

National Capital Region Transportation Planning Board


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Item #5

MEMORANDUM

May 16, 2007

TO: Transportation Planning Board

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

RE: Additional Letters Sent/Received

The attached additional letters sent/received will be reviewed along with other letters sent/received under item #5 of the May 16th TPB agenda.

Attachments



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverly K. Swaim-Staley
Deputy Secretary

May 8, 2007

John Catoe, General Manager
Washington Metropolitan Area Authority
600 5th Street, NW
Washington, DC 20001

Pierce R. Homer, Secretary
Virginia Department of Transportation
202 North Ninth Street
Richmond, Virginia 23218

Ron Kirby, Director
Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4239

Emeka Moneme, Director
District of Columbia
Department of Transportation
2000 14th Street, NW
6th Floor
Washington, DC 20009

Dear Secretary Homer and Messrs. Catoe, Kirby, and Moneme:

I would like to acknowledge the fine work that our respective staff have done in framing the "Metropolitan Area Transportation Operations Committee" (MATOC). The agreement we all recently signed represents a milestone in regional coordination and cooperation, addressing how we might better work together on major transportation incidents.

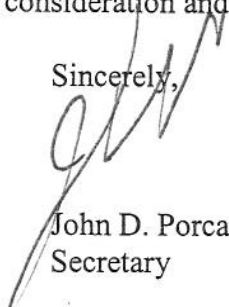
That agreement calls for each of us to name members of our staff to a "Steering Committee" who will guide the development of this concept and provide direction to the Washington Council of Governments (COG) and any consultants assisting in this endeavor. The Steering Committee is certainly needed to work through all of the inevitable details associated with this effort.

Secretary Homer and Messrs. Catoe, Kirby, and Moneme
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Nevertheless, I suggest that we, as the executive sponsors of this effort, have a key role to play. I believe it is worth our attention to come along side the Steering committee and support this important work. Therefore, I ask that we come together to form a MATOC "Executive Committee", meeting periodically (once or twice per year) to review the progress of this effort and provide executive input.

Given the importance of this effort, its visibility within the region and its potential funding and operational ramifications, I urge you to support this proposal. Should you wish to discuss this, please contact Mr. John Contestabile, Acting Assistant Secretary for Administration, at 410-865-1120. I look forward to your consideration and support.

Sincerely,



John D. Porcari
Secretary

cc: Mr. John Contestabile, Acting Assistant Secretary for Administration, Maryland
Department of Transportation
Mr. Soumya S. Dey, P.E., Interim Associate Director, District Department of
Transportation, Traffic Services Administration
Mr. Andrew Meese, Principal Transportation Planner, Metropolitan Washington Council
of Governments National Capital Region Transportation Planning Board
Mr. W. Mark Miller, Emergency Planning-Operations Coordinator, Washington
Metropolitan Area Transit Authority



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MEMORANDUM

TO: Transportation Planning Board

FROM: Andrew J. Meese, AICP *ajm*
Principal Transportation Planner

DATE: May 16, 2007

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, following the last update to the TPB on April 18, 2007. 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.

(The name MATOC has replaced the former name "CapCom" which was withdrawn due to potential trademark conflicts.) 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.

As reported on April 18: All parties have now signed the package of agreement documents to fund and guide the program. The agreement formalizes the MATOC Steering Committee and enables COG/TPB to engage a MATOC support contractor. Following up on a request from MDOT Secretary Porcari, the formation of a top-level MATOC Executive Committee is being explored. COG was anticipating to re-advertise for MATOC contractor support in April or May, last year's original procurement process having been withdrawn due to administrative issues. A first official meeting of the MATOC Steering Committee was anticipated in the May or June time frame, following completion of the appointments of member representatives (in the meantime, the Ad Hoc Steering Committee continues to meet regularly). A special TPB Work Session on MATOC, enabling a detailed look at MATOC and RITIS activities, is being planned for immediately prior to one of the upcoming TPB meetings.

New since April 18: The MATOC Ad Hoc Steering Committee held an April 19 work session with key operations personnel looking at coordination and notification procedures. The session also examined the prototype Regional Integrated Transportation Information System (RITIS) under development, which will be key to MATOC success. Due to scheduling difficulties, the MATOC Steering Committee has not held a business meeting since before the last TPB meeting, but will meet tomorrow (Thursday, May 17) to address next steps. At that time, the Steering Committee will review a revised Request for Qualifications (RFQ) for contractor support, which is anticipated to be issued shortly afterward in keeping with the previously announced April/May time frame.