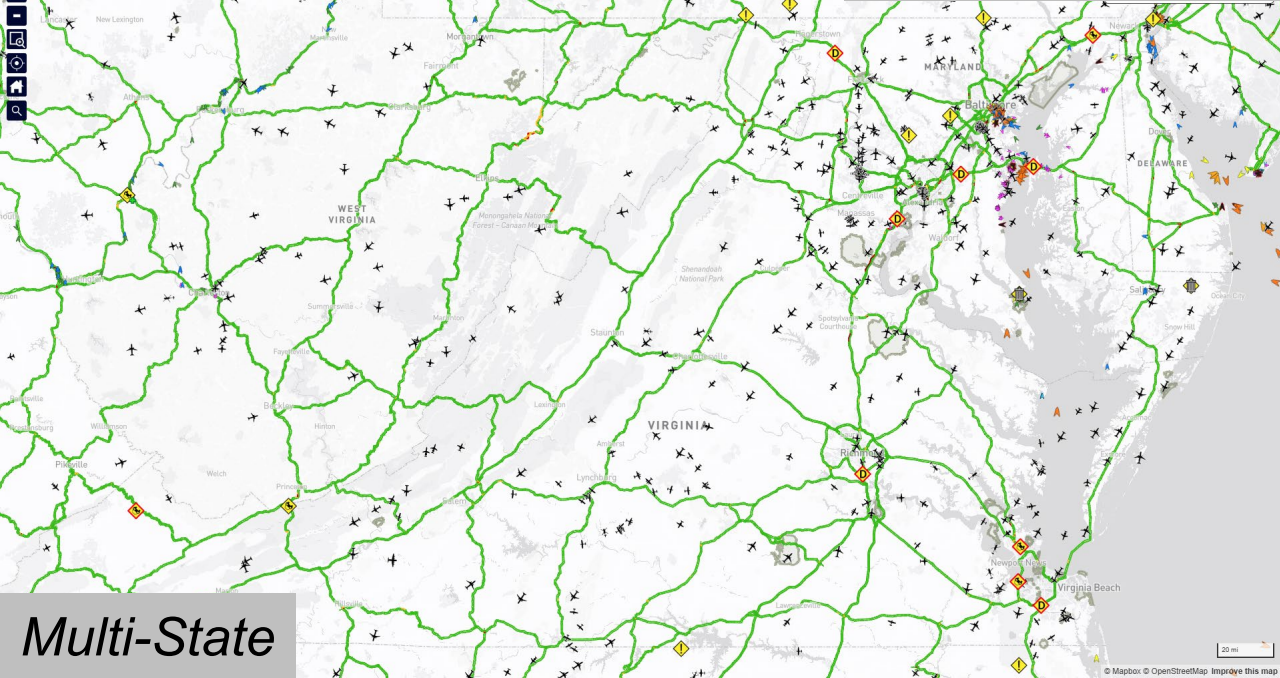
Local

Regional

Regional Integrated Transportation Information System (RITIS)



MATOC's Common Operating Picture



Multi-State

National/Global

MATOC Involvement in Incidents

MATOC's Area of Interest

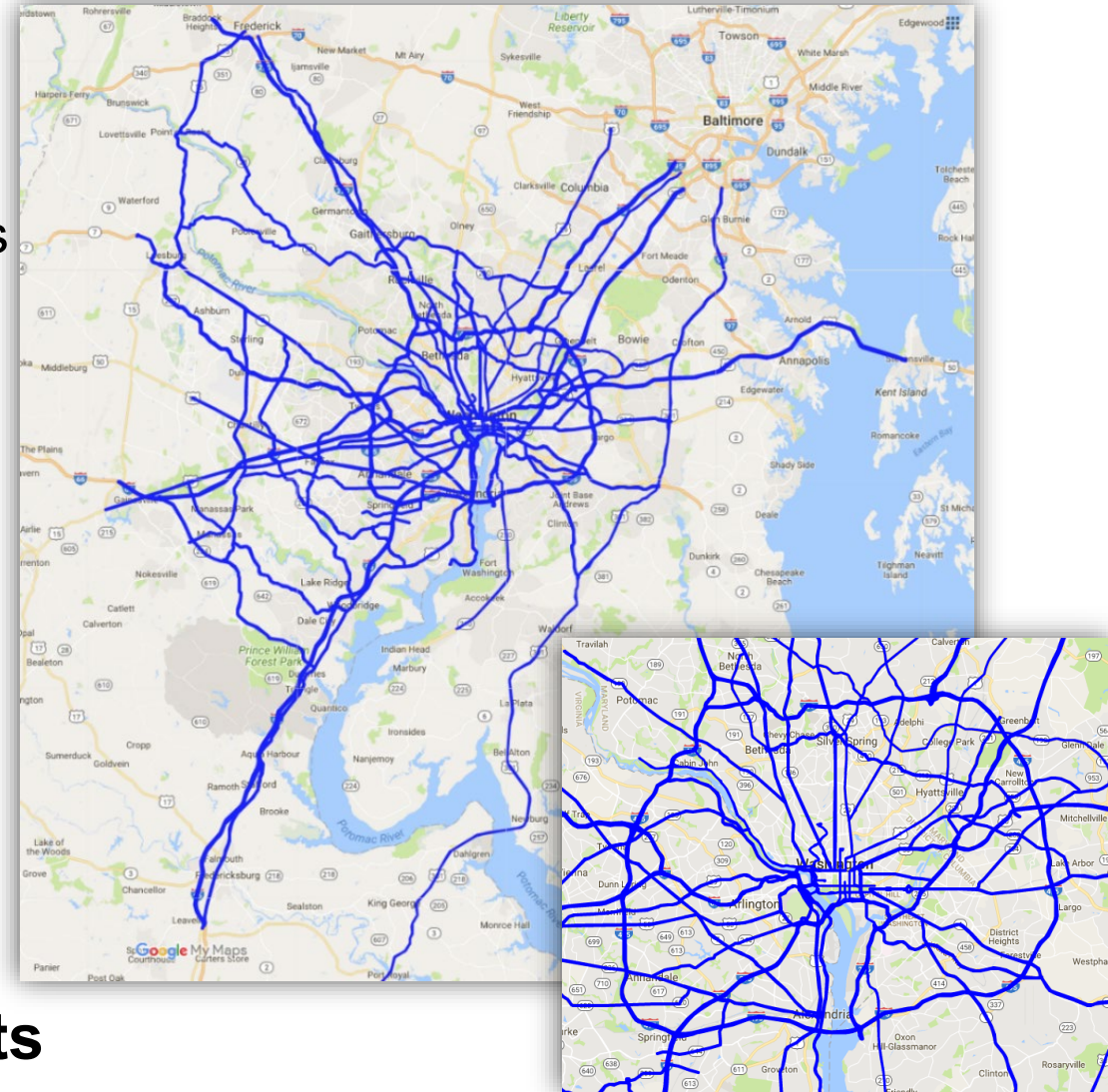
- **Area of Interest**

- 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 evaluate ripple effects**



MATOC's Triggers and Incident Classifications

• Triggers

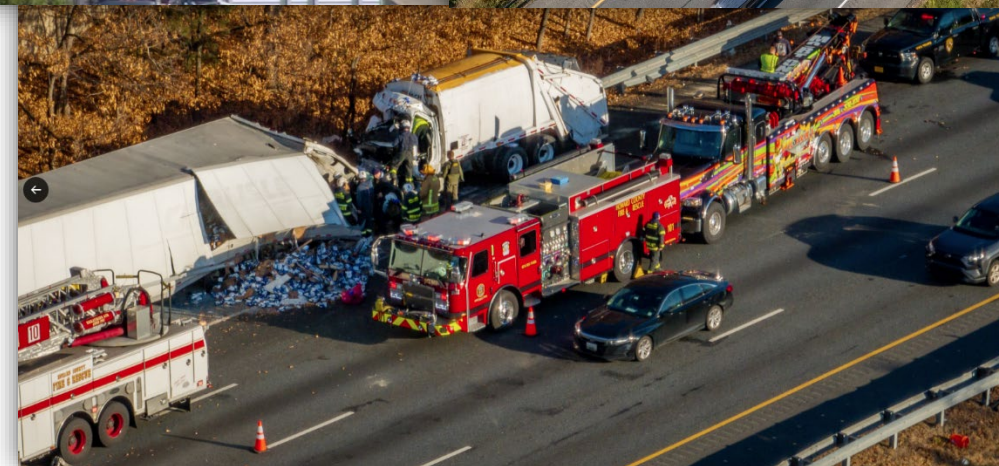
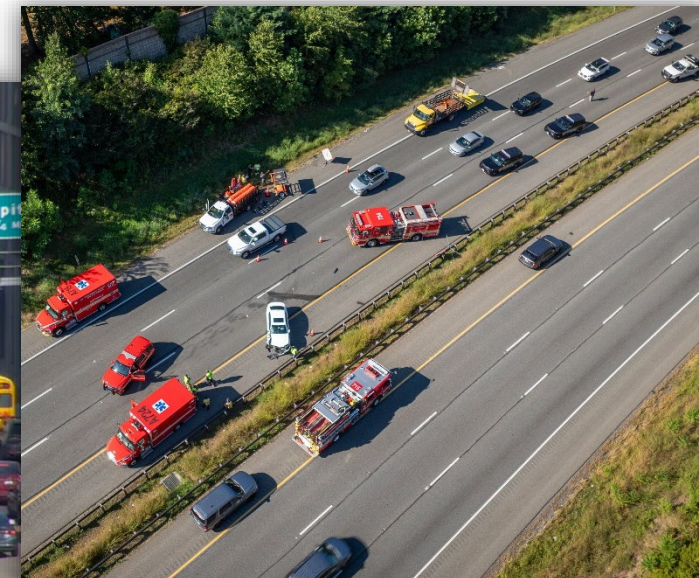
- Capacity: **50%** travel lanes closed
- Incident Duration: **>30** minutes
- Queue: **>4** mile delay (freeways)

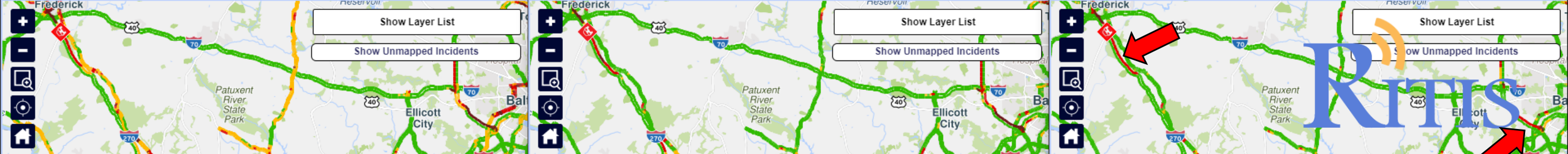
• Institutional knowledge

- Operator experience and intuition
- Incident response activity
- Probe speed data

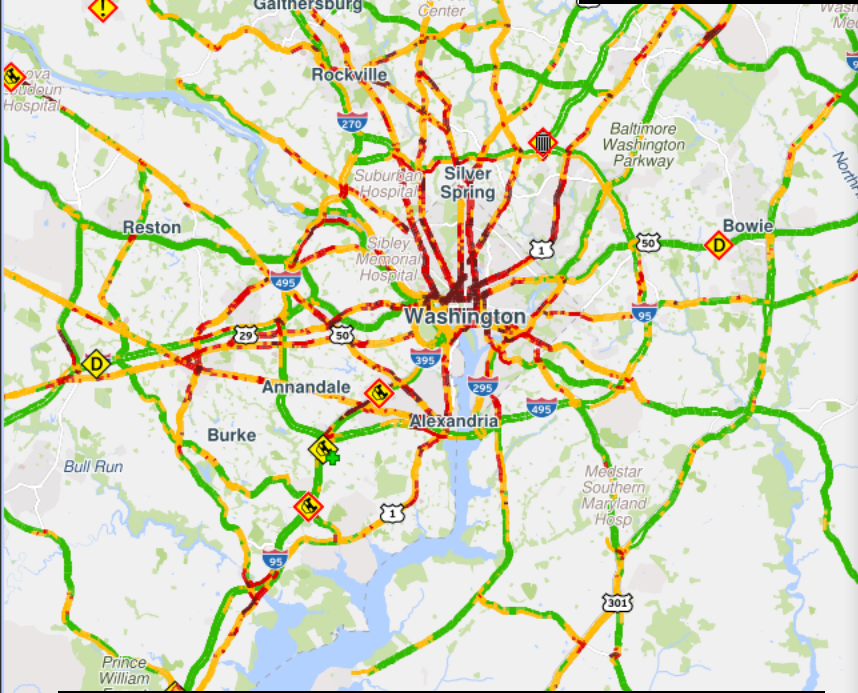
• Incident Classification

- **Minor** (<30min)
- **Intermediate** (>30min to 2hrs)
- **Major** (>2hrs)

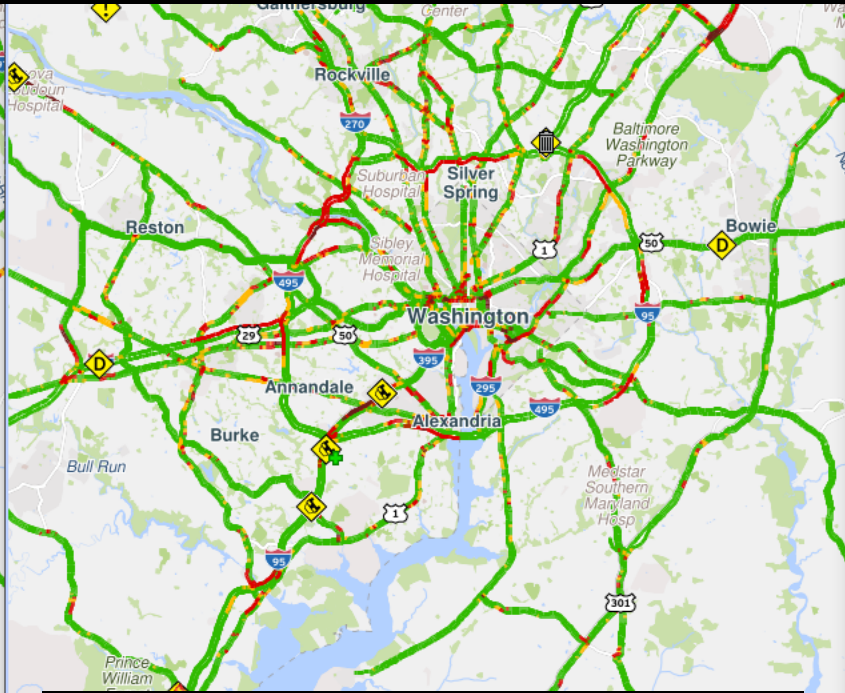




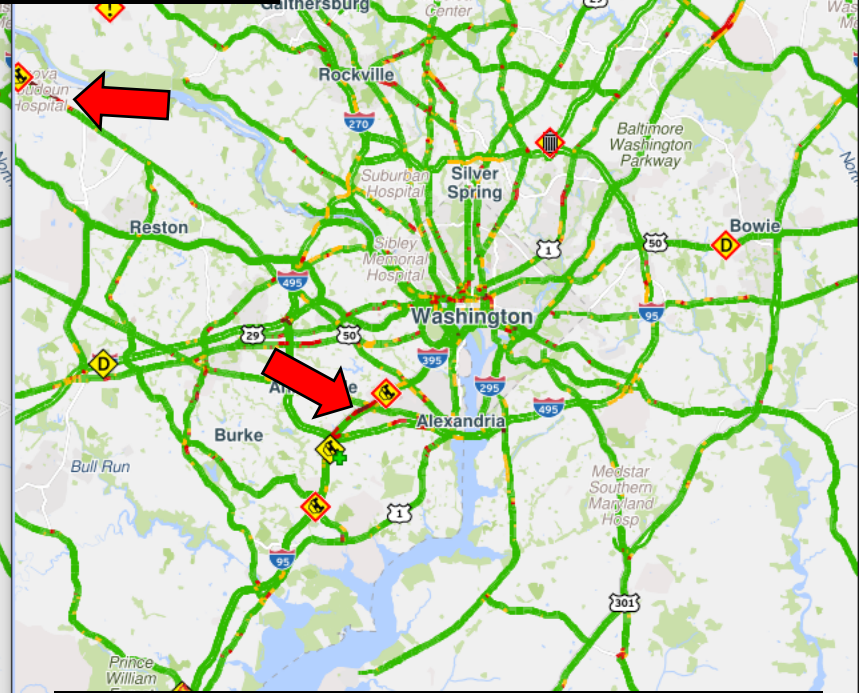
Probe Speed Data: Homing in on an incident



Speed Mode
 Measured (Raw) Speed
"What your vehicle/phone is reporting"



Congestion Mode
 Measured Speed vs Free Flow Speed
"Visualizing congestion"



Comparative Speed Mode
 Measured Speed vs Historical Speeds
"Detecting abnormal congestion"





MVIEW Regional CCTV Sharing Platform

1 I-495 N. OF AMER LE... x



2 I-495



6 US 50 E. of I-95/495 x



7 I-395 / MM 9.61 / NB ... x



8 I-66 / MM 75 / EB (Fai... x



9 I-495 / MM 42.6 / NB ... x



10 I-495 / MM 48.2 / SB (... x



11 I-95 / MM 171.2 / SB (... x



12 I-95 / MM 177.1 / NB ... x



13 I-95/495 WOODROW ... x



14 Canal Road and Chai... x



15 Key Bridge and M St. ... x



16 Constitution Ave NW ... x



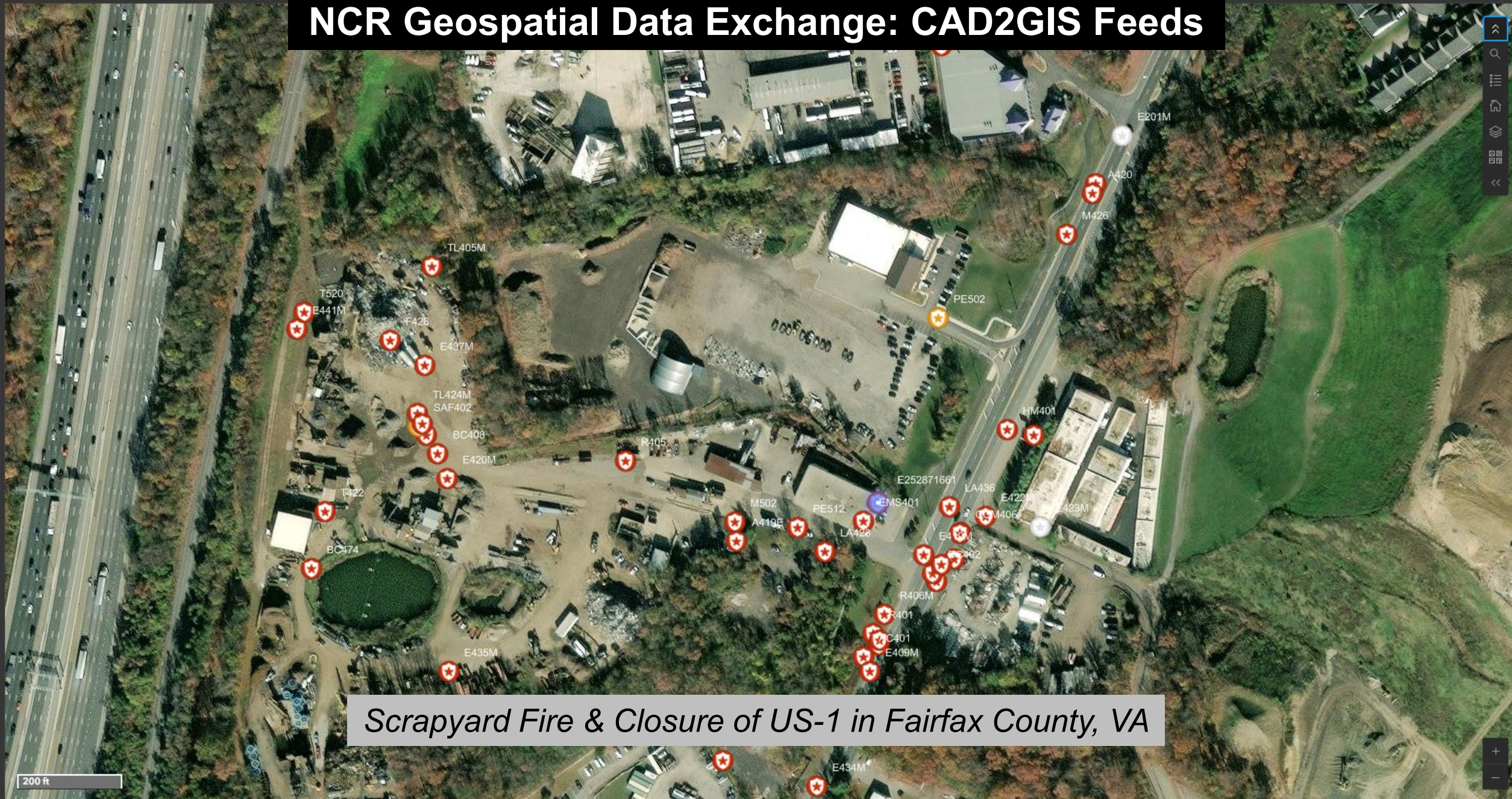
17 Kenilworth and Easte... x



18 I-295 N. OF I-495 x



NCR Geospatial Data Exchange: CAD2GIS Feeds

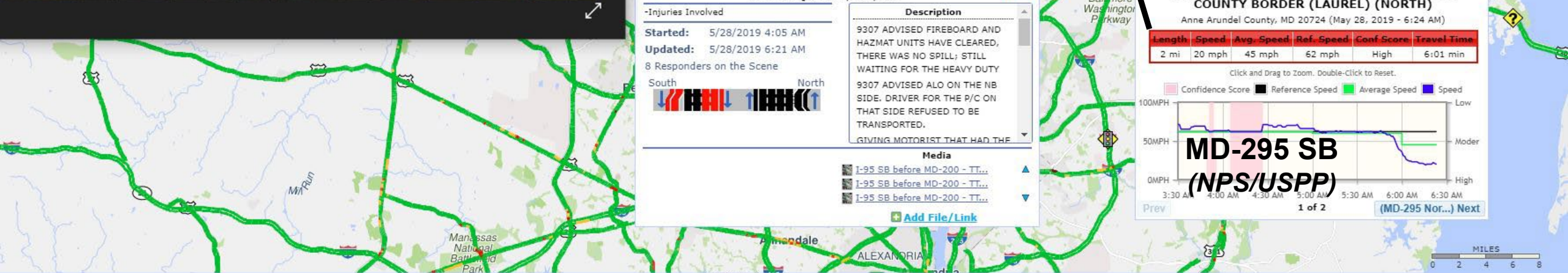


Scrapyard Fire & Closure of US-1 in Fairfax County, VA



**Tractor Trailer Crash
I-95 SB before
MD-200**

Assessing Cascading Impacts



INRIX Probe Data
COLUMBIA PIKE(US-29) Southbound @ MD-198/SANDY SPRING RD
 Montgomery County, MD 20866 (May 28, 2019 - 6:24 AM)

Length	Speed	Avg. Speed	Ref. Speed	Conf Score	Travel Time
1.01 mi	40 mph	52 mph	60 mph	High	1:30 min

Click and Drag to Zoom. Double-Click to Reset.

Legend: Confidence Score (pink), Reference Speed (black), Average Speed (green), Speed (blue)

**US-29 SB
(Local DOT & Transit)**

Graph: Speed (MPH) vs Time (3:30 AM to 6:30 AM). Shows a sharp drop in speed around 5:00 AM.

Prev (US-29 Nort...) | 3 of 8 | (MD-198 Eas...) Next

INRIX Probe Data
I-95 Southbound @ MD-198/EXIT 33
 Prince George's County, MD 20707 (May 28, 2019 - 6:24 AM)

Length	Speed	Avg. Speed	Ref. Speed	Conf Score	Travel Time
1.34 mi	5 mph	63 mph	66 mph	High	16:11 min

Click and Drag to Zoom. Double-Click to Reset.

Legend: Confidence Score (pink), Reference Speed (black), Average Speed (green), Speed (blue)

**I-95 SB
(State DOT)**

Graph: Speed (MPH) vs Time (3:30 AM to 6:30 AM). Shows a sharp drop in speed around 5:00 AM.

Prev | 1 of 8 | (I-95 North...) Next

Injuries Involved
I-95 SOUTH AT EXIT 31 MD 200 INTERCOUNTY CONNECTOR (SB)
 Prince Georges County, Maryland

-Injuries Involved

Started: 5/28/2019 4:05 AM
Updated: 5/28/2019 6:21 AM
 8 Responders on the Scene

South | North

Description

9307 ADVISED FIREBOARD AND HAZMAT UNITS HAVE CLEARED, THERE WAS NO SPILL; STILL WAITING FOR THE HEAVY DUTY 9307 ADVISED ALO ON THE NB SIDE, DRIVER FOR THE P/C ON THAT SIDE REFUSED TO BE TRANSPORTED. GIVING MOTORIST THAT HAD THE

Media

- I-95 SB before MD-200 - TT...
- I-95 SB before MD-200 - TT...
- I-95 SB before MD-200 - TT...

[+ Add File/Link](#)

INRIX Probe Data
BALTIMORE WASHINGTON PKWY(MD-295) Southbound @ ARUNDEL--PRINCE GEORGE'S COUNTY BORDER (LAUREL) (NORTH)
 Anne Arundel County, MD 20724 (May 28, 2019 - 6:24 AM)

Length	Speed	Avg. Speed	Ref. Speed	Conf Score	Travel Time
2 mi	20 mph	45 mph	62 mph	High	6:01 min

Click and Drag to Zoom. Double-Click to Reset.

Legend: Confidence Score (pink), Reference Speed (black), Average Speed (green), Speed (blue)

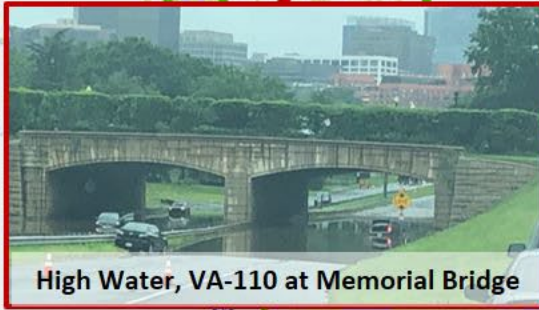
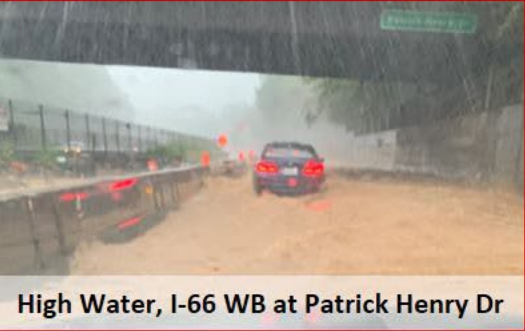
**MD-295 SB
(NPS/USPP)**

Graph: Speed (MPH) vs Time (3:30 AM to 6:30 AM). Shows a sharp drop in speed around 5:00 AM.

Prev | 1 of 2 | (MD-295 Nor...) Next

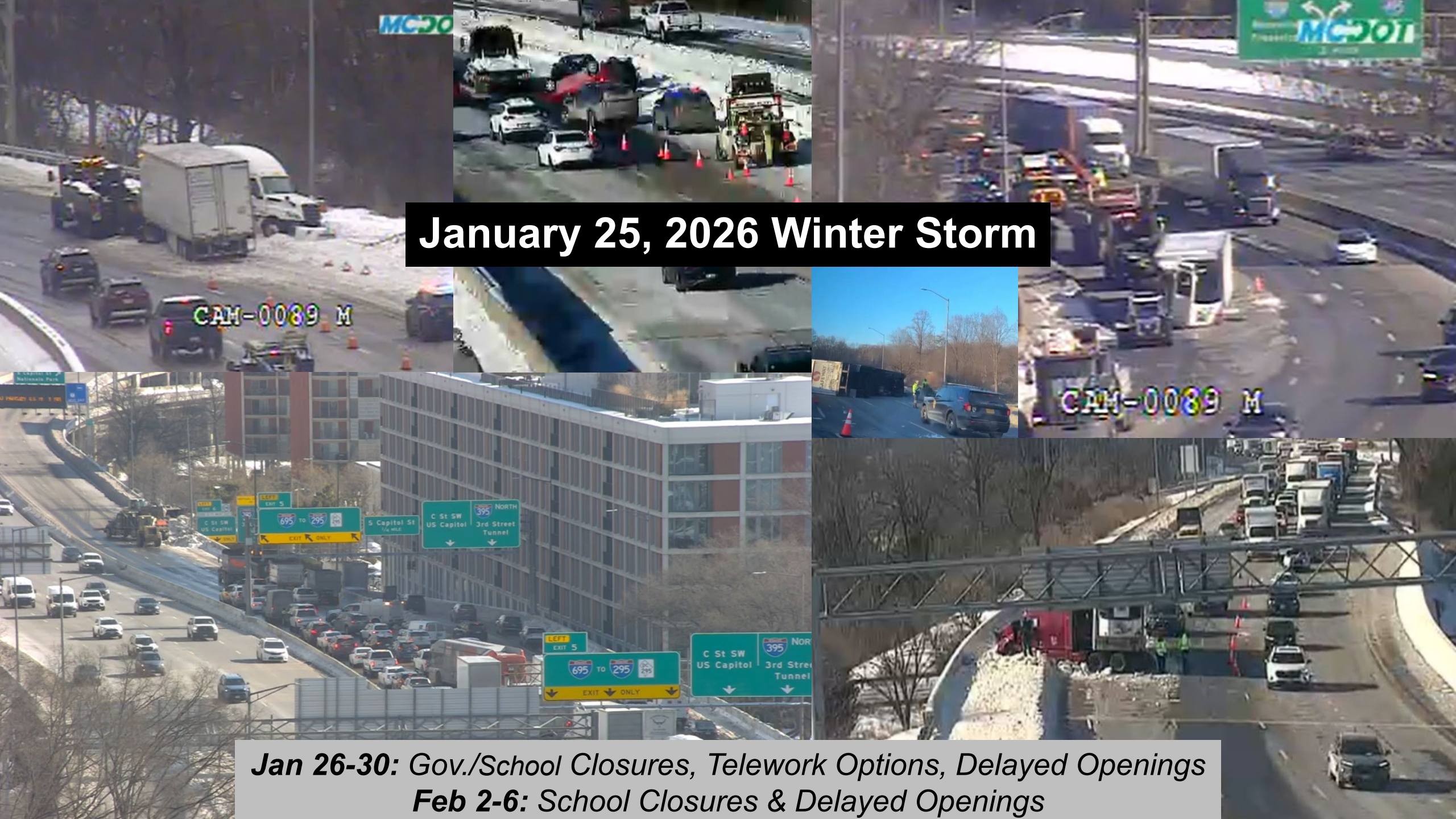
Connecting the Dots: July 8, 2019

Layer List
ped Incidents



Weather Events?





January 25, 2026 Winter Storm

***Jan 26-30: Gov./School Closures, Telework Options, Delayed Openings
Feb 2-6: School Closures & Delayed Openings***

- **Ongoing Challenges**

- Information overload; so much data, so many tools
- Balance between exchanging too much and too little information – too much becomes “noise”, but too little risks omissions
- System resiliency; ensuring existing data sets/sources are maintained
- Security / Utility specific incidents and events
 - Accessing public safety/law enforcement sensitive or private sector data and information

- **Opportunities**

- Having more Traffic Incident Management practitioners represented at the MATOC table
- Enhance technical systems and data sharing capabilities; incorporating artificial intelligence
- New data types: dashcam feeds, location based services, connected vehicle data
- Outreach and Training:
 - Enable public sector agencies and organizations to utilize MATOC’s information sharing systems

- **Overall, MATOC continues to pursue its core missions to serve the region**

Questions

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“Working together to reduce incident-related travel delays through improved coordination, cooperation and information sharing”

NCR TRANSPORTATION MUTUAL AID OPERATIONS PLAN (TMAOP)

Regional Emergency Support Function (RESF) #1 – Transportation Emergency Preparedness Committee

Eli Russ
Senior Public Safety Planner
COG Department of Homeland Security & Public Safety

National Capital Region (NCR) Transportation Planning Board - March Meeting
March 18, 2026



National Capital Region
Transportation Planning Board

RESF-1: Transportation Emergency Preparedness Committee

- Re-established in 2006, meets monthly to build relationships, exchange knowledge, and coordinate and enhance transportation emergency preparedness and response efforts and programs across the NCR.
- Representation from around 30 public sector agencies and organizations (Appendix slide), including the Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Facilitates coordination and communication among NCR entities concerning regional transportation issues and activities before, during, and after a regional incident or emergency.



RESF-1: NCR Traffic Incident Management (TIM)

Building off recommendations from the COG 2018 Traffic Incident Management Task Force (TIME), a regional TIM component has been incorporated into the RESF-1 work plan that focuses on:

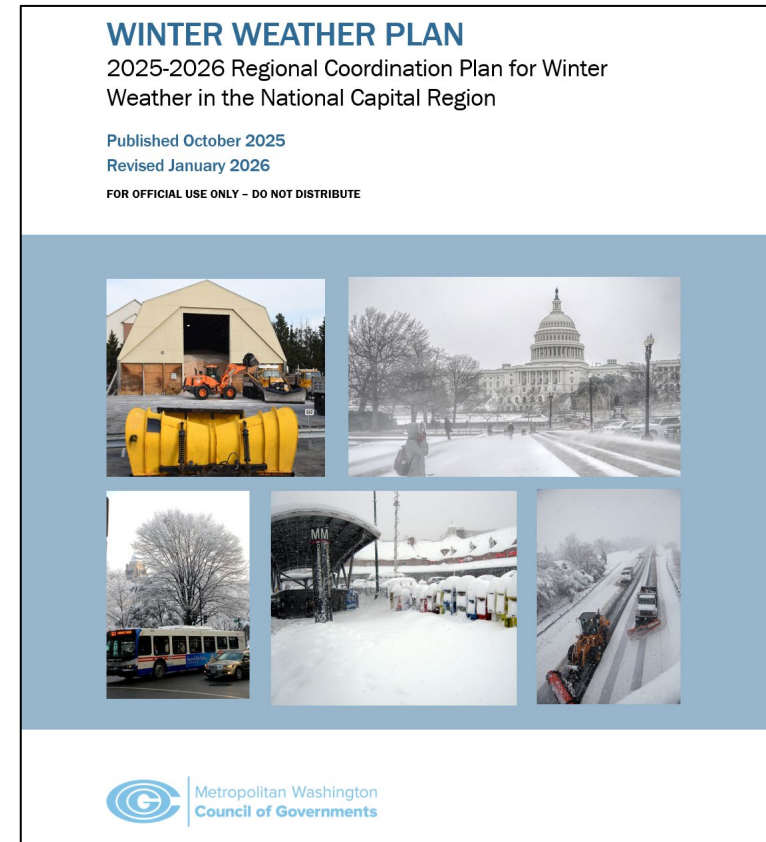
- Coordinating regional TIM self-assessments using the FHWA tool.
- Encouraging and coordinating TIM trainings to promote best practices.
- Including presentations on TIM topics that are relevant to members.
- Promoting discussion on TIM among members with a regional focus.

According to the Federal Highway Administration (FHWA), “TIM is a planned and coordinated program process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents; improves the safety of motorists, crash victims, and emergency responders; and reduces the frequency of secondary crashes.”



Severe Winter Weather Coordination Program

- Originating in 1987, the NCR Winter Weather Plan's purpose is to regionally coordinate and share information among a range of government and strategic stakeholders to minimize severe winter weather-related disruptions.
- The Plan commences primarily with issued winter weather products that will impact weekday commuting.
- In collaboration with MATOC, COG coordination calls capstone a multi-agency severe winter weather regional coordination process focused on transportation and roadway maintenance.



2005 NCR Mutual Aid Agreement (MAA)

Mutual aid is the provision of law enforcement, fire, rescue, emergency health/medical services, transportation, communications, public works and engineering, mass care, and resource support.

- Authorized by the National Intelligence Reform and Terrorism Prevention Act (2004), the MAA provides liability protection when public safety and other services cross jurisdictional boundaries, increasing the ability to preserve the safety and welfare of the entire NCR.
- The Act allows for mutual aid in the following situations:
 - A public service event (e.g., single or repeating public gathering)
 - An emergency (e.g., declared or undeclared state of emergency, or local day-to-day emergency responses across state lines)
 - Training or exercises for either situation



MAA: Liability Provisions and Protections

- Mutual aid participation is **voluntary**. Responses to requests for assistance should be timely and through the MAOP protocol to ensure liability protections for personnel.
- Responding Agencies remain governed by the liability laws of their home state/jurisdiction.
- The Affected Jurisdiction includes the property under federal or state jurisdiction AND the underlying political jurisdiction.
- Other agency-to-agency memorandums, agreements, assistance compacts, or federal Request for Assistance processes may not include the Act/MAA's liability protection provisions.

MAA Signatories		
DC	Bowie, Charles Co., College Park, Frederick, Frederick Co.,	Alexandria, Arlington Co., Fairfax, Fairfax Co., Falls Church, Loudoun Co., Manassas, Manassas Park, Prince William Co.; Virginia Commonwealth
MWAA	Gaithersburg, Greenbelt, Hyattsville, Montgomery Co., Prince George's Co., Rockville, Seat Pleasant, Takoma Park; Anne Arundel Co.	
WMATA		

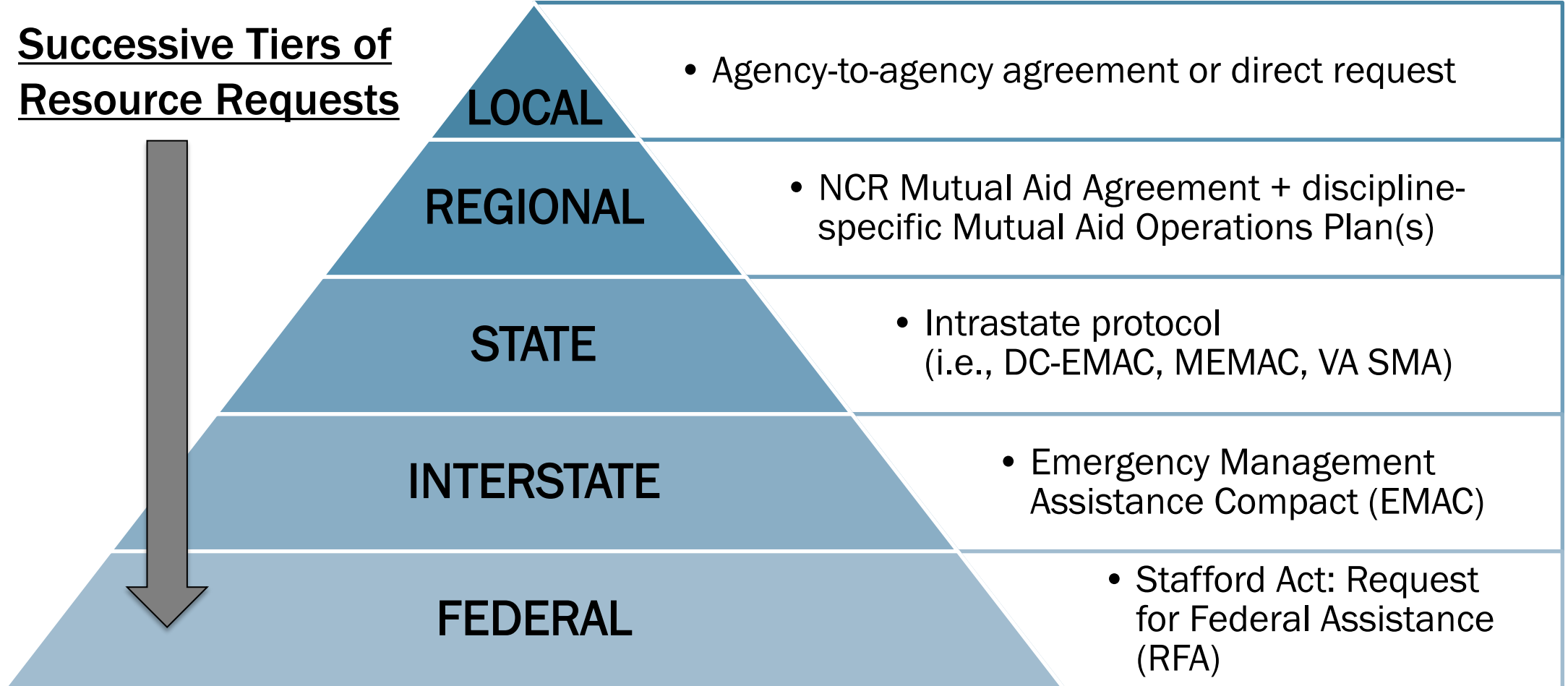
Mutual Aid Operations Plans (MAOP)

- Operational agreements between jurisdictions to provide mutual aid.
- Agreed upon methods and procedures among the signatories for their respective jurisdictional response to a request for mutual aid.
- Contain the “nuts and bolts” of how a discipline puts the MAA into action.
- COG MAOPs of the Greater Washington Metropolitan Area / NCR:
 - Fire/Rescue
 - Law Enforcement
 - Law Enforcement UAS
 - Corrections
 - Debris Removal
 - Water & Wastewater Utilities (NCRWARN)
 - *Unsigned:* Transportation (TMAOP)
 - *Draft:* Cybersecurity
 - *Draft:* 9-1-1
 - *Draft:* Emergency Management



Mutual Aid in the NCR

Successive Tiers of Resource Requests



Escalating Levels of Support as Resources are Exhausted



RESF-1 TMAOP Overview

- Produced in 2022 to provide transportation/transit mutual aid across jurisdictions in the Greater Washington area, including the provision of traffic incident management, emergency infrastructure inspection, maintenance and repair, public safety, evacuation, and the protection of life, property, and environment.
- Sections:
 - Mutual aid request procedures
 - Notification
 - Coordination
 - Deployment
 - Command
 - Accountability
 - Demobilization
 - Training
 - Planning
 - Communication
 - References
 - Signatories



TMAOP Process Overview

- Following an existing or imminent Emergency, Public Service Event, or training, the Requesting Jurisdiction/Agency requests regional assistance.
 - To amplify and deconflict the mutual aid request, COG can disseminate a RICCS notification and convene a regional coordination conference call
- Responding Jurisdiction(s) coordinate with the Requesting Agency for deployment.
- Responding Jurisdiction is deployed to assist the Requesting Agency.
- Responding Jurisdiction conducts demobilization procedures to return home.

Regular education, training, and exercising on TMAOP operational procedures is key.



TMAOP Resources

Planning, Operational Coordination, and Situational Awareness:

- COG Regional Conference Call
- RICCS (Regional Incident Communication and Coordination System)
- MView CCTV Sharing Program
- NCR Watch Desk - HSIN Chat Room
- RITIS (Regional Integrated Transportation Information System)
- NCR Geospatial Data Exchange (GDX)
- NCR Incident Management Team (IMT)
- NCR EOC Phone Book (rev: 6/2025)
- Regional AAR repository on [SharePoint](#)
- Regional task order [contract](#) for preparedness planning, after-action reporting, and training & exercise services
- Cooperative Purchasing Program and the NCR Contracts [Database](#)

Interoperable Communications:

- NCR Radio Cache Program (CIG)
- MATOC's Transportation Mutual Aid Radio System (TMARS)
- Shared channels/talkgroups and gateways





Benefits of Signing the MAA/TMAOP

- **Resource sharing** from nearby local, state, regional, and federal entities for rapid response to planned events or emergencies
- Provisions for **liability and disputes**
- **Reimbursement** guidelines that set clear expectations
- **Reduced** administrative red tape compared to the nation-wide Emergency Management Assistance Compact (EMAC) request process
- Participation in a longstanding **regional framework** for mutual assistance strengthened by regular emergency planning and coordination



Call to Action – Signing the TMAOP

- All transportation/transit agencies in the NCR are strongly encouraged to become signatories to the MAA **and** the TMAOP.
- **No agencies have currently signed the TMAOP.**
 - COG can provide additional informational briefings to your agency leadership and jurisdiction's emergency manager
 - RESF-1 identified DDOT, MDOT, VDOT, NPS, WMATA, MWAA, Transurban, and Express Mobility Partners as key entities to sign the TMAOP
 - Contact COG Staff for next steps to have your agency executive sign the TMAOP

"When disaster strikes, the time to prepare has passed"

- Steve Cyros



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Metropolitan Washington Council of Governments

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Washington, DC 20002



National Capital Region
Transportation Planning Board

APPENDIX: Active RESF-1 Committee Members

DISTRICT OF COLUMBIA:

- DC DOT
- DC Homeland Security & Emergency Management Agency (HSEMA)

REGIONAL:

- Metropolitan Area Transportation Operations Coordination (MATOC) Program
- WMATA
- MWAA

FEDERAL:

- U.S. DOT
- Transportation Security Administration
- National Park Service - NCR
- Amtrak and Amtrak Police
- FEMA Office of the NCR Coordination and Region 3 (HSEMA FIT)
- U.S. Office of Personnel Management

MARYLAND:

- Maryland DOT; Maryland Transit Administration; State Highway Administration; Maryland Area Rail Commuter; Maryland Transportation Authority (MDTA)
- Maryland Coordination & Analysis Center
- Montgomery County DOT
- City of College Park Public Services
- Baltimore Metropolitan Council

VIRGINIA:

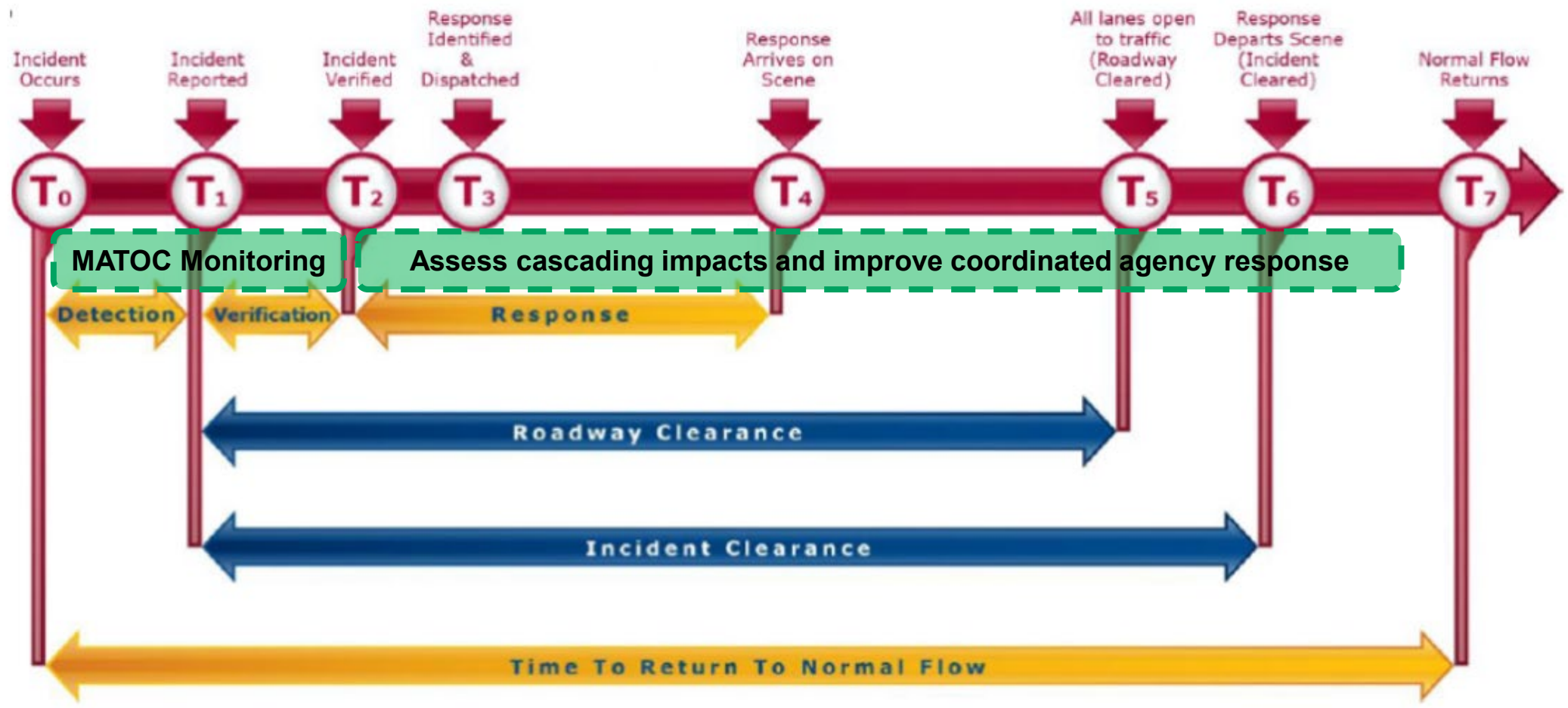
- Virginia DOT NoVA
- Virginia Department of Emergency Management - Region 7
- Virginia State Police
- OmniRide PRTC
- Alexandria DASH
- Alexandria DOT and Environmental Services
- Express Mobility Partners
- Transurban
- Virginia Rail Express



MATOC's and Partners' Systems (Reference Materials/Extras)

Generalized Transportation Incident Timeline

MATOC has the most impact after Incident Verification (T₂)



- **Collaborating Agencies – Traffic Incidents**

- DDOT, MDOT, VDOT, WMATA
- U.S. Park Police
- Regional Homeland Security and Emergency Management Watch Desks

- **Additional Collaborating Agencies**

- Regional/Local Public Transportation Operators (Rail and Bus)
- Tolling Facilities: MDTA, Transurban, I-66 EMP, MWAA/DTR, Dulles Greenway, etc.
- Local Traffic Management Centers
- National Weather Service
- COG Public Safety (“COG Snow Calls” staff) and Public Information Officers Committee/staff

- **Recipients of MATOC Notifications**

- Notifications go out to subscribing federal, state, and local public sector agencies
 - *These agencies also may monitor RITIS or receive RITIS-based automated data feeds*

- **MATOC continuously monitors agency communications feeds**

- Transportation, public safety, emergency management, state/local jurisdictions, and media

- **Systems Monitored**

- **Regional Integrated Transportation Information System (RITIS)**, CapWIN, WebEOC, NCR Dashboard, HSIN NCR Connect, Video Sharing Platforms (MView/Clarix), Public Safety & Media Scanners, Local-Regional-Statewide Alerts, Commuter Bus & Rail Operations, Weather, DOT mobilization plans, and Social Media (X, Waze), Fire Department CAD feeds

- **Communications**

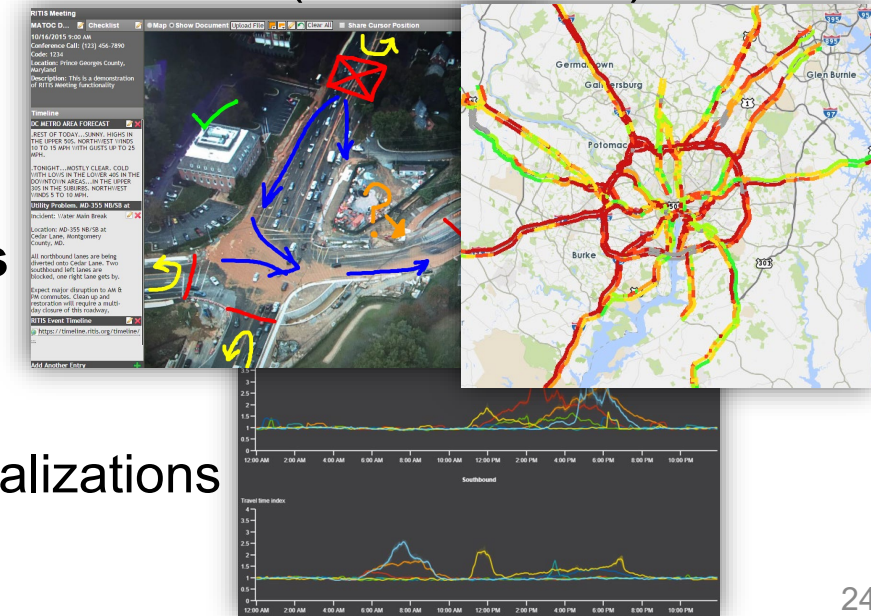
- Phone, CapWIN, **MATOC Alerts (Everbridge)**, **RICCS Alerts**, TMARS (800Mhz radio)

- **MATOC Staff provide**

- **Enhanced monitoring** of the area's transportation network
- **Travel advisories** (planned & special events)
- Incident and severe weather based **coordination activities**
- Onsite and online **RITIS training**

- **Other RITIS related tools**

- Probe Data Analytics (PDA) Suite – Various traffic data visualizations



Regional Programs & Tools

- **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



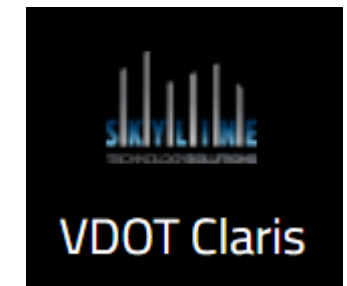
- Video Sharing Systems

- **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**

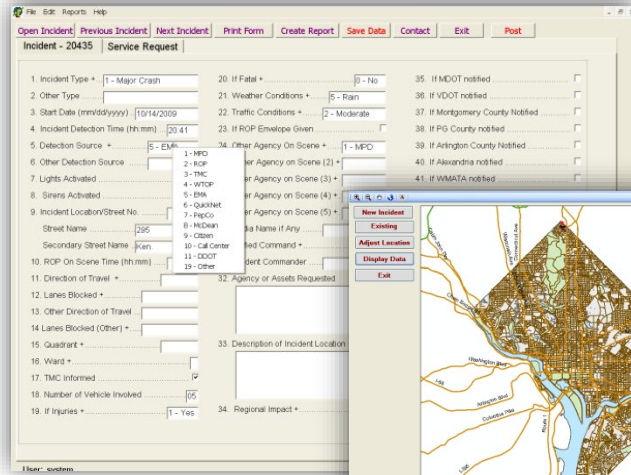
- **NCR Geospatial Data Exchange**



Regional Integrated Transportation Information System

- Developed at the University of Maryland's Center for Advanced Transportation Technology Laboratory (UMD CATT Lab) in mid 2000s
 - **Compiles** real-time (near real-time) transportation 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
- **Only available to public sector agencies and organizations**
 - Over **11,000 registered RITIS users** from around the country, many are from non-DOT disciplines
- Gives users a **common operating picture** of a region's transportation network
- Puts MATOC staff in a position to identify actions/responses that would be helpful when transportation incidents occur in the National Capital Region
 - RITIS is being used in other operations centers in the region
- **MATOC provides RITIS Training** on behalf of the UMD CATT Lab

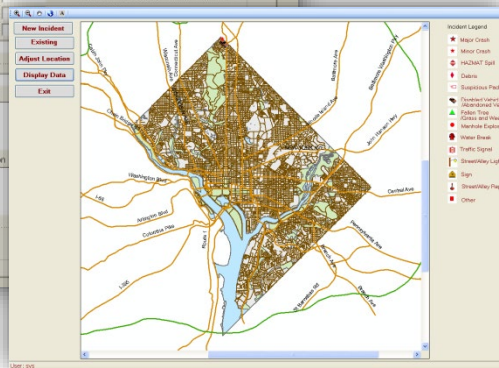
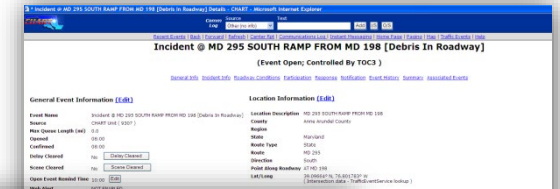
DOT Advanced Traffic Management Systems



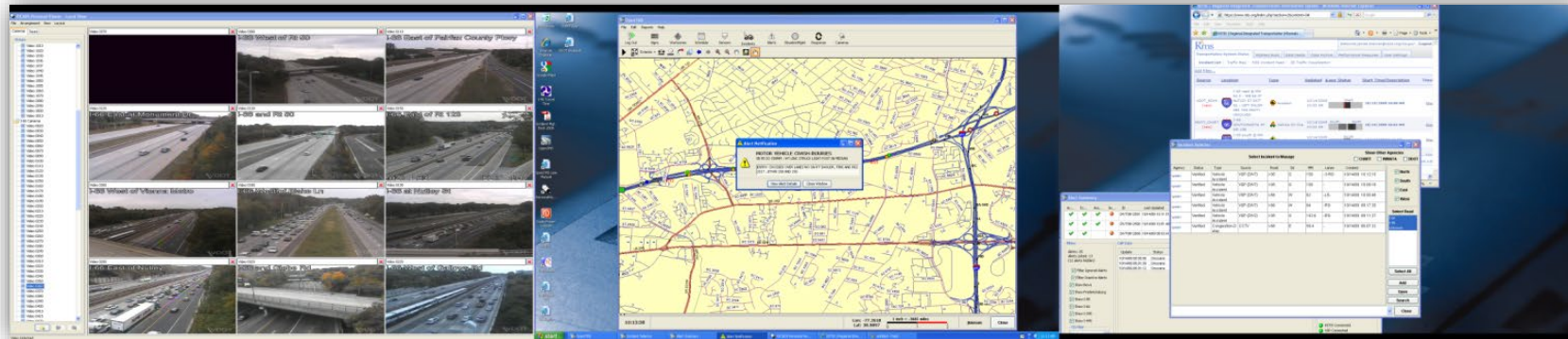
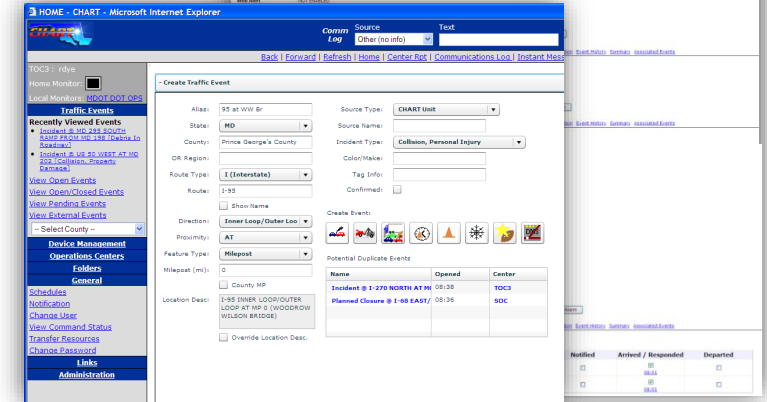
DDOT ATMS



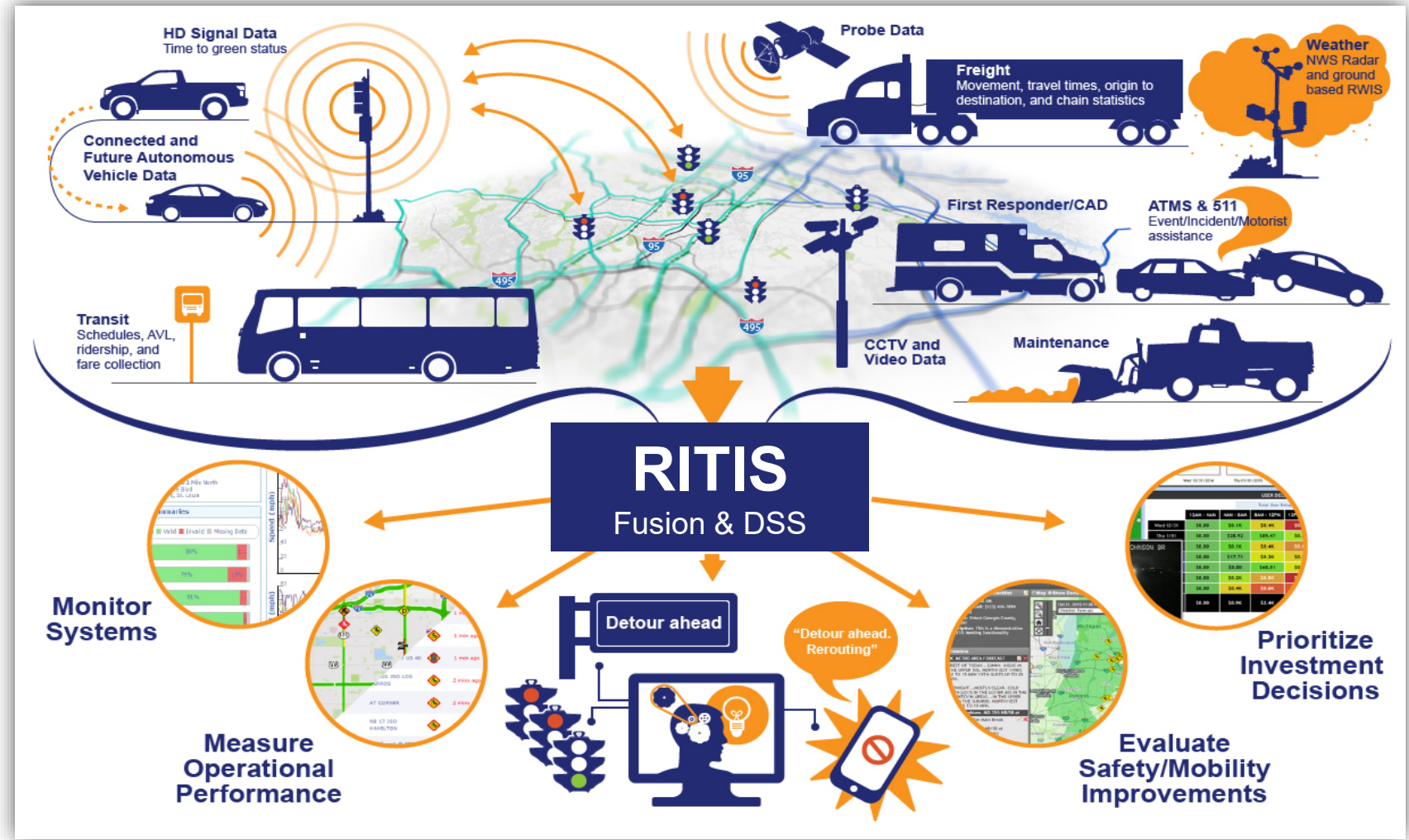
MDOT ATMS



VDOT ATMS



Regional Integrated Transportation Information System

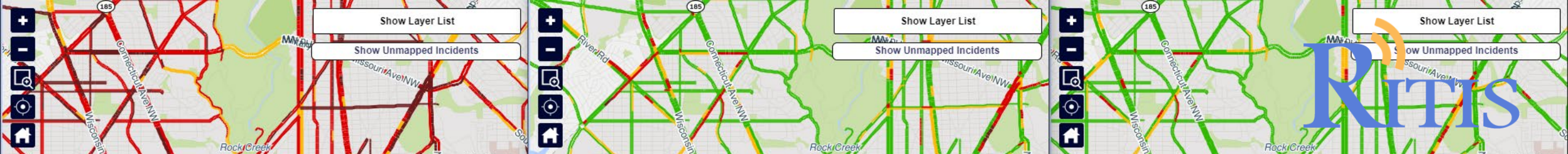


Regional Integrated Transportation Information System

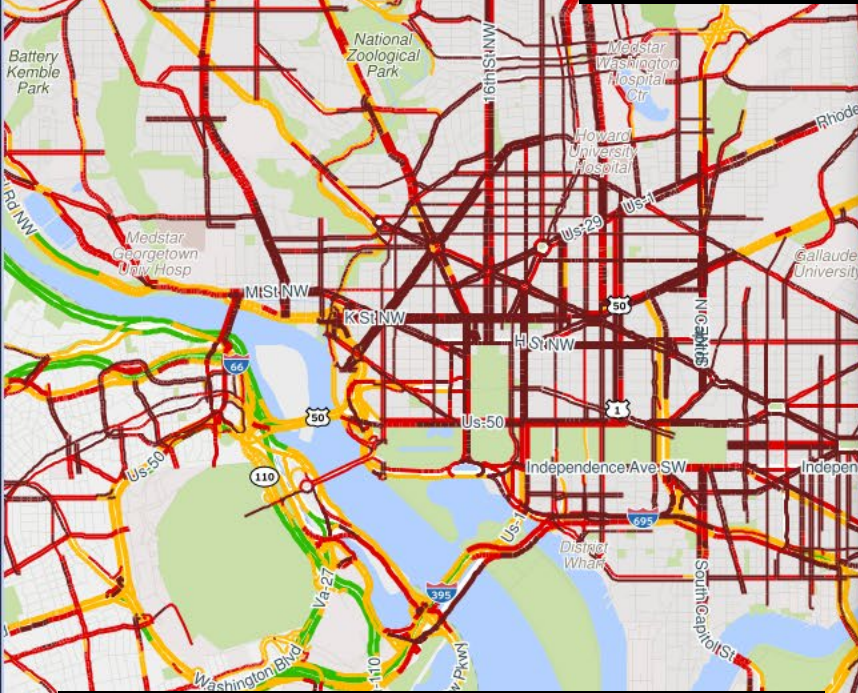
The screenshot displays the RITIS dashboard interface. On the left, there are live video feeds of various roadways. The central map shows traffic conditions with color-coded overlays (green for normal, yellow for caution, red for delay) and icons for incidents. A 'Hospital' filter is active. Several incident pop-ups are visible:

- Incident: I-495 OUTER LOOP AT EXIT 30 US 2 COLESVILLE RD (WB)** (Montgomery County, Maryland). Started: 9/21/2017 7:18 PM. Updated: 9/21/2017 7:19 PM. Description: Disabled Vehicle. -Disabled On Shoulder.
- Incident: I-66W west @ MM 50.000** (Fairfax (county) County, Virginia). Started: 9/21/2017 7:06 PM. Updated: 9/21/2017 7:21 PM. Description: Disabled Vehicle. -Disabled On Shoulder.
- Incident: Addison road-seat Pleasant**. Updated less than a min ago. Includes a table of destinations and travel times.
- MDOT Detector (CHART): Unknown on MD 295 NORTH AT GREENBELT RD** (Sep 21, 2017 - 7:18:29 PM). Chart showing Ref. Speed (55 mph), Avg. Speed (51 mph), Volume (226 veh/min), and Lane(s) (2).
- INRIX Probe Data: I-95 S(I-95) Southbound @ EXIT 163** (Fairfax County County, VA 22079 (Sep 21, 2017 - 7:22 PM)). Table showing Length (2.64 mi), Speed (22 mph), Avg. Speed (49 mph), Ref. Speed (62 mph), Conf. Score (High), and Travel Time (7:11 min).
- Route 1: I-395 VIA I-95S** (7 MILES, 13 MINUTES). Updated: 09/21/2017 7:15 PM.
- US 50 East at Church Rd. (2 Mi. prior Ex 11 MD 197)** (I-97 10 MI 10 MIN, BAY BR. 22 MI 22 MIN). Updated: 09/21/2017 6:44 PM.

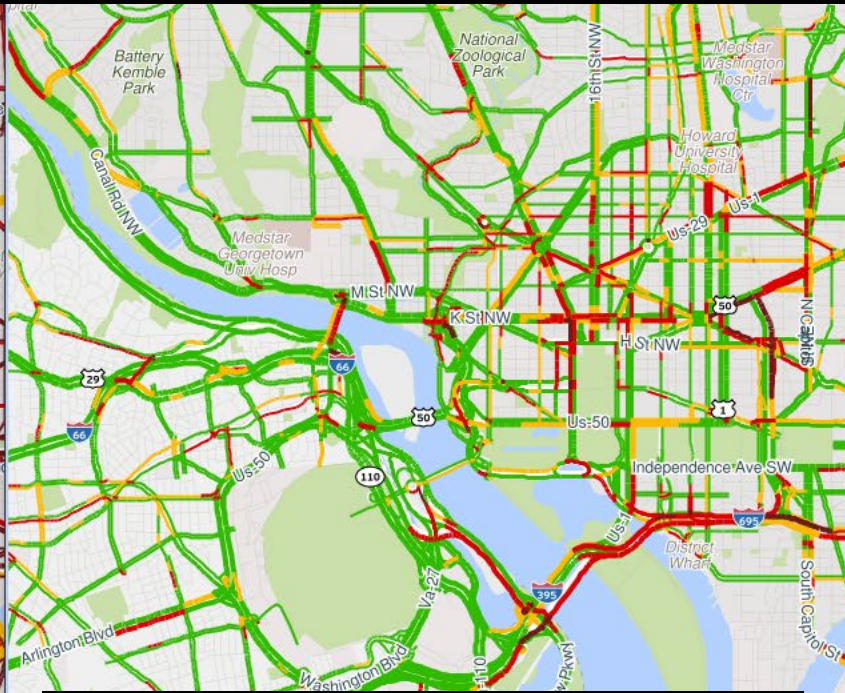
On the right side, there is a 'Hide Layer List' with various data layers like Future Events, Dynamic Message Signs, Incidents and Events, Traffic Cameras, etc. At the bottom left, an event timeline for the I-66W west @ MM 50.000 incident is shown, with a heatmap of traffic flow over time.



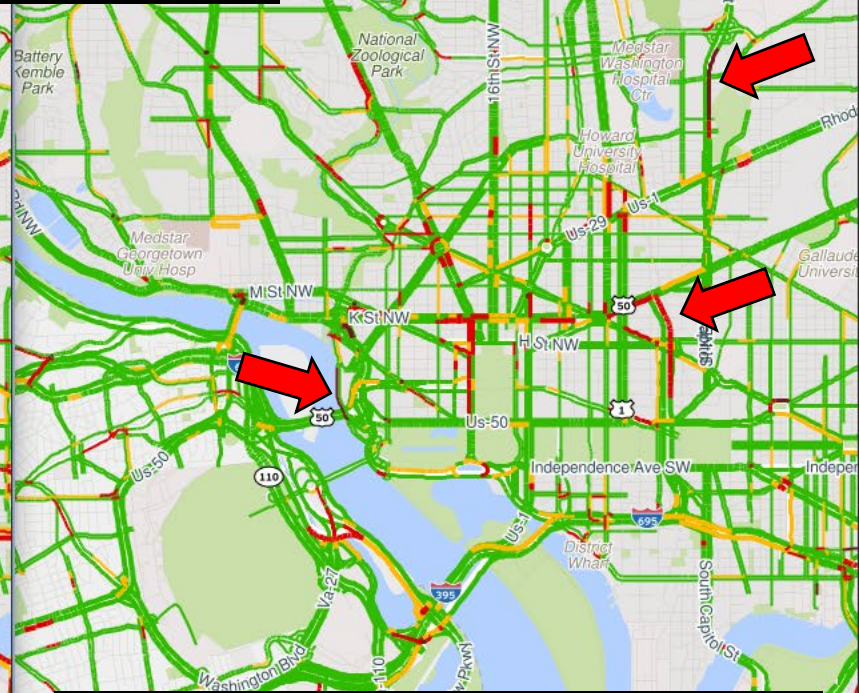
Probe Speed Data: Homing in on an incident



Speed Mode
 Measured (Raw) Speed
"What your vehicle/phone is reporting"



Congestion Mode
 Measured Speed vs Free Flow Speed
"Visualizing congestion"



Comparative Speed Mode
 Measured Speed vs Historical Speeds
"Detecting abnormal congestion"





Dashboard

PDA Dashboard: Speed & Travel Time Table for NCR Highways

(Segmented: "Rural", "Suburban", "Urban")

Create PM3 Report Select a Dashboard + Add New Dashboard ?

NCR Speed & Travel Times (Segmented) ?

Maryland XD: I-270 (I-70 to MD-121)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-270 NB from MD-121 to I-70	↑ 4	68 mph	64 mph	↓ 1	13 m	14 m
I-270 SB from I-70 to MD-121	↑ 4	66 mph	62 mph	0	13 m	13 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (21s ago)

Maryland XD: I-270 (MD-121 to I-370)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-270 NB from I-370 to MD-121	↑ 4	68 mph	64 mph	0	8 m	8 m
I-270 SB from MD-121 to I-370	↑ 2	64 mph	62 mph	0	9 m	9 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (22s ago)

Maryland XD: I-270 (I-370 to I-495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-270 NB from I-495 to I-370	↑ 5	67 mph	62 mph	↓ 1	8 m	9 m
I-270 SB from I-370 to I-495	↑ 6	68 mph	62 mph	↓ 1	8 m	9 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (21s ago)

Maryland XD: I-95 (I-695 to MD-100)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-95 NB from MD-100 to I-695	↑ 2	67 mph	65 mph	↓ 1	5 m	6 m
I-95 SB from I-695 to MD-100	↑ 3	67 mph	64 mph	↓ 1	5 m	6 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (22s ago)

Maryland XD: I-95 (MD-100 to MD-198)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-95 NB from MD-198 to MD-100	↑ 1	66 mph	65 mph	0	9 m	9 m
I-95 NB from MD-100 to MD-198	↑ 3	68 mph	65 mph	0	9 m	9 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (17s ago)

Maryland XD: I-95 (MD-198 to I-495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-95 NB from I-495 to MD-198	↑ 3	66 mph	63 mph	0	6 m	6 m
I-95 SB from MD-198 to I-495	↑ 4	67 mph	63 mph	0	6 m	6 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (19s ago)

Maryland XD: MD-295 (I-695 to MD-32)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
MD-295 NB from MD-32 to I-695	↑ 2	62 mph	60 mph	0	10 m	10 m
MD-295 SB from I-695 to MD-32	↑ 2	62 mph	60 mph	0	10 m	10 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (17s ago)

Maryland XD: MD-295 (MD-32 to I-95/495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
MD-295 NB from I-95/495 to MD-32	↑ 11	63 mph	52 mph	↓ 2	10 m	12 m
MD-295 SB from MD-32 to I-95/495	↑ 5	62 mph	57 mph	↓ 1	10 m	11 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (19s ago)

Maryland XD: MD-295 (I-95/495 to US-50)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
MD-295 NB from US-50 to I-95/495	↑ 4	60 mph	56 mph	0	6 m	6 m
MD-295 SB from I-95/495 to US-50	↓ 1	55 mph	56 mph	0	7 m	7 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (24s ago)

Maryland XD: US-50 (Bay Bridge Toll Plaza to I-97)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
US-50 WB from Toll Plaza to I-97	↑ 2	64 mph	62 mph	0	10 m	10 m
US-50 EB from I-97 to Toll Plaza	↑ 4	66 mph	62 mph	0	10 m	10 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (23s ago)

Maryland XD: US-50 (I-97 to I-95/495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
US-50 WB from I-97 to I-95/495	↑ 3	71 mph	68 mph	0	7 m	7 m
US-50 WB from I-95/495 to I-97	↑ 2	70 mph	68 mph	0	7 m	7 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (17s ago)

Maryland XD: US-50 (I-95/495 to DC Line)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
US-50 WB from I-95/495 to DC Line	↓ 1	56 mph	57 mph	↑ 1	6 m	5 m
US-50 EB from DC Line to I-95/495	↑ 2	58 mph	56 mph	↓ 1	5 m	6 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (19s ago)

Virginia XD: I-95 (Rappahannock River to VA-610)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-95 NB from Rappahannock River to VA-610	↑ 4	70 mph	66 mph	↓ 1	6 m	7 m
I-95 SB from VA-610 to Rappahannock River	↓ 34	29 mph	63 mph	↑ 8	15 m	7 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (22s ago)

Virginia XD: I-95 (VA-610 to VA-123)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-95 NB from VA-610 to VA-123	↑ 4	67 mph	63 mph	↓ 1	15 m	16 m
I-95 SB from VA-123 to VA-610	↓ 16	46 mph	62 mph	↑ 5	22 m	17 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (19s ago)

Virginia XD: I-95 (VA-123 to I-395/495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-95 NB from VA-123 to I-395/495	↑ 9	64 mph	55 mph	↓ 2	9 m	11 m
I-95 SB from I-395/495 to VA-123	↑ 3	64 mph	61 mph	↓ 1	9 m	10 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (18s ago)

Virginia XD: I-66 (US-15 to VA-28)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-66 EB from US-15 to VA-28	↑ 3	66 mph	63 mph	↓ 1	11 m	12 m
I-66 WB from VA-28 to US-15	↑ 2	64 mph	62 mph	0	12 m	12 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (20s ago)

Virginia XD: I-66 (VA-28 to I-495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-66 EB from VA-28 to I-495	↓ 1	56 mph	57 mph	↑ 1	13 m	12 m
I-66 WB from I-495 to VA-28	↑ 2	61 mph	59 mph	↓ 1	11 m	12 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (21s ago)

Virginia XD: I-66 (I-495 to DC Line)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historical	Differential	Current	Historical
I-66 EB from I-495 to DC Line	↑ 1	61 mph	60 mph	0	10 m	10 m
I-66 WB from DC Line to I-495	0	57 mph	57 mph	0	11 m	11 m

Data source: INRIX XD Updated Feb 25, 2026 12:07 PM (19s ago)

Virginia: I-95 Corridor (Between VA-123 & I-495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-95 SB between I-395/I-495 and VA-123/Exit 160	↓ 14	19 mph	33 mph	↑ 15	36 m	21 m
I-95 NB between VA-123/Exit 160 and I-395/I-495	↑ 3	65 mph	62 mph	↓ 1	10 m	11 m
I-95 (HOV) NB between VA-123/Exit 160 and Franconia Rd/Exit 169	0	62 mph	62 mph	0	10 m	10 m
I-95 (HOV) SB between Franconia Rd/Exit 169 and VA-123/Exit 160	↓ 1	69 mph	70 mph	0	9 m	9 m
US-1 NB between VA-123/Gordon Blvd and I-495/I-95	↑ 1	32 mph	31 mph	0	30 m	30 m
US-1 SB between I-495/I-95 and VA-123/Gordon Blvd	↓ 3	26 mph	29 mph	↑ 4	37 m	33 m

Using INRIX data Updated Aug 9, 2021 4:31 PM (2s ago)

Virginia: I-95 Corridor (Between VA-610 & I-495)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-95 SB between US-1/VA-610/Exit 143 and I-395/I-495	↓ 22	23 mph	45 mph	↑ 35	1 h 13 m	38 m
I-95 NB between US-1/VA-610/Exit 143 and I-395/I-495	↓ 7	56 mph	63 mph	↑ 4	33 m	29 m
I-95 (HOV) NB between I-95 (SOUTH) and Franconia Rd/Exit 169	0	51 mph	51 mph	0	29 m	29 m
I-95 (HOV) SB between I-95 (SOUTH) and Franconia Rd/Exit 169	↓ 2	69 mph	71 mph	0	22 m	22 m
US-1 NB between VA-610/Garrisonville Rd and I-495/I-95	↑ 1	34 mph	33 mph	↓ 1	1 h 3 m	1 h 4 m
US-1 SB between VA-610/Garrisonville Rd and I-495/I-95	↓ 4	26 mph	30 mph	↑ 11	1 h 17 m	1 h 6 m

Using INRIX data Updated Aug 9, 2021 4:31 PM (2s ago)

Virginia: I-95 Corridor (Between VA-234 & VA-123)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-95 SB between VA-123/Exit 160 and VA-234/Exit 152	↓ 21	32 mph	53 mph	↑ 6	15 m	9 m
I-95 NB between VA-234/Exit 152 and VA-123/Exit 160	↑ 5	65 mph	60 mph	0	8 m	8 m
I-95 (HOV) NB between VA-234/Exit 152 and VA-123/Exit 160	↑ 2	54 mph	52 mph	↓ 1	9 m	10 m
I-95 (HOV) SB between VA-123/Exit 160 and VA-234/Exit 152	0	70 mph	70 mph	0	7 m	7 m
US-1 NB between VA-234/Dumfries Rd and VA-123/Gordon Blvd	↑ 1	31 mph	30 mph	↓ 1	14 m	15 m
US-1 SB between VA-123/Gordon Blvd and VA-234/Dumfries Rd	↓ 5	20 mph	25 mph	↑ 4	22 m	18 m

Using INRIX data Updated Aug 9, 2021 4:31 PM (5s ago)

Virginia: I-95 Corridor Between Fredericksburg & Capital Beltway

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-95 SB between I-395/I-495 and Stafford/Fredericksburg Co Line	↓ 24	23 mph	47 mph	↑ 52	1 h 42 m	50 m
I-95 NB between Stafford/Fredericksburg Co Line and I-395/I-495	↓ 10	54 mph	64 mph	↑ 6	43 m	37 m
I-95 (HOV) NB between I-95 (NORTH) and Franconia Rd/Exit 169	0	51 mph	51 mph	0	28 m	28 m
I-95 (HOV) SB between Franconia Rd/Exit 169 and I-95 (SOUTH)	↓ 2	69 mph	71 mph	0	22 m	22 m
US-1 NB between US-17/VA-212/Warrenton Rd and I-495/I-95	↓ 2	32 mph	34 mph	↑ 4	1 h 22 m	1 h 18 m
US-1 SB between I-495/I-95 and US-17/VA-212/Warrenton Rd	↓ 6	26 mph	32 mph	↑ 16	1 h 39 m	1 h 23 m

Using INRIX data Updated Aug 9, 2021 4:31 PM (2s ago)

Virginia: I-95 Corridor (Between VA-610 & VA-234)

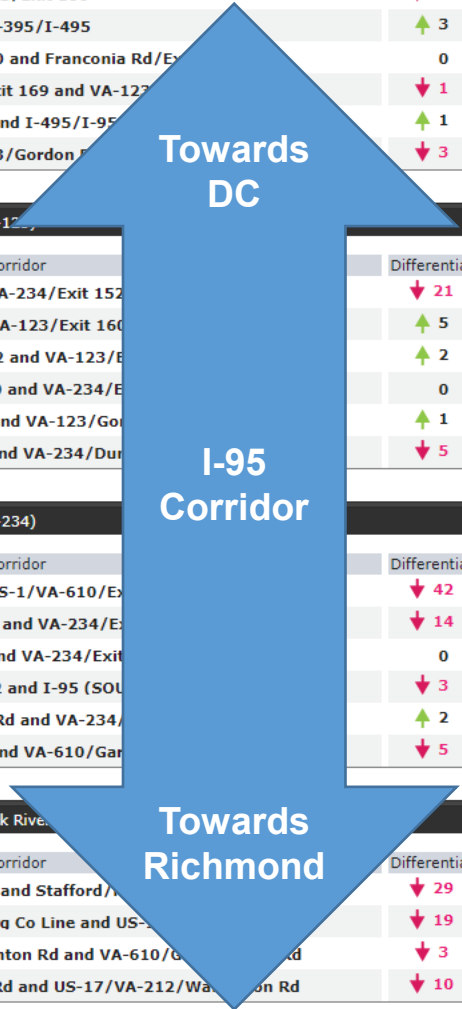
Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-95 SB between VA-234/Exit 152 and US-1/VA-610/Exit 143	↓ 42	22 mph	64 mph	↑ 17	26 m	9 m
I-95 NB between US-1/VA-610/Exit 143 and VA-234/Exit 152	↓ 14	51 mph	65 mph	↑ 3	12 m	9 m
I-95 (HOV) NB between I-95 (NORTH) and VA-234/Exit 152	0	41 mph	41 mph	0	11 m	11 m
I-95 (HOV) SB between VA-234/Exit 152 and I-95 (SOUTH)	↓ 3	68 mph	71 mph	0	8 m	8 m
US-1 NB between VA-610/Garrisonville Rd and VA-234/Dumfries Rd	↑ 2	40 mph	38 mph	↓ 1	14 m	15 m
US-1 SB between VA-234/Dumfries Rd and VA-610/Garrisonville Rd	↓ 5	34 mph	39 mph	↑ 2	17 m	15 m

Using INRIX data Updated Aug 9, 2021 4:31 PM (5s ago)

Virginia: I-95 Corridor Between Rappahannock River & Capital Beltway

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-95 SB between US-1/VA-610/Exit 143 and Stafford/Fredericksburg Co Line	↓ 29	23 mph	52 mph	↑ 17	30 m	13 m
I-95 NB between Stafford/Fredericksburg Co Line and US-1/VA-610/Exit 143	↓ 19	47 mph	66 mph	↑ 5	15 m	10 m
US-1 NB between US-17/VA-212/Warrenton Rd and VA-610/Garrisonville Rd	↓ 3	36 mph	39 mph	↑ 1	18 m	17 m
US-1 SB between VA-610/Garrisonville Rd and US-17/VA-212/Warrenton Rd	↓ 10	28 mph	38 mph	↑ 6	23 m	17 m

Using INRIX data Updated Aug 9, 2021 4:31 PM (5s ago)




PDA Speed & Travel Time Tables included in MATOC Notifications

Wed 11/11/2020 2:22 PM
 MATOC Alerts <noreply@everbridge.net>
 MATOC Alert: Tractor Trailer Crash with Injuries. I-270 NB before MD-80 (Exit 26). Frederick

To: operations@matoc.org
 If there are problems with how this message is displayed, click here to view it in a web browser.

For your situational awareness;
 Incident: Truck Crash with Injuries, reported as overturned UPS truck with fuel spill
 Location: I-270 NB before MD-80 (Exit 26). Frederick County, MD

UPDATE: Traffic is now diverted off at MD-109. Expect heavy traffic on MD-355 as it serves as the closest alternate route. Southbound rubbernecking delays are reported in the immediate area.



MDOT SHA Mobile CCTV
 Maryland: I-270 Corridor (Between I-70 & MD-109)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-270 NB between MD-109/Exit 22 and I-70/US-40	↓ 31	14 mph	45 mph	↑ 31	45 m	14 m
I-270 SB between I-70/US-40 and MD-109/Exit 22	↓ 27	35 mph	62 mph	↑ 9	19 m	10 m
MD-355 NB between MD-109/Old Hundred Rd and I-70/US-40/Baltimore National Pike	↓ 9	32 mph	36 mph	↑ 8	29 m	21 m
MD-355 SB between I-70/US-40/Baltimore National Pike and MD-109/Old Hundred Rd	↓ 3	29 mph	32 mph	↑ 2	24 m	22 m

Using SHRP2 data Updated Nov 11, 2020 2:11 PM (18h ago)

MDOT SHA Mobile CCTV
 Maryland: I-270 Corridor (Between MD-109 & MD-118)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-270 NB between MD-118/Exit 15 and MD-109/Exit 22	↓ 30	11 mph	41 mph	↑ 32	43 m	11 m
I-270 SB between MD-109/Exit 22 and MD-118/Exit 15	↓ 2	61 mph	63 mph	↑ 1	8 m	7 m
MD-355 NB between MD-118/Germantown Rd and MD-109/Old Hundred Rd	↓ 4	23 mph	27 mph	↑ 3	20 m	17 m
MD-355 SB between MD-109/Old Hundred Rd and MD-118/Germantown Rd	0	33 mph	33 mph	0	14 m	14 m

Using SHRP2 data Updated Nov 11, 2020 2:11 PM (24h ago)


PDA Speed & Travel Time Tables
 RITIS Timeline: https://timeline.ritis.org/MDOT_CHART_db00e110692800ac005fd32ec4235c0a

Wed 11/11/2020 5:06 PM
 MATOC Alerts <noreply@everbridge.net>
 UPDATE: MATOC Alert: Tractor Trailer Crash with Injuries. I-270 NB before MD-80 (Exit 26).

To: operations@matoc.org
 If there are problems with how this message is displayed, click here to view it in a web browser.

For your situational awareness;
 Incident: Truck Crash with Injuries, reported as overturned UPS truck with fuel spill
 Location: I-270 NB before MD-80 (Exit 26). Frederick County, MD

UPDATE: Traffic continues to be diverted off at MD-109. Queued traffic beyond MD-109 has been cleared for recovery operations. Heavy traffic is reported on MD-355 between Clarksburg and Urbana. Southbound rubbernecking delays have dissipated.



MDOT SHA Mobile CCTV
 Maryland: I-270 Corridor (Between I-70 & MD-109)

Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-270 NB between MD-109/Exit 22 and I-70/US-40	↓ 28	15 mph	43 mph	↑ 26	41 m	15 m
I-270 SB between I-70/US-40 and MD-109/Exit 22	↓ 11	51 mph	62 mph	↑ 3	13 m	10 m
MD-355 NB between MD-109/Old Hundred Rd and I-70/US-40/Baltimore National Pike	↓ 19	17 mph	36 mph	↑ 25	47 m	22 m
MD-355 SB between I-70/US-40/Baltimore National Pike and MD-109/Old Hundred Rd	↓ 4	29 mph	33 mph	↑ 3	24 m	21 m

Using SHRP2 data Updated Nov 11, 2020 5:01 PM (24h ago)

MDOT SHA Mobile CCTV
 Maryland: I-270 Corridor (Between MD-109 & MD-118)

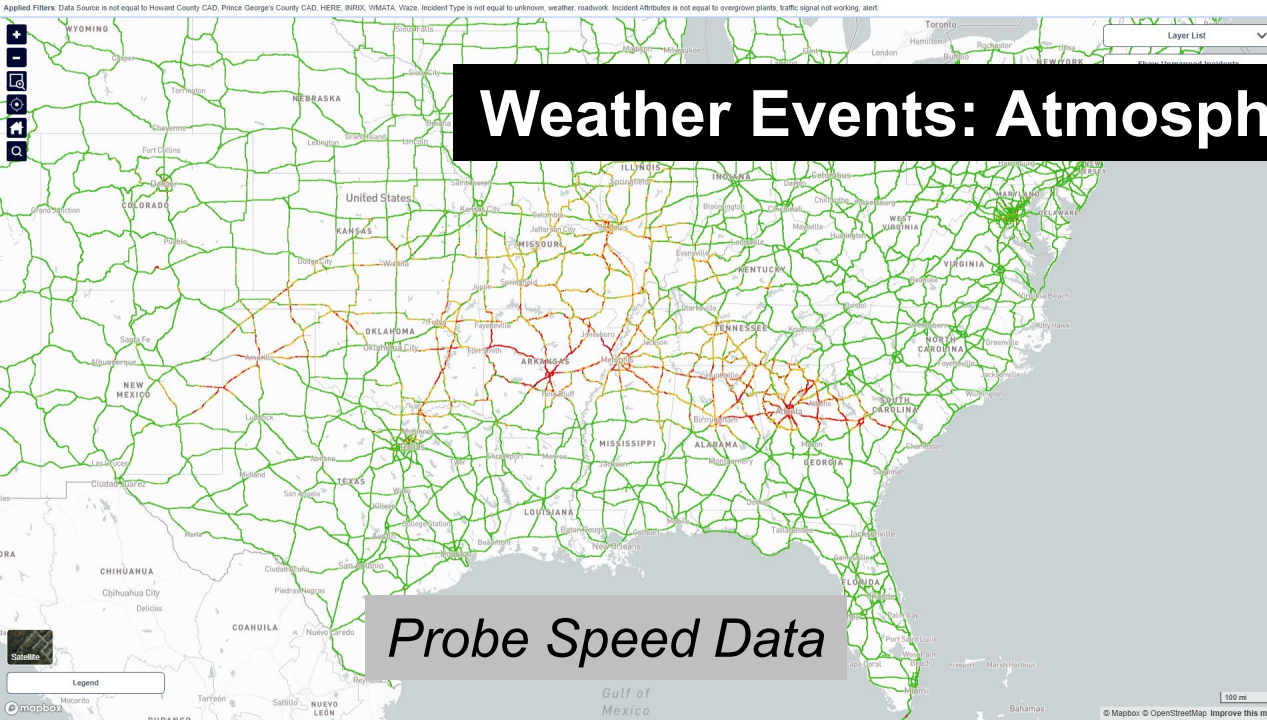
Corridor	Average Speed			Travel Time		
	Differential	Current	Historic	Differential	Current	Historic
I-270 NB between MD-118/Exit 15 and MD-109/Exit 22	↓ 22	17 mph	34 mph	↑ 24	38 m	14 m
I-270 SB between MD-109/Exit 22 and MD-118/Exit 15	↓ 1	63 mph	62 mph	0	7 m	7 m
MD-355 NB between MD-118/Germantown Rd and MD-109/Old Hundred Rd	↓ 12	14 mph	26 mph	↑ 16	32 m	17 m
MD-355 SB between MD-109/Old Hundred Rd and MD-118/Germantown Rd	↓ 1	31 mph	32 mph	0	14 m	14 m

Using SHRP2 data Updated Nov 11, 2020 5:01 PM (11h ago)

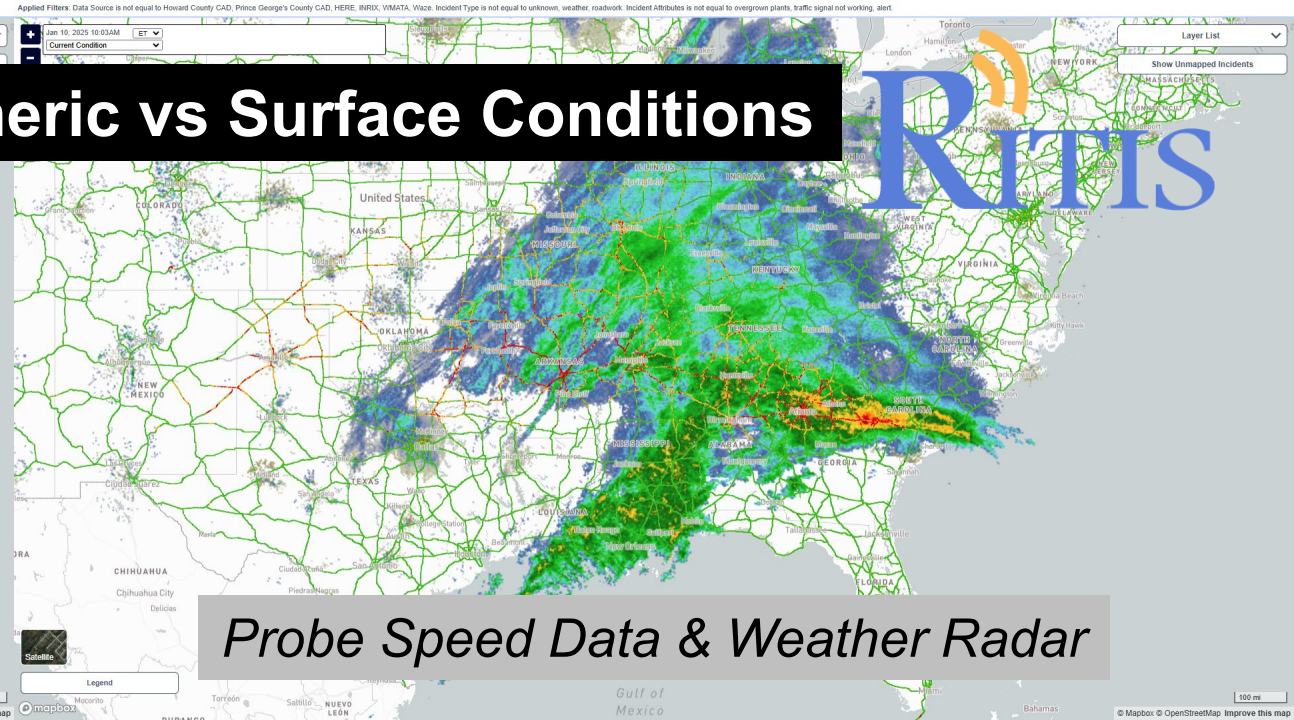
PDA Speed & Travel Time Tables
 RITIS Timeline: https://timeline.ritis.org/MDOT_CHART_db00e110692800ac005fd32ec4235c0a



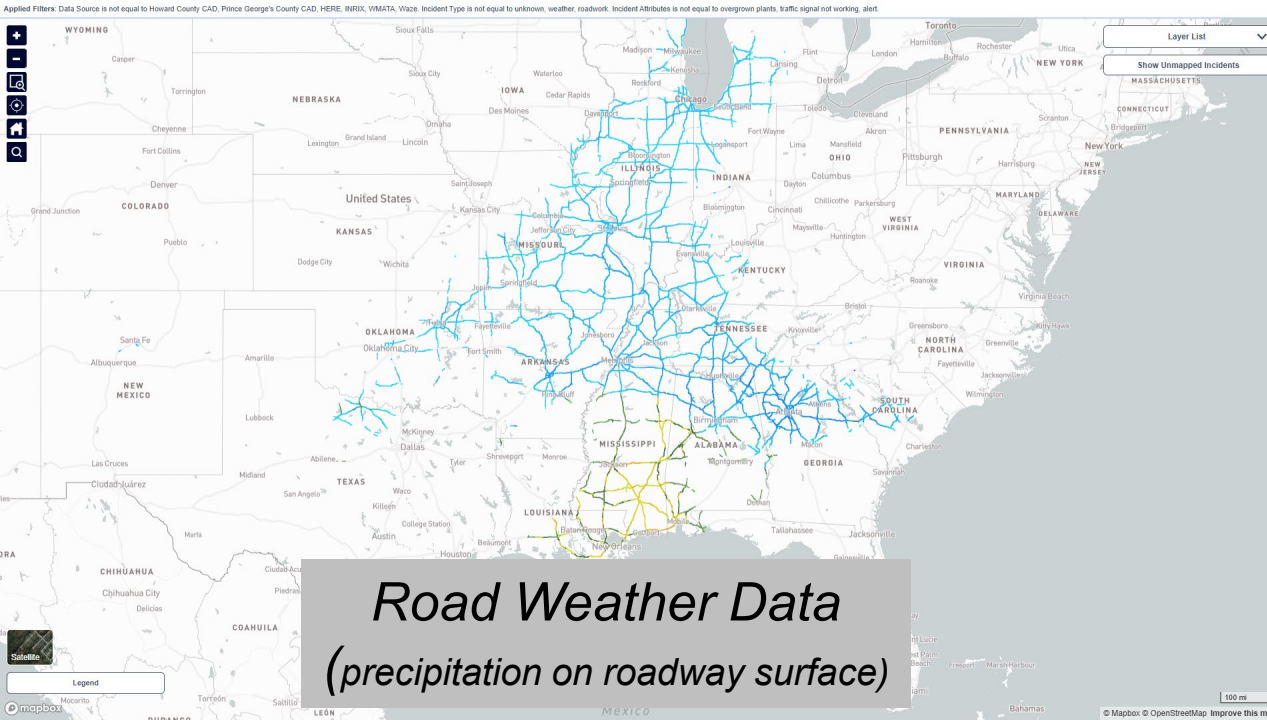
Weather Events: Atmospheric vs Surface Conditions



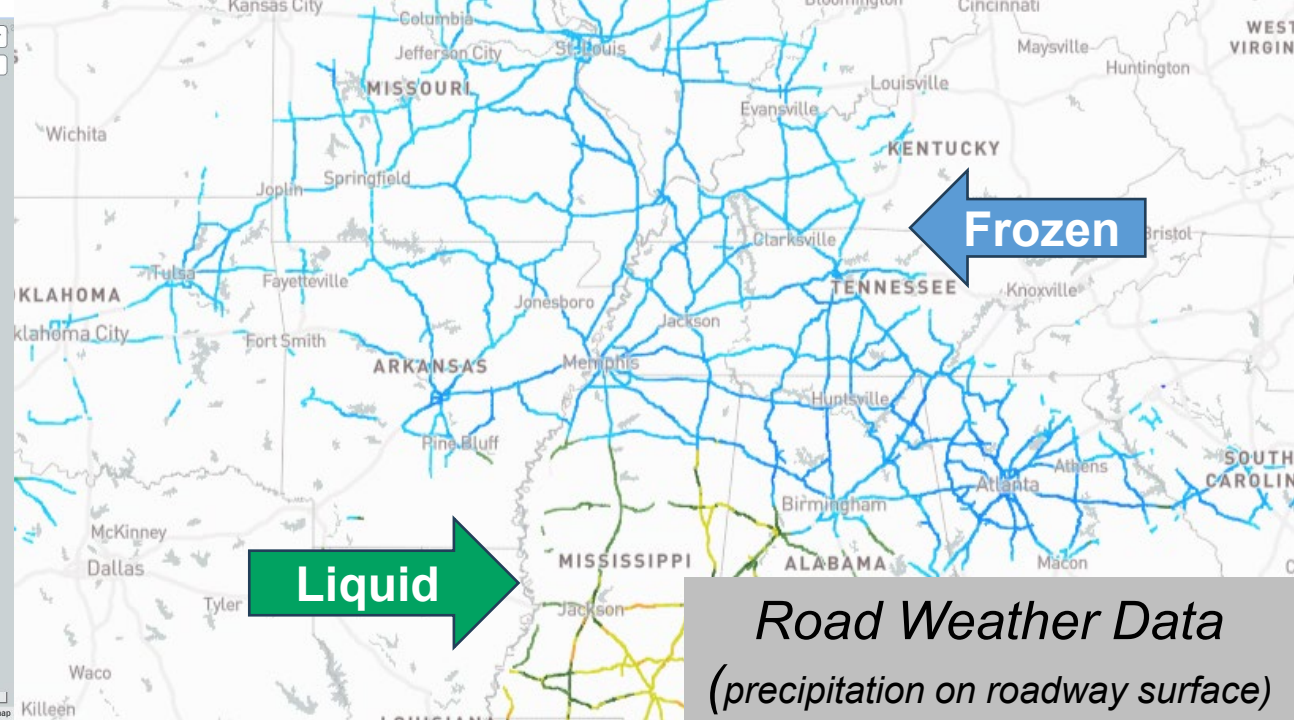
Probe Speed Data



Probe Speed Data & Weather Radar



*Road Weather Data
(precipitation on roadway surface)*

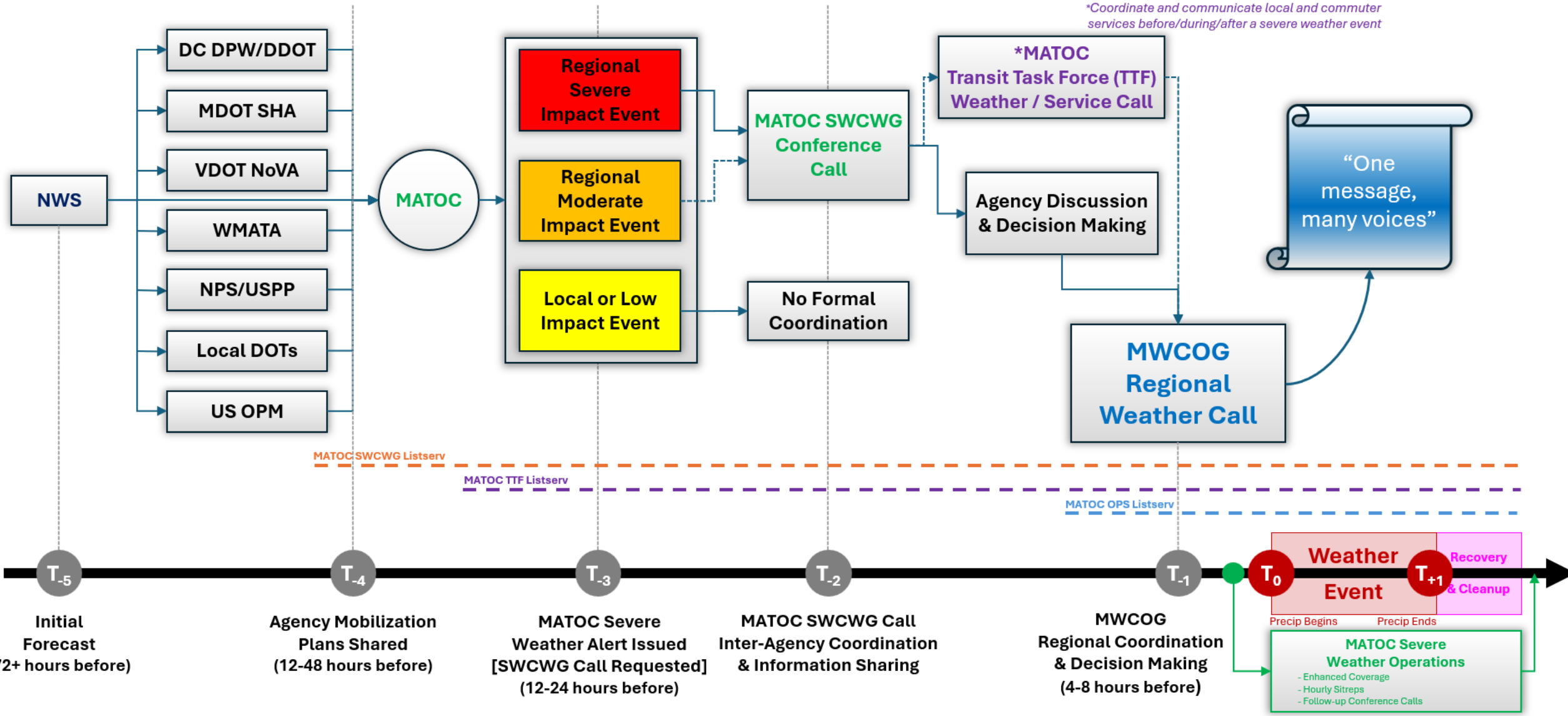


*Road Weather Data
(precipitation on roadway surface)*

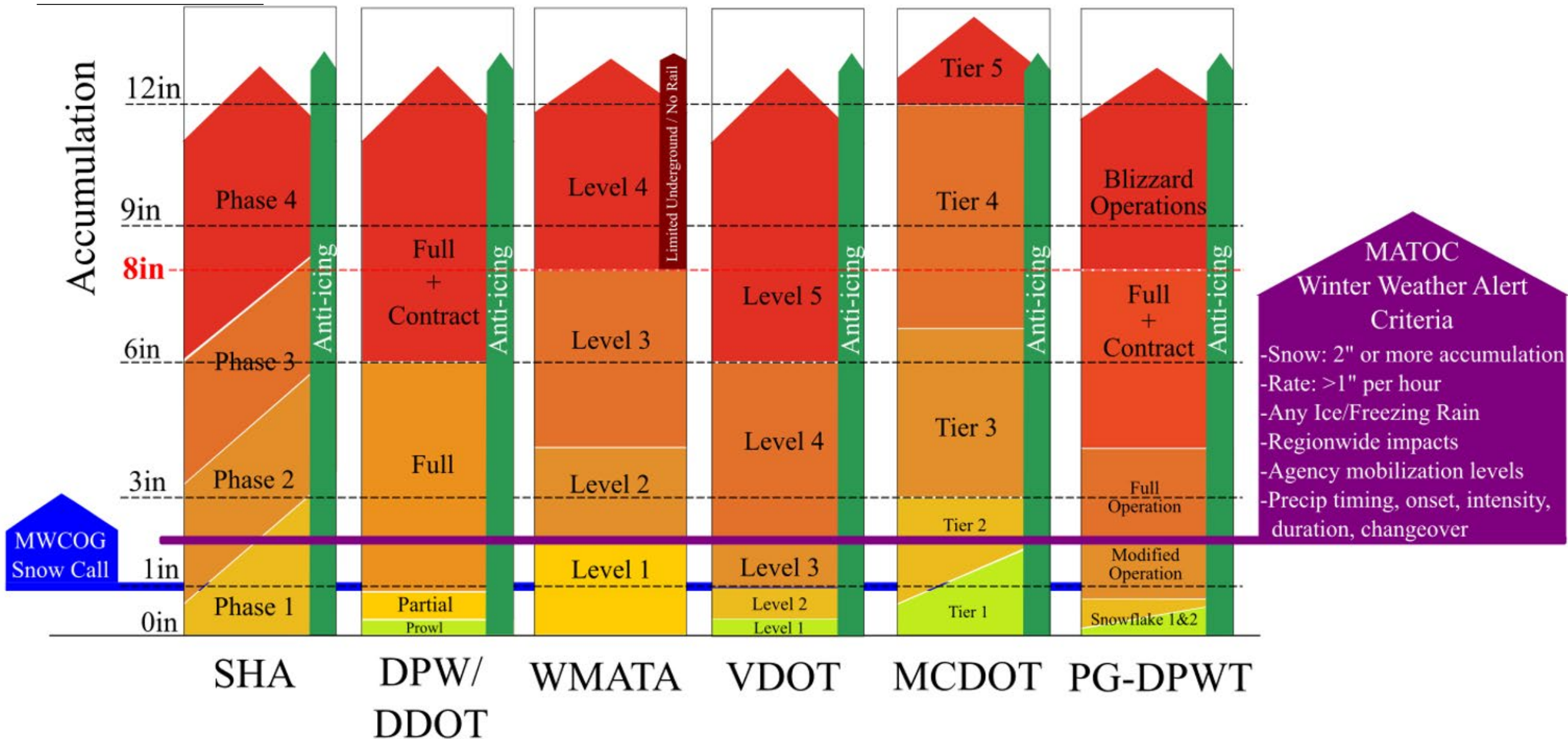


Metropolitan Area Transportation Operations Coordination

MATOC Severe Weather Coordination Timeline



Agency Mobilization Levels



Road Conditions Table

Transportation System Status Levels		Suggested terminology and <i>PIO templates</i>
<p>Road Condition 5: IMPASSABLE/ DANGEROUS/ TREACHEROUS</p> <p>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.</p>		<p>"treacherous", "impassable", "dangerous" <i>Be where you need to be by <time>.</i> <i>Get where you need to be before the weather gets bad.</i> <i>Stay where you are.</i></p>
<p>Road Condition 4: ICY/SNOW PACKED</p> <p>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.</p>		<p>"unsafe", "impassable" "major delays" <i>Be where you need to be by <time>. Avoid or postpone travel for next <hours>.</i> <i>Stay at the office an extra <hour>, or leave early, to avoid travel during a winter storm.</i></p>
<p>Road Condition 3: SNOW AND/OR SLUSH COVERED</p> <p>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 on certain sections of roadways.</p>		<p>"caution", "passable" <i>Avoid being stranded at bus stops</i> <i>Avoid or postpone travel for next <hours>.</i> <i>Stay off the roads.</i> <i>Stay at the office an extra <hour>, or leave early, to avoid travel during a winter storm.</i></p>
<p>Road Condition 2: SNOW / SLUSH COVERED W/ WHEEL TRACKS EXPOSED</p> <p>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.</p>		<p>"passable" <i>Avoid discretionary travel. Road crews engaged in clearing activities.</i> <i>Curtail "elective" travel. Avoid unnecessary travel.</i></p>
<p>Road Condition 1: CLEAR WET/DRY</p> <p>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.</p>		<p>"passable"</p>

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 subdivision 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."

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Layers

- Accidents and Events Legend
- Severity Low Medium High
- Overhead Signs
- Traffic Cameras
- Comparative Speed
- Weather Radar
- Weather Alerts Legend

Collision
Incident 1 of 2
BACK TO LIST
NEXT
MD 355 SOUTH AT SHADY GROVE RD
Started 34 minutes ago
South North

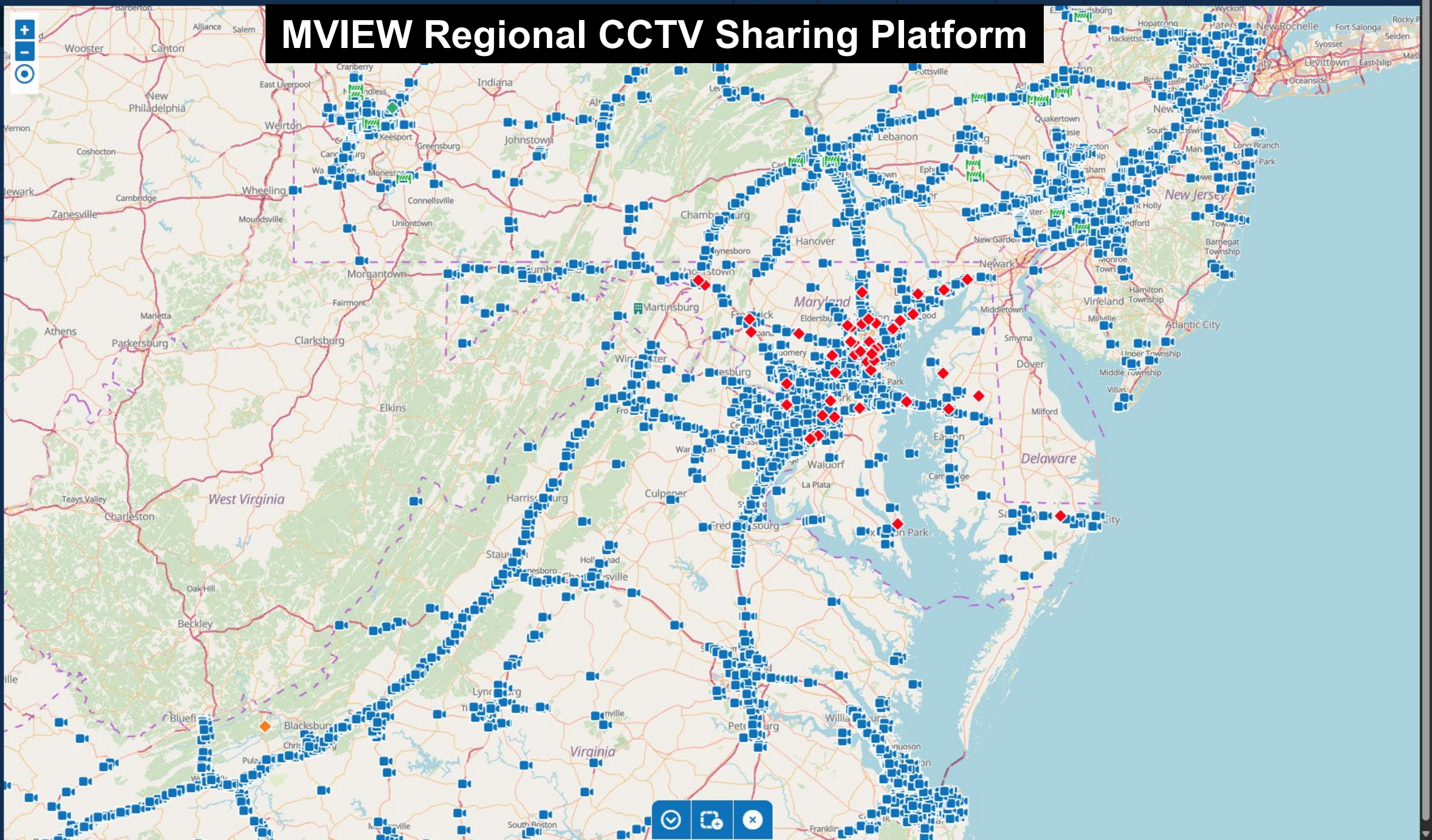
Disabled Vehicle
Incident 1 of 5
BACK TO LIST
NEXT
I-95 SOUTH PRIOR TO BALTIMORE AVE
Started 58 minutes ago

Collision
This incident has been closed.
I-66 west @ MM 67.800
Started 2 hours, 1 minute ago

Video Feed:
VDOT FREE TRAFFIC INFO | 511virginia.org
I-485 N OF AMER LEGION
I-95/485 ON U.J.B. MD
EAST

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MVIEW Regional CCTV Sharing Platform



Click on the blue arrow on the left side of this page for options.
All dashboard widgets may be expanded by clicking buttons on the right.

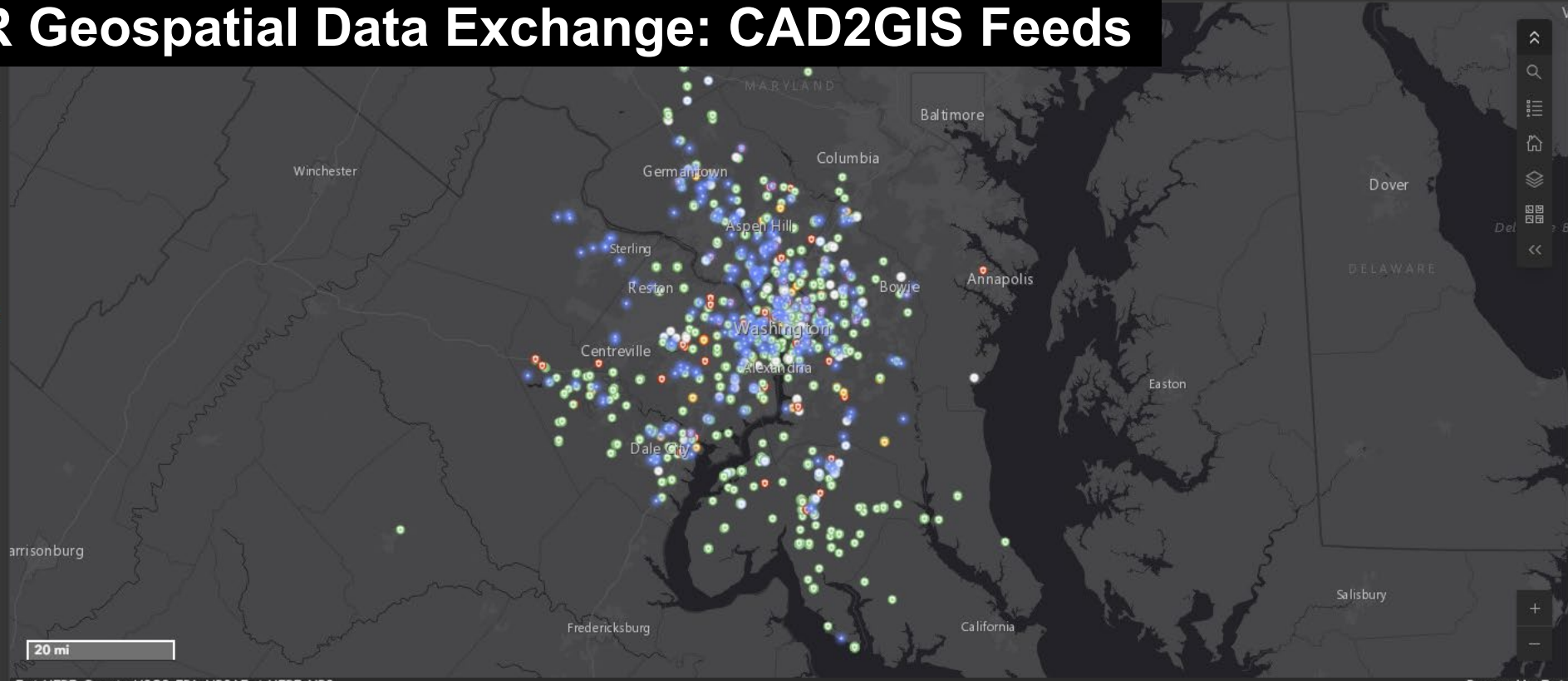
NCR Geospatial Data Exchange: CAD2GIS Feeds

Active Calls

213

- 2/25/2026, 11:22 AM
Jurisdiction: Prince William County
4167 MERCHANT PLZ
SICKNESS-BLS
Units: **A514**
- 2/25/2026, 11:21 AM
Jurisdiction: Prince Georges County
12600 LUSBYS LN
ALSO
Units: **PA845**
- 2/25/2026, 11:21 AM
Jurisdiction: Washington DC
3810 4TH ST NW DC,1
ALS-DIABETIC
Units: **M14 | E14**
- 2/25/2026, 11:20 AM
Jurisdiction: Prince Georges County
5105 WHITFIELD CHAPEL RD
MEDIC LOCAL
Units: **PA806**
- 2/25/2026, 11:19 AM
Jurisdiction: Washington DC
5901 MACARTHUR BLVD NW DC: @GRAND OAKS
BLS-SICK
Units: **A29**
- 2/25/2026, 11:19 AM
Jurisdiction: Washington DC
2425 IRVING ST SE DC: @ENGINE 32 & TRUCK 16
BLS-SICK
Units: **A32**
- 2/25/2026, 11:19 AM

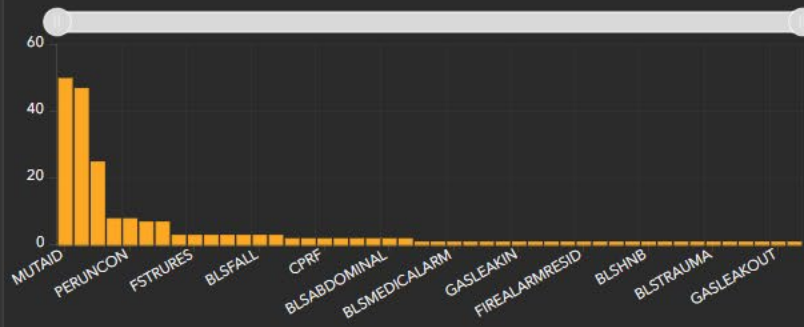
Active Calls | Active Units | Mutual Aid Incidents



Esri, HERE, Garmin, USGS, EPA, NPS | Esri, HERE, NPS

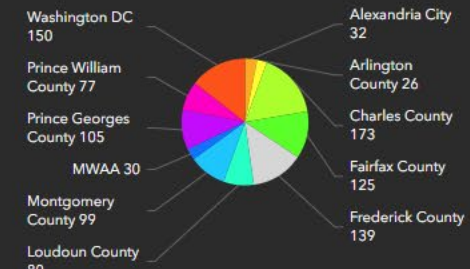
Powered by Esri

Call Types



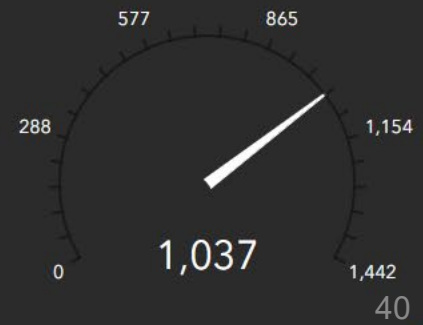
Mouse over bars to view label or click bar(s) to filter map for call type.

Unit Availability by Jurisdiction

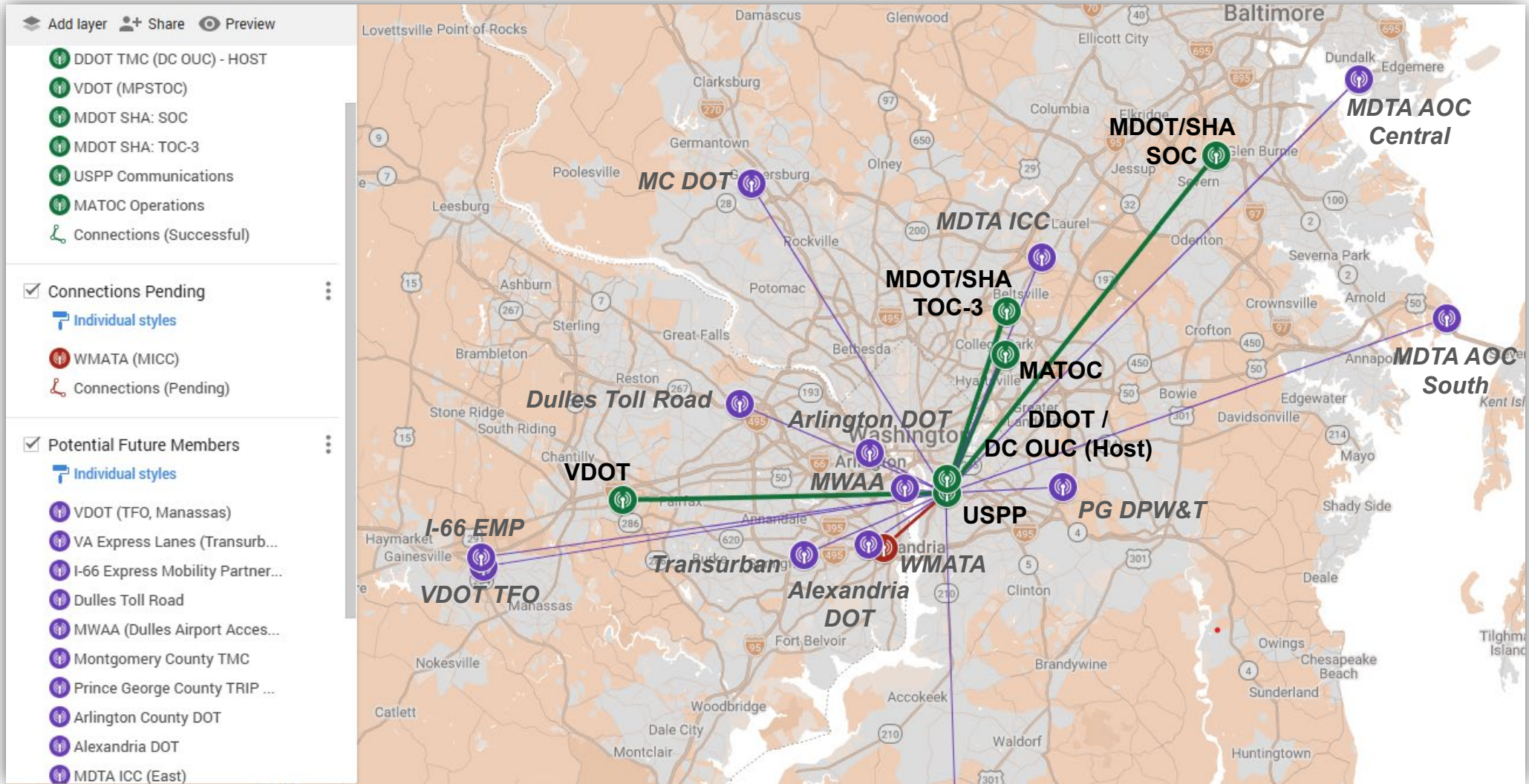


Click wedge(s) to filter map by jurisdiction(s).

Available Units



Transportation Mutual Aid Radio System (TMARS) Center-to-Center Radio Communications



MATOC Operations Center (2009 - 2013)



MATOC Operations Center (2014 - Present)



MATOC
Metropolitan Area Transportation
Operations Coordination

*"Working together to reduce
incident-related travel delays
through improved coordination,
cooperation, and information-sharing."*

