

# **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**

**March 21, 2007**

**TO:** Transportation Planning Board

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

**RE:** Letters Sent/Received Since the February 21<sup>st</sup> TPB Meeting

The attached letters were sent/received since the February 21<sup>st</sup> TPB meeting. The letters will be reviewed under Agenda #5 of the March 21<sup>st</sup> TPB agenda.

Attachments



GREATER WASHINGTON  
Board of Trade

Growing Business. Building Community.

March 20, 2007

The Honorable Catherine M. Hudgins  
Chair  
National Capital Region Transportation Planning Board  
777 North Capitol St., N.E. – Suite 300  
Washington, DC 20002-4290

Dear Chair Hudgins:

Thank you for your leadership of the Transportation Planning Board. As you know, the Greater Washington region faces a future of increasing traffic congestion unless additional lanes of roadway, additional transit, new transit-oriented development, and better use of our existing infrastructure are accomplished. TPB's own forecasts demonstrate stop-and-go traffic on most of our region's major roads by 2030 unless there is significant construction of new transportation infrastructure.

Two projects to be considered for inclusion in the 2007 CLRP are of critical importance in this matter: The I-395 / I-95 / HOV / Bus / HOT lanes proposal from the Pentagon to Massaponax and spot improvements to I-66 inside the Beltway.

One of the Board of Trade's top transportation priorities is a region-wide system of HOT lanes. A key opportunity before the TPB in this regard are plans for added HOT lanes and new transit capacity within the existing I-395 / I-95 right-of-way. This project will be financed by private investment and by tolls from those who chose to use the new improvements. An added benefit is that excess revenue, purposefully designed into this project, will be designated to the Commonwealth of Virginia to use for transit improvements within this transportation corridor – including new Park & Ride lots, new busses and other transit improvements as designated by the Commonwealth. In fact, the project will include building an additional 3,000 Park & Ride spaces as part of the core scope of the project prior to assigning any targeted transit revenues.

The project will retain the option for anyone to use the existing general purpose lanes at no cost if they so choose. Also, carpools, vans and busses of three or more riders – including sluggers – will use the new HOT lanes at no cost. The new HOT lanes will be kept congestion-free by variable toll rates with tolls fluctuating by the hour or fraction thereof to a level where there are no traffic jams due to overcrowding.

HOT lanes will provide many benefits that do not now exist such as allowing those who chose to pay for the new service to pick up their children on time to avoid late pickup fees or to arrive at the airport or to an important meeting on time without having to leave at an inordinately early hour.

The second project providing key relief to traffic congestion is to move forward with spot improvements on I-66 inside the Capital Beltway. Providing relief from regularly occurring congestion on this section of I-66 is important both for potential future HOT lanes as well as to alleviate backups that result in wasted time, fuel, unnecessary air pollution and diversion of I-66 traffic onto Arlington's neighborhood streets. This project is also key in providing emergency evacuation of the District of Columbia in the event of future threats to Homeland Security.

All projects take time to build and it is critical that these improvements stay on track. We respectfully urge you to retain these important projects in the 2007 CLRP and move them forward post haste. Thank you.

Sincerely,



Michael G. Anzilotti

Co-Chair

Transportation and Environment Committee

# National Capital Region Transportation Planning Board

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## MEMORANDUM

TO: Transportation Planning Board

FROM: Andrew J. Meese, AICP  
Principal Transportation Planner

DATE: March 21, 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 since the Board was briefed at the February 21, 2007 meeting. 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 at the February 21 TPB meeting:** Recent updates to the TPB on MATOC have discussed a package of agreement documents to fund and guide the program, circulated to obtain official signatures from the region's major transportation agencies. When all parties have signed, actions can proceed to engage the services of a contractor and increase the level of effort in developing MATOC activities. Superseding a previous "final" version of the agreement package, in February legal staffs of the transportation agencies agreed that additional changes were needed. A new version was developed and circulated. As reported on February 21, the new funding agreement package has been signed by Director Moneme of DDOT, Commissioner Ekern of VDOT, Director Tucker of the Department of Rail and Public Transportation of Virginia, and General Manager Catoe of WMATA.

**New since February 21:** Signatures that were still in process from DDOT procurement and financial personnel are now complete. COG/TPB signatures are also now complete. Though Maryland Department of Transportation officials had signed the previous package, they have since determined that the new Secretary of Transportation and staff will need to review the new revised agreement before signing, a process that could take several weeks. MATOC Ad Hoc Steering Committee participants have agreed to look into ways this approval might be fast-tracked.

Continued...

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**Upcoming activities:** Next steps for the formalization of the MATOC Program include member agencies appointing their official representatives and alternates to the MATOC Steering Committee; a number of representatives have already been appointed. Once all agreement signatures are complete, the MATOC Steering Committee will hold its first official meeting, date to be determined pending Maryland's approval of the agreement package. (Previous meetings have been held as an ad hoc committee.) At this first official meeting, the Steering Committee will undertake actions required by the agreement, including election of a chairperson and official adoption of the committee charter and bylaws. Following those actions, MATOC will proceed as an official program.

Also discussed previously was COG's hiring of a consultant program management and technical support team, last year's original procurement process having been withdrawn due to administrative issues. Once all necessary signatures are in place, COG will re-advertise for MATOC contractor support as soon as possible.

In the meantime, the MATOC Steering Committee will be reconvening their agencies' key operations personnel, likely in April, to ramp up work on enhancing coordination and notification procedures. The Steering Committee itself continues to meet regularly to work on MATOC issues. The members of the MATOC Steering Committee continue to express their strong interest and commitment for timely progress on identified needs.