

# **National Capital Region Transportation Planning Board**

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

**Item #5**

## **MEMORANDUM**

**July 10, 2008**

**TO:** Transportation Planning Board

**FROM:** Ronald F. Kirby  
Director, Department of  
Transportation Planning

**RE:** Letters Sent/Received Since the June 18<sup>th</sup> TPB Meeting

The attached letters were sent/received since the June 18<sup>th</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the July 16<sup>th</sup> TPB agenda.

Attachments

# **National Capital Region Transportation Planning Board**

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July 10, 2008

**To:** Transportation Planning Board  
**From:** Tim Lovain, Selection Committee Chair  
TPB Human Service Transportation Coordination Task Force Chair  
**Subject:** **Meeting with DDOT Representatives on Request for Reconsideration of Job Access Reverse Commute (JARC) Proposal**  
**CC:** Ronald Kirby, Director of Transportation Planning

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At the June 18, 2008 meeting, the TPB approved the 12 projects as recommended by the Selection Committee for JARC and New Freedom funding (Resolution R25-2008). The TPB asked that in response to a request from the District Department of Transportation (DDOT), a meeting be held with DDOT representatives to discuss their request for reconsideration of their JARC application to support the Georgetown Metro Connection project. This memo provides a summary of the outcome of that meeting. In short, the meeting with DDOT demonstrated that there was not sufficient additional information to warrant a reconsideration of DDOT's proposal for JARC funding.

DDOT submitted an application for \$607,500 in JARC funding to support the operation of the Georgetown Metro Connection route that provides bus service between the Dupont Circle Metrorail station, the Rosslyn Metrorail station and Georgetown. The Selection Committee's recommendations approved by the TPB on June 18, 2008 provide DDOT an award of \$303,750, or half of its original request. The Selection Committee's recommendation was based on statements in the application that the project was scalable and would be transitioned to the D.C. Circulator service. The Committee was concerned about the number of low-income workers served by the project in comparison with the potential benefits to low-income workers of the kind of JARC priority projects recommended in the TPB's Coordinated Human Services Transportation Plan.

A meeting between DDOT representatives, TPB staff and me was held on June 30, 2008. The purpose of the meeting was to debrief DDOT about the selection process, the selection committee's recommendation for partial funding, and to review any new information that would require the Selection Committee to reconsider its recommendation. DDOT representatives stated that they did not have any concerns with the selection process but wanted to ensure that the committee fully understood the project, the potential benefits and the linkages between the project and the TPB's Coordinated Plan. After discussing these concerns, DDOT representatives and I agreed that the Selection Committee did have the full information to make its recommendation, and that there was not sufficient additional information to justify a reconsideration of DDOT's application by the Selection Committee.

At the conclusion of the meeting, TPB staff suggested ways in which the project application could be strengthened for the next JARC project solicitation in 2009. Staff recommended that

DDOT conduct an onboard survey of the Georgetown Metro Connection to provide more reliable estimates of the number of low-income workers using the service. Staff also recommended that DDOT consider partnership opportunities with Metrobus service, specifically on the 38B route that connects Georgetown to Rosslyn and Clarendon, and with the Georgetown University GUTS buses.

In conclusion, I believe that the DDOT request for reconsideration brought to light concerns applicants may have in the future and will be helpful as we move forward in preparing for the TPB's 2009 JARC and New Freedom project solicitation. I recommend that all applicants continue to have the opportunity for a de-briefing to understand how the selection process was carried out and provide an opportunity for applicants to bring up concerns about the process and the selection criteria.

However, I want to reiterate the importance of an independent selection process for the TPB's JARC and New Freedom projects. The selection process was established by the Board to ensure objective and arms-length recommendations for funding projects based on their merits and responsiveness to the TPB's Coordinated Plan. The outcome of this year's process demonstrates the strengths of this independent process and bodes well for continued success with this new exciting role that the TPB has taken on.

# **National Capital Region Transportation Planning Board**

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## **MEMORANDUM**

TO: Transportation Planning Board

FROM: Andrew J. Meese, AICP  
Systems Management Planning Director

DATE: July 10, 2008

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

**Background:** This memorandum provides an update on the status of the Metropolitan Area Transportation Operations Coordination (MATOC) Program. As previously discussed, MATOC is a regional program to enhance the availability of real-time transportation information and strengthening coordination among transportation agencies, including:

- Improving technological systems for sharing transportation information among agencies involved in managing regional incidents
- Enhancing the transportation sector's standard operating procedures and notification practices for incidents
- Providing more timely and accurate transportation information to the public during incidents.

MATOC participants are DDOT, MDOT, VDOT, WMATA, and TPB. Initial funding for the program has been designated from a SAFETEA-LU grant supported by Congressman James Moran.

The TPB most recently received a MATOC briefing at its May 21 meeting, and has requested bimonthly updates.

### **As Reported at the May Meeting**

- The official entity was effective on March 27 with the election of the Steering Committee and adoption of bylaws.
- A May 6 workshop developed MATOC vision, mission and goals.
- A MATOC proof of concept system will be deployed no later than December 1.
  - Standard operating procedures will be developed
  - Stakeholders will be engaged for input
  - Performance metrics will be identified
  - Technical systems (RITIS) will be transitioned to a stable operating environment

## **Transportation Planning Board**

July 10, 2008

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### **New Since the May Meeting**

- A schedule of activities to achieve the short term deployment goal has been developed (attachment).
- A performance measurement plan is being developed.
- Subcommittees consisting of staff from the DDOT, MD SHA, VDOT and WMATA have been formed and will be working on:
  - Development of operating procedures for the proof of concept system
  - Transitioning of RITIS to a stable operating environment
- An Executive Committee consisting of the chief executive officers of DDOT, MDOT, VDOT and WMATA is being formed with an initial meeting tentatively scheduled for September.
- Work on an Outreach Plan will be initiated. The Plan will provide for stakeholder communication, including other governmental agencies, the media and the public, and local decision makers.

**Outlook:** Barring unforeseen circumstances, a working proof of concept will be deployed in December of this year, and a fully implemented system in July of 2009.

Attachment

## **Schedule for MATOC Proof of Concept**

July	Subcommittees dealing with operating procedures and technical systems begin meeting to define proof of concept system  Regional workshop held
August	Concept of Operations for proof of concept system completed  Outreach Plan completed  RITIS functionality and hosting and technical support environment for proof of concept system defined
September	Executive Committee meeting held  Outreach activities initiated  Work proceeds on development of standard operating procedures (SOPs) and RITIS hosting/technical support environment
October	Work continues on SOP development  2 <sup>nd</sup> regional workshop held  RITIS hosting/technical support environment in place
November	SOPs completed  Testing conducted  Training provided
December	Operation of proof of concept system begins

July 10, 2008



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

July 9, 2008

DAVID S. EKERN, P.E.  
COMMISSIONER

National Capital Region  
Transportation Improvement Program Amendment

The Honorable Phil Mendelson  
Chairman, National Capital Region  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E.; Suite 300  
Washington, DC 20002-4201

Dear Chairman Mendelson:

VDOT's Northern Virginia District Office requests amending the FY 2008-2013 Transportation Improvement Program (TIP) to add the following project. The project in this amendment has been included in previous air quality conformity analyses. We request this amendment be approved by the TPB at its meeting on July 16, 2008.

VDOT Primary Project:

- Rte 27 Interchange Modifications, Arlington County. This existing TIP project will rehabilitate Washington Blvd Interchange between Interstate-395 and Route 244 (Columbia Pike). Proposed amendment will place \$2,447K in FY08 preliminary engineering, \$8,452K in FY08 right of way acquisition, and \$39,479K in FY08 construction using Federal Advanced Construction process, Federal Bridge Program funds, and Federal STP Equity Bonus funds from FY08 allocations.

Upon approval of this amendment, please furnish copies of the approval to Ms. Jo Anne Sorenson (VDOT's Northern Virginia office) and to Mr. Chad Tucker in VDOT's Transportation and Mobility Planning Division in Richmond. Thank you for your consideration of and action on this request.

Sincerely,

A handwritten signature in black ink, appearing to read "Morteza Salehi". The signature is written in a cursive style with a large initial "M".

Morteza Salehi  
District Administrator  
VDOT – Northern Virginia District

for



cc: Ms. Diane Mitchell, VDOT-PD  
Ms. Deborah Grant, VDOT-PD  
Ms. Jo Anne Sorenson, VDOT-NoVA  
Mr. Bud Siegel, PE, VDOT-NoVA

(w/ attach.)

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NORTHERN VIRGINIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)

FY 2008-13  
Changes to existing entries are noted in bold.

PROPOSED TIP AMENDMENT - 7/16/2008

Agency Project ID	Facility, Location, Description	Phase	Prev	FY 07	FY 08	FY 08	FY 09	FY 10	FY 11	FY12	Program Total FY 08-13	Funding Source	Funding Shares Fed/State
VDOT Primary 13528	Facility: Rte 27 Interchange Modifications From: 0.03 Mile North of I-395 To: 0.23 Mile North Rte 244 Justification: Arlington County	P.E. ROW Const	\$4,304 0 0	\$111 0 0	\$2,447 \$8,452 \$39,479	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	\$44,814 \$5,489 \$75	Fed - AC Fed - BR Fed - EB	80% 20% 80%
	Reason for Amendment: Existing project and places \$2,447K in FY08 PE, \$8,452K in FY08 RW and \$39,479K in FY08 ON using Federal AC, BR, and EB funds. Air Quality Project is previously included in an air quality conformity analysis.												

Note: The following funding definitions apply:

1. Fed BR is Bridge Replacement funds
2. Fed AC is advanced construction process.
3. Fed STP is Surface Transportation Program funds.
4. Fed DEMO is Federal Demonstration funds.
5. Fed HPD is TEA-21 High Priority
6. Fed SRS is Federal Safe Routes to School program funds.
7. Fed EB is Federal STP Equity Bonus program funds.
8. Fed HSIP is Federal Highway Safety improvements program funds.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AMENDMENT TO  
THE FY 2008- 2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS  
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD FUNDING  
FOR THE REHABILITATION OF THE WASHINGTON BOULEVARD INTERCHANGE  
BETWEEN I-395 AND COLUMBIA PIKE IN ARLINGTON COUNTY,  
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, on April 16, 2008 the TPB adopted the 2007 CLRP and the FY 2008-2013 TIP; and

**WHEREAS**, in the attached letter of July 9, 2008, VDOT has requested an amendment to the FY 2008-2013 TIP to add \$2,447,000 for preliminary engineering, \$8,452,000 for right-of-way acquisition, and \$39,479,000 for construction using Federal Advanced Construction process, Federal Bridge Program funds, and Federal STP Equity Bonus States funds from FY 2008 allocations, as described in the attached materials; and

**WHEREAS**, this project is included in the current conformity analysis;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2008-2013 TIP to add \$2,447,000 for preliminary engineering, \$8,452,000 for right-of-way acquisition, and \$39,479,000 for construction using Federal Advanced Construction process, Federal Bridge Program funds, and Federal STP Equity Bonus States funds from FY 2008 allocations, as described in the attached materials.