

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

April 9, 2009

TO: Transportation Planning Board

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

RE: Letters Sent/Received Since the March 18th TPB Meeting

The attached letters were sent/received since the March 18th TPB meeting. The letters will be reviewed under Agenda #5 of the April 15th TPB agenda.

Attachments



Metropolitan Area Transportation
Operations Coordination

MEMORANDUM

TO: Transportation Planning Board

FROM: Buddy Ey
MATOC Facilitator

DATE: April 8, 2009

SUBJECT: Metropolitan Area Transportation Operations Coordination (MATOC) Program Update

Background

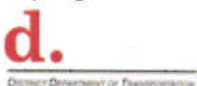
On February 18, the TPB received a MATOC progress report and post Inauguration briefing. During that briefing the TPB reiterated a request that MATOC provide bi-monthly progress reports. MATOC staff is not available for the April 15 meeting and asked that the briefing be rescheduled for May 20. This rescheduling will also enable the presentation to include outcomes from the initial meeting of the MATOC Executive Committee, recently scheduled to take place on April 27. The May 20 presentation to the TPB is also anticipated to focus on the MATOC Concept of Operations and staffing plan. In lieu of an April 15 presentation, this memorandum provides a written update on the MATOC activities during the last two months.

Additional Background on the MATOC Steering and Executive Committees

The MATOC Steering Committee is directly responsible for the establishment of MATOC, and continues frequent collaboration through regular monthly meetings, conference calls and emails with the active support of the consultant team and TPB staff. The Steering Committee members are:

- Richard Steeg, VDOT, Chair
- Soumya Dey, DDOT
- Michael Zezeski, Maryland SHA
- Mark Miller, WMATA
- Ron Kirby, TPB Liaison (ex-officio member)

The Steering Committee is currently overseeing work on a number of important issues, including defining MATOC operational needs (staffing, equipment, location, etc.); improving interagency operating procedures; identifying needed technical systems enhancements; developing a regional strategy for how MATOC will share information with other agencies and the media/public; and identifying future funding needs and sources.



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A MATOC Executive Committee has also been formed that will meet occasionally to provide long-term policy direction to the Steering Committee and overall program. The DDOT Director, MDOT Secretary or SHA Administrator, VDOT Commissioner and WMATA General Manager will comprise the Executive Committee. As previously noted, an initial meeting of the MATOC Executive Committee has been scheduled for April 27.

MATOC Operations Activities

The MATOC Program continues its initial Trial Phase, with full implementation anticipated beginning July 1, 2009. The goals for MATOC are to maintain regional situational awareness of transportation incidents, to communicate incident information to the stakeholders in a timely, consistent, and reliable manner, and to ensure that traffic management actions are coordinated. MATOC continues to monitor regional incident activity and make notification to the MATOC stakeholders during significant transportation incidents. MATOC has made notification on 12 incidents during the last two months, including the March 23rd incident in Wheaton that had Georgia Avenue closed for more than 5 hours, the March 27th MARC/Metrobus incident in Prince George's County, and the April 1st incident on I-66 in Centreville that resulted in a ten-mile back up. In addition to incident notification, MATOC has identified several incidents for quality assurance review and has forwarded them to the appropriate DOT managers.

MATOC Steering Committee Meetings

The MATOC Steering Committee has continued to meet regularly, including a special extended working session on March 9, 2009. The purpose of the meeting was to evaluate the proposed MATOC Concept of Operations, staffing options, physical location, and ongoing budget beginning with the July 1 full implementation. These recommendations were developed based on the four months to date of experience with MATOC facilitation. The MATOC Steering Committee agreed to a specific staffing plan and to explore options for physically co-locating MATOC-involved staff within an existing operations center. These recommendations are pending further investigation of cost implications and further discussion by the MATOC Steering Committee, as well as review by the MATOC Executive Committee on April 27. Outcomes and recommendations from these discussions will be included in the May 20 TPB briefing.

MATOC Focus Group Meeting

MATOC held a Focus Group meeting on March 5, 2009. The focus group participants included a local government 911 call center director, a local government transportation operations center manager, a local government transit service supervisor, a commuter bus service manager, and a commuter rail manager. The MATOC program, Regional Integrated Transportation Information System (RITIS) software, and traveler information material were presented to the audience.

A case study was presented using an I-95 incident that had the potential for significant delay. The scenario included an overturned dump truck in the main lanes of southbound I-95 at the

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Fairfax and Prince William county lines. The incident occurred at 2pm on a Friday in February with half of the travel lanes blocked for more than 1 hour. The non-DOT participants were queried as to who should be notified, when, and how.

Non-DOT feedback on this type of incident is important as it occurs with much greater frequency than an overturned tanker, hazardous materials incident or other major event that closes an interstate for an extended period of time. This type of incident has relatively good DOT coordination but less coordination and information sharing among stakeholders from public safety and other modes of transportation. The focus group feedback was captured and is being evaluated for inclusion in MATOC's Concept of Operations.

Outlook

The Executive Committee meeting scheduled for April 27 will be an important opportunity for discussion of finalizing and sustaining the MATOC Program over the long term. In the meantime, MATOC Trial Phase activities continue to garner positive feedback from member agency operations personnel, and to provide lessons learned for the ultimate design of the program. The May 20 TPB presentation will provide a full update on these issues.



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March 13, 2009

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Mr. Charles Jenkins, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4290

Re: "Street Smart" Campaign

Dear Chairman Jenkins:

On behalf of the Board of County Commissioners of Frederick County, I am writing to thank you for your letter dated February 18, 2009 concerning the National Capital Region Transportation Planning Board's pedestrian and bicyclist safety campaign know as "Street Smart."

Unfortunately, due to the current economic climate, we are unable to provide funding for this campaign. However, we would be very interested in receiving your promotional materials on pedestrian and bicyclist safety so that we can consider ways in which we can reach our citizens with the message of pedestrian safety. Please send these materials to Ms. Robin Santangelo, the Public Information Officer, at 12 East Church Street, Frederick, Maryland 21701, or by email to rsantangelo@fredco-md.net.

We wish you the best in your efforts to increase awareness of this important issue. If you have any questions, please feel free to contact Ms. Santangelo at 301-600-2590 or me at 301-600-3190.

Sincerely,

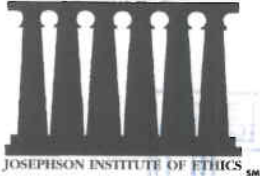
BOARD OF COUNTY COMMISSIONERS
OF FREDERICK COUNTY, MARYLAND

By: 
Jan H. Gardner, President

JHG/RS/tb

pc: Board of County Commissioners
Ron Hart, County Manager
Barry Stanton, Assistant County Manager
Joyce Grossnickle, Administrative Officer, Office of the County Manager
Robin Santangelo, Public Information Officer, Office of the County Manager
Reading File

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MAR 18 2009

Federal Transit Administration
Region III
1760 Market Street, Suite 500
Philadelphia, PA 19103
215-656-7100
215-656-7260 (fax)

Federal Highway Administration
DC Division
1990 K Street, N.W., Suite 510
Washington, DC 20006
202-219-3536
202-219-3545 (fax)

Mr. Gabe Klein
Acting Director
D.C. Department of Transportation
2000 14th Street, N.W.
Washington, D.C. 20009

Re: District of Columbia's FY 2009 Statewide Transportation Improvement Program

Dear Mr. Klein:

We are writing to inform you that the joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review of the District of Columbia's FY 2009 Statewide Transportation Improvement Program (STIP) has been completed. Based on our review, we find the STIP to be in compliance with requirements of Sections 134 and 135 of 23 U.S.C. and the Statewide and Metropolitan Planning Regulations, 23 CFR 450.

As stated in your letter of March 6, 2009, the District's element of the Washington area's adopted Metropolitan Transportation Improvement Program (MTIP) is considered the District's STIP document. Although we are jointly approving the District's portion of the MTIP as the District's STIP in FY 2009, FHWA and FTA are recommending that the District develop a comprehensive separate STIP document. We encourage the District to provide information on progress or lack of progress in meeting statewide planning requirements that will affect transportation funding, transportation impacts on quality of life including noise, congestion, land use planning near transit stations and traveler information systems coordinated across various travel modes in the District. These topics could be discussed as policy goals of the STIP document. In addition, public participation and public involvement processes of projects programmed in the STIP should be identified and tracked.

We also note the District Department of Transportation will need to update the District's long-range transportation plan as required to reflect existing and future transportation challenges, issues and opportunities for developing appropriate STIP implementation strategies.

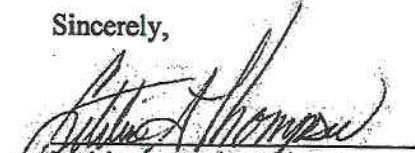
We commend you for including locally funded projects in this year's submission. However we suggest that the next STIP provide the decision-making framework for allocating funds and resources to maximize benefits. The STIP document is the filter for specific project proposals and is the mechanism for advancing projects.

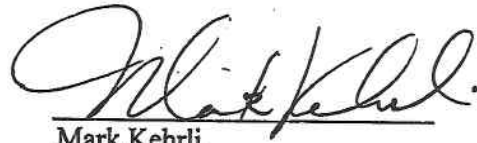
Finally, please note that our STIP approval does not constitute a final commitment of Federal funds. Federal funding for projects included in this STIP are finalized when a request for project authorization is approved by FHWA or upon approval of a grant by FTA. Provide all amendments

to this STIP to FHWA/FTA. Any highway amendments will be acted upon by FHWA and any transit amendments will be acted upon by FTA.

Any questions concerning this approval action should be directed to Sandra Jackson, of the FHWA District of Columbia Division, at (202) 219-3521 or Gail McFadden-Roberts, of the FTA Region III Office, at (215) 656-7121.

Sincerely,


Letitia A. Thompson
Regional Administrator
Federal Transit Administration


Mark Kehrl
Division Administrator
Federal Highway Administration