



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: November 8, 2017

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: November 8, 2018

At its meeting on November 2, the TPB Steering Committee approved the following resolution to amend the FY 2019-2024 Transportation Improvement Program (TIP):

- **SR7-2019:** To include \$1.6 million in Surface Transportation Block Grant (STBG) funding for the Monroe Street NE Bridge over CSX & WMATA project; and \$105,000 in Congestion Mitigation and Air Quality Improvement (CMAQ) program funding for the Pedestrian Bridge over Arizona Ave NW project, as requested by the District Department of Transportation (DDOT). Both projects are exempt from the air quality conformity requirement.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.”
Attachments

- SR7-2019

TPB STEERING COMMITTEE
ATTENDANCE – NOVEMBER 2, 2018

MEMBERS

Bob Brown
Mark Phillips
Mark Rawlings
Kelly Russell
Kari Snyder
Norman Whitaker

Loudoun County
WMATA
DDOT
City of Frederick
MDOT
VDOT

PARTICIPANTS

Gary Erenrich
Xavier Harmony
Mike Lake
Chris Lakowski
Regina Moore

Montgomery County DOT
VDRPT
Fairfax County
DC Council
VDOT

COG STAFF

Kanti Srikanth, DTP
Lyn Erickson, DTP
Tim Canan, DTP
Andrew Meese, DTP
Andrew Austin, DTP
Brandon Brown, DTP
Paul DesJardin, DCPS
Mike Farrell, DTP
Mark Moran, DTP
Eric Randall, DTP
John Swanson, DTP
Dusan Vuksan, DTP

OTHER

Bill Orleans

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

RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE PEDESTRIAN BRIDGE OVER ARIZONA AVENUE NW AND MONROE STREET NE BRIDGE OVER CSX AND WMATA PROJECTS, AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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 the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 17, 2018 the TPB adopted the FY 2019-2024 TIP; and

WHEREAS, in the attached letter of October 25, 2018 DDOT has requested that the FY 2019-2024 TIP be amended to include \$105,000 in Congestion Mitigation and Air Quality (CMAQ) program funds in FY 2019 for design of the Pedestrian Bridge over Arizona Ave. NW and Connecting Trail Rehabilitation project (TIP ID 6516); and \$1.6 million in Surface Transportation Block Grant (STBG) funding in FY 2019 for construction of the Monroe Street NE Bridge over CSX and WMATA project (TIP ID 6197), as described in the attached materials; and

WHEREAS, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP to include \$105,000 in CMAQ program funds in FY 2019 for design of the Pedestrian Bridge over Arizona Ave. NW and Connecting Trail Rehabilitation project (TIP ID 6516); and \$1.6 million in STBG funding in FY 2019 for construction of the Monroe Street NE Bridge over CSX and WMATA project (TIP ID 6197), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on Nov. 2, 2018

Government of the District of Columbia
Department of Transportation



d. Planning and Sustainability Division

October 25, 2018

The Honorable Charles Allen, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chairman Allen,

The District Department of Transportation (DDOT) requests that the FY 2019-2024 Transportation Improvement Program (TIP) be amended to reinstate two projects.

Projects proposed to be reinstated:

- 1) Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation – (TIP ID: 6516) – Add \$105,000 in CMAQ funds in FY 2019 for design
- 2) Monroe Street, NE Bridge over CSX & WMATA (TIP ID: 6197) – Add \$1.6 million in STP funds in FY 2019 for construction

The proposed amendment does not add additional capacity for motorized vehicles and does not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve this amendment at its November 2, 2018 meeting.

We appreciate your cooperation in this matter. Should you have questions regarding this amendment, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, feel free to contact me directly.

Sincerely,

James Sebastian
Associate Director, Planning and Sustainability Division (PSD)

**DISTRICT OF COLUMBIA
FY 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

| Source | Fed/St/Loc | Previous Funding | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Source Total |
|--------|------------|------------------|---------|---------|---------|---------|---------|---------|--------------|
|--------|------------|------------------|---------|---------|---------|---------|---------|---------|--------------|

DDOT

| | | | | |
|---------------------|--------------------------|--|-----------|-----------------------------|
| TIP ID: 6197 | Agency ID: MRR26A | Title: Monroe St NE Bridge over CSX & WMATA | Complete: | Total Cost: \$22,400 |
|---------------------|--------------------------|--|-----------|-----------------------------|

| | | | | | | | | | |
|--------------------------------|--------|---------|----------|---------|--|--|--|--|--------------|
| Facility: Monroe Street Bridge | NHPP | 80/20/0 | 1,700 a | | | | | | |
| From: | | | 20,700 c | | | | | | |
| To: | STBG | 80/20/0 | 1,500 c | | | | | | |
| | STBG 9 | 83/17/0 | | 1,600 c | | | | | 1,600 |
| Total Funds: | | | | | | | | | 1,600 |

Description: Existing Monroe Street Bridge over Metro tracks is in poor condition. This project is for the Bridge replacement.

Amendment: Add Project **Approved on: 11/2/2018**
 Amend project into the FY 2019-2024 TIP with \$1.6 million in STBG funding in FY 2019 for construction. This project was previously included in the FY 2017-2022 TIP

| | | | | |
|---------------------|------------|--|-----------------------|----------------------------|
| TIP ID: 6516 | Agency ID: | Title: Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabil | Complete: 2018 | Total Cost: \$5,000 |
|---------------------|------------|--|-----------------------|----------------------------|

| | | | | | | | | | |
|--|------|---------|---------|-------|--|--|--|--|-------------------------|
| Facility: Pedestrian Bridge and Trail at Arizona Ave N | CMAQ | 80/20/0 | 1,400 a | 105 a | | | | | 105 |
| From: Nebraska Ave NW | | | | | | | | | |
| To: Galena PI NW | | | | | | | | | Total Funds: 105 |

Description: The project area includes a rehabilitation and pavement of the 0.65-mile section of the trails at Arizona Ave from Nebraska Avenue, NW to Galena Place, NW including missing sections of the trail and rehabilitation/ reconstruction Substructure and Superstructure of approximately 110-foot long Pedestrian Bridge over Arizona Ave connecting both sides of Arizona Ave trails including pedestrian access ramp.

Amendment: Add Project **Approved on: 11/2/2018**
 Amend project into the FY 2019-2024 TIP with \$105,000 in CMAQ funding in FY 2019 for PE. This project was previously included in the FY 2017-2022 TIP.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: November 8, 2018

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



NEWS RELEASE

New Commuter Connections Bicycle Route Finder Makes Cycling in D.C. Region Easier

Washington, D.C. (November 16, 2018) – Commuter Connections, the region’s commuter solutions provider, has launched a new and improved Bicycle Route Finder, a web service that makes getting around the metropolitan Washington region on a bicycle easier and more fun.

The free Bicycle Route Finder enables Commuter Connections cyclists to plan their bicycle commute or recreational rides using an expanded database with more than 2,150 miles of trails, on-street lanes, paths, and facilities, 37,371 path segments, and 35,485 path junctions. The database also allows users to check availability of bikes and bays at Capital Bikeshare locations.

The Bicycle Route Finder is available to members on the Commuter Connections’ website. Membership is free and comes with a wide range of commuter options. Individuals interested in accessing the Bicycle Route Finder can sign up at: www.commuterconnections.org/.

“Our new Bicycle Route Finder takes the uncertainty out of cycling,” said Commuter Connections Director Nicholas Ramfos. “By providing easy access to information about routes and bike availability, we are helping commuters develop the confidence they need to integrate bicycling into their commutes and routines.”

According to the [2016 State of the Commute survey](#) of more than 6,000 randomly-selected employed residents of the region, walkers and bicycle riders reported the highest satisfaction for their commute at 97 percent. The new Bicycle Route Finder leverages technology to increase access to the region’s growing bicycling infrastructure and encourages more commuters to add cycling to their go-to-work options.

To use the new system, logged-in Commuter Connections members only need to click on their starting and ending points to choose their route from an interactive map of bike trails, lanes, and paths spanning from Frederick County in the north to Prince William County in the south, and from Loudoun County in the west to Prince George’s County in the east. Routes can be customized by distance and travel time, and trip locations can be added by dragging and dropping points on the route. Additionally, the system can generate a custom map plus printable, turn by turn directions with travel time and distance.

CONTACT:

Anne Marie Corbalis; amcorbalis@asc-pr.com; (914) 821-5100

Laura Ambrosio; lambrosio@mwkog.org; (202) 962-3278

Commuter Connections is a program of the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments, www.mwkog.org. Commuter Connections promotes bicycling to work, ridesharing, transit, and other alternatives to drive alone commuting, provides ridematching for carpools and vanpools, and offers the free Guaranteed Ride Home, ‘Pool Rewards, and Flextime Rewards programs. Commuter Connections, www.commuterconnections.org is funded by the District of Columbia, Maryland, Virginia, and U.S. Department of Transportation.



MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, TPB Operations Programs Director
SUBJECT: Commuter Connections Bicycle Route Finder
DATE: November 8, 2018

The intent of this memorandum is to provide a summary of the updated Commuter Connections Bicycle Route Finder module that is part of the Commuter Connections Transportation Demand Management software system.

The original Commuter Connections Bicycle Route Finder system was developed and deployed ten years ago and made available to the public. Since then there have been dramatic technological advances and changes to the bicycling infrastructure in the region. Over the past 18 months, COG/TPB staff have been working to update the Bicycle Route Finder module and recently re-released it to the public.

The Commuter Connections Bicycle Route Finder is a web application that helps users find the safest, most enjoyable routes when traveling by bicycle in the Washington, DC metropolitan region. The map covers bike paths in the area from Frederick County, MD in the north to Prince William County, VA in the south and from Loudoun County, VA in the west to Prince George's County, MD in the east. Commuter Connections account holders interested in bicycling to and from work or other locations can simply use the free route finder for the start and end of a bicycling trip, either by specifying street addresses or by pointing and clicking on an interactive map. Users can also add intermediate waypoints to their trip.

The Bicycle Route Finder uses an extensive database of bike trails, multiple use paths, and on street bike lanes to determine the most pleasant path for a user's journey. Once the ideal trek has been computed, the web application draws the route on the map and writes out clear, printable turn by turn directions with travel time and distance for the user to follow. The route can be optimized for distance or length of time to travel. Users can drag and drop points on the route to change it to suit individual needs or knowledge.

In addition to bicycle routes, the map also features Capital Bikeshare locations. Users can click on a location to view a popup that shows how many bikes are available at that location and how many bays are empty in real time. This is convenient if you want to borrow or drop off a bicycle at some location.

Bicyclists in the region seeking free, accurate and interactive routing information through Commuter Connections will find this new web mapping application useful.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: November 8, 2018

The attached letters were sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

October 23, 2018

The Honorable Jack Evans
Chairman, Board of Directors
Washington Metropolitan Area Transit Authority
600 5th Street NW
Washington, D.C. 20001-2693

Re: Reported plan to disband the Riders Advisory Council

Dear Mr. Evans:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) regarding a proposal to disband WMATA's Riders Advisory Council (RAC), which has been serving the WMATA board and the region since 2005. During a discussion at the TPB meeting on October 17, 2018, TPB members expressed a unanimous sense of concern regarding this proposal. I am writing to urge the WMATA board to not take action that would disband or otherwise reduce the role and responsibility of the RAC, as outlined in the council's bylaws approved by the WMATA board.

The TPB and WMATA both have the unique responsibility of serving as regional entities to plan and program an effective multimodal transportation system. Over more than 50 years as a planning body, the TPB has come to recognize that effective engagement with key stakeholders is a key part of regional planning and programming. The TPB values its citizen engagement process as provided through its Citizens Advisory Committee (CAC). Since 1992, the CAC has called upon the TPB to pursue a variety of planning process and products that are hallmarks of the board's work. These activities include pushing for the incorporation of scenario planning into TPB's long-range planning activities; support for the TPB's Transportation/Land-Use Connections program; promoting Complete Streets and Green Streets policies; and advocating for the development of the TPB's Regional Transportation Priorities Plan and the recent endorsement of a set of Aspirational Initiatives.

While the TPB utilizes a variety of electronic and social media platforms to seek stakeholder and public input, it strongly believes that these are neither adequate nor effective substitutes for a process of systemic, predefined and regular engagement as provided by an advisory committee that receives staff support and can directly provide input to the Board.

The TPB is concerned that discontinuing the process of direct engagement through the RAC, in favor of using electronic and social media, would substantively reduce the impact of customer input into WMATA's mission of planning, programming and delivering a safe and efficient public transportation service to the region. The TPB is also concerned that without the in-person access afforded by the RAC, input to WMATA from people without access to electronic and social media platforms would be greatly reduced if not lost. Low-income and certain minority population groups tend to be disproportionately represented among these people. The TPB has identified locations in this region, called Equity Emphasis Areas, with higher than average concentration of these underserved population groups. Furthermore, the TPB believes that with a smaller WMATA board, now is perhaps the time to derive greater benefit by a focused citizens advisory body.

The Honorable Jack Evans
October 23, 2018

Over the more than 25 years of working with its CAC, the TPB has modified the committee's structure and operations to meet the changing needs of the times. The TPB encourages WMATA to pursue all avenues for reforming the RAC and its operations to align with the needs of the Metro system and its board.

The TPB values WMATA's membership and participation in our regional transportation planning activities, and in particular is proud of its partnership with WMATA on regional programs including Commuter Connections and the Street Smart Safety campaign. I welcome you to consider the TPB as a resource to discuss best practices to re-imagine the RAC process so as to achieve a higher degree of efficiency and effectiveness.

Sincerely,

A handwritten signature in black ink, appearing to read 'Charles Allen', written in a cursive style.

Charles Allen
Chairman
National Capital Region
Transportation Planning Board



Metropolitan Washington
Council of Governments



National Capital Region
Transportation Planning Board

October 17, 2018

Acting Administrator Andrew Wheeler
U.S. Environmental Protection Agency
Docket ID No. EPA-HQ-OAR-2018-0283
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Subject: Comment on the Proposed SAFE Vehicle Rule for CAFE and Tailpipe Carbon Dioxide Emissions Standards for Model Year 2021-2026 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2018- 0283

Dear Administrator Wheeler and Secretary Chao:

Thank you for providing an opportunity to comment on the proposed Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for Model Years 2021-2026 passenger cars and light trucks. We, the undersigned, writing on behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), strongly oppose the proposed changes to certain existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light duty trucks. We support EPA's "Baseline/No-Action" alternative in the proposed rule and urge you to maintain the current tailpipe carbon dioxide emission standards for these vehicles as prescribed in the October 15, 2012 "Final Rule for 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards" (2012 Greenhouse Gas and CAFE Final Rule).

MWAQC is certified by the governors of Maryland and Virginia and the mayor of the District of Columbia as the air quality planning commission for the National Capital region, under the auspices of the COG, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the metropolitan planning organization (MPO) for the National Capital Region jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia and so designated by the federal government. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors, including development of a regional climate change strategy to meet the goals of reducing CO₂ and other greenhouse gases adopted by the region.

The region is currently designated as non-attainment of federal National Ambient Air Quality Standards (NAAQS) for Ozone. The region has also adopted specific targets for reducing greenhouse gas emissions to protect public health, preserve infrastructure, and nurture the National Capital Region's economic competitiveness.

In support of these objectives the National Capital Region has implemented several emissions reduction measures across all sectors, including transportation, that contributes approximately one-third of the region's greenhouse gas emissions. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas emissions reductions since they provide benefits across the marketplace. The role of

the federal government's leadership in delivering effective regulatory limits on carbon dioxide emission from motor vehicles is a critical component of our ability to meet adopted environmental objectives and standards.

One such federal program is the 2012 Greenhouse Gas and CAFE Final Rule promulgated jointly by the EPA and the National Highway Traffic Safety Administration (NHTSA), which set federal tailpipe CO₂ emission and CAFE standards for light duty vehicles. This rule, resulting from a partnership between the federal government, the California Air Resource Board (CARB), and the automobile industry, is a comprehensive program to improve the fuel efficiency and to reduce motor vehicle emissions of greenhouse gases and criteria pollutants.

Poor air quality not only affects the residents living and working in the Washington region, but also millions of tourists that visit the region each year. Over the last five ozone seasons, the region recorded an average of eleven unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one.

While significant progress has been made in the Washington region to reduce emissions, addressing sources of NO_x, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. We are concerned that any relaxation of the 2012 Greenhouse Gas and CAFE Final Rule will make it increasingly difficult for the region to realize the reductions in NO_x emissions needed to comply with the 2015 Ozone NAAQS.

Additionally, relaxation of the 2012 Greenhouse Gas and CAFE Final Rule will make it extremely challenging for the National Capital Region, and communities across the United States, to meet their greenhouse gas reduction goals.

As such, MWAQC, TPB, and CEEPC believe the existing CAFE and tailpipe CO₂ emission standards for passenger cars and light duty vehicles model year 2017 and later are appropriate, feasible, and needed, and must be maintained to protect public health in the Washington region.

Further, we concur with the conclusions of the 2016 Technical Assessment Report (TAR) that there is a wide range of technologies that manufacturers can employ to meet the MY 2022-2025 standards with similar or lower costs than those projected in the 2012 Final Rule. We are encouraged to note that progress made to improve fuel economy and reduce emissions in recent years has been greater than expected, and that there are clear indications that consumers are accepting of and benefiting from the advancements in automobile technologies.

Thank you again for the opportunity to provide comments on the EPA's and NHTSA's consideration of carbon dioxide and greenhouse gas standards for light duty vehicles.

Sincerely,



The Honorable Hans Riemer
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



The Honorable Mary Lehman
Chair, Climate Energy and Environment Policy Committee (CEEPC)



The Honorable Charles Allen
Chair, National Capital Region Transportation Planning Board (TPB)





COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

Stephen C. Brich, P.E.
COMMISSIONER



October 16, 2018

Dear Regional Planning Partner:

Subject: 2018 Fall Transportation Meetings

The Commonwealth Transportation Board will conduct nine public meetings across the state beginning in October 2018 to give stakeholders the opportunity to review and provide comments on transportation projects and priorities. Specifically, information will be provided on projects and strategies submitted for consideration through the SMART SCALE prioritization process. I will co-host this meeting with our local CTB representative(s) and Secretary of Transportation, Shannon Valentine.

This year's meetings will consist of an Open House format beginning at 5:30 p.m. where attendees can review and provide feedback on the projects and strategies submitted for consideration for both the High-Priority Projects Program and the Construction District Grant Program during SMART SCALE application phase. Following the Open House, an opportunity to engage with the Secretary will be provided for the public and transportation stakeholders. Meeting materials will be available on the web at <http://www.ctb.virginia.gov/planning/fallmeetings/> starting October 15, 2018. The Fall Transportation Meeting Schedule is attached.

I encourage you to come and speak with our transportation agency representatives. If you cannot attend the meetings, you may send your comments to Infrastructure Investment Director at 1401 E. Broad Street, Richmond, VA 23219 or e-mail them to Six-YearProgram@vdot.virginia.gov by December 13, 2018. Comments on rail and public transportation may be sent to DRPT Public Information Officer at 600 East Main Street, Suite 2102, Richmond, VA 23219 or e-mail them to drptpr@drpt.virginia.gov.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Maria Sinner at (703) 259-2342.

Sincerely,

Helen Cuervo, P.E.
Northern Virginia District Engineer



News Release

Updated Nov. 6, 2018

RELEASE: IMMEDIATE

CONTACT:

[Lindsay LeGrand](#), VDOT

Office: 804-786-2715

[Chris Smith](#), DRPT

Office: 804-225-3930

UPDATED SCHEDULE: PUBLIC INPUT SOUGHT ON PRIORITIZING TRANSPORTATION PROJECTS

Public meetings planned statewide from October through November

Please note below changes to the schedule for meetings in Northern Virginia and Fredericksburg.

RICHMOND, Va. – The Commonwealth Transportation Board (CTB) is holding nine meetings across the commonwealth through November where the public will have the opportunity to get the latest information, ask questions and provide input on the prioritization of transportation projects.

The meetings consist of an open house where attendees can review and provide feedback on the list of proposed local and regional projects that have been submitted for scoring through SMART SCALE, an objective and data-driven prioritization process to score projects according to critical transportation needs. The meetings will highlight the 468 applications for projects submitted by 158 local and regional governments across the state.

Following the open house, a town hall session will engage public and transportation stakeholders in discussion and provide an opportunity to ask questions about transportation projects and priorities. There will be no formal public comment during the meetings.

Projects that have been determined to meet a need identified in VTrans, Virginia’s statewide transportation policy plan, will be advanced for evaluation and scoring. Scoring results will be made available to the public in January 2019. Following public meetings in the spring, the CTB will use public feedback and the scoring data to select which projects to fund and be included in the next Six-Year Improvement Program by June of 2019.

The next public meetings are scheduled to be held at the dates, locations and times listed below:

| | | |
|---|--|---|
| <p>Tuesday, November 13, 2018 at 4 p.m. Hampton Roads District Office 7511 Burbage Drive Suffolk, VA 23435</p> | <p>Thursday, November 15, 2018 at 4 p.m. Homewood Suites–Chester 12810 Old Stage Road Chester, VA 23836</p> | <p>Monday, November 19, 2018 at 4 p.m. Lynchburg District Complex Ramey Memorial Auditorium 4303 Campbell Avenue Lynchburg, VA 24501</p> |
|---|--|---|

| | |
|---|--|
| <p>Wednesday, November 28, 2018 at 5:30 p.m.* NOVA District Office Potomac Conference Room 4975 Alliance Drive Fairfax, VA 22030</p> | <p>Thursday, November 29, 2018 at 4 p.m.* Fredericksburg District Office Auditorium 86 Deacon Road Fredericksburg, VA 22405</p> |
|---|--|

***Please note that these meetings dates have changed.**

If you are unable to attend a meeting, you may view the displays and [provide your comments](#) online. You may also mail comments on highway projects to Infrastructure Investment Director, VDOT, [1401 E. Broad St., Richmond, Virginia 23219](#), or Six-YearProgram@VDOT.Virginia.gov. Comments on rail, public transportation, and transportation demand management may be sent to Public Information Officer, DRPT, [600 E. Main St., Suite 2102, Richmond, Virginia 23219](#), or DRPTPR@drpt.Virginia.gov. Comments will be accepted until Dec. 13, 2018.

Information sources:

Information on SMART SCALE, including project applications submitted for scoring, is available at <http://vasmartscale.org/resources/default.asp>.

Public meeting information:

<http://www.ctb.virginia.gov/planning/fallmeetings/materials.asp>. (END)

NEWS RELEASE

Task force releases seven recommendations to enhance the region's response to traffic incidents

Nov 14, 2018

A Metropolitan Washington Council of Governments (COG) task force released a report containing seven priority recommendations to improve the quick and safe resolution of traffic incidents regionwide. The Federal Highway Administration estimates 52 to 58 percent of motorist delays nationwide can be attributed to crashes and vehicle breakdowns.

The Traffic Incident Management (TIM) Enhancement Task Force presented its recommendations to area officials on the COG Board of Directors at its November meeting.

“Today, COG received a comprehensive report with actionable recommendations that will help improve commutes and safety throughout our region,” said COG Board Chairman and Loudoun County Supervisor Matt Letourneau, who proposed the year-long study. “I look forward to the implementation of these actions and the continued, enhanced cooperation between agencies to reduce congestion and improve the quality of life in this region.”

The board endorsed the report's recommendations, which emphasized the need to update regional agreements and achieve more regional consistency of TIM laws. Specifically, the report suggested a COG-led effort to develop a TIM mutual aid operations plan and called on jurisdictions to review and update their laws to ensure concepts like “move over,” which requires motorists to give safe clearance to first responders, are included consistently regionwide.

The task force also called for legal and policy changes to designate transportation incident responders as emergency responders, allowing the use of flashing lights and sirens to get to incident scenes more quickly. In addition, they recommended that federal government, state, and local jurisdictions negotiate an agreement for deployment of roadway service patrols on federal parkways and other critical major roads not currently covered.

The COG Board voted to contact TIM decision makers across the region in the coming weeks to start work on these items, including beginning a review of the Potomac River Bridges Towing Compact.

Seven task force Traffic Incident Management (TIM) recommendations:

1. Update regional agreements and improve consistency of TIM laws and policies.
2. Coordinate regional annual TIM self-assessments.
3. Encourage and coordinate TIM trainings to promote best practices.
4. Launch outreach initiatives that better engage the public and officials on TIM.
5. Create a regional TIM program.
6. Designate transportation incident responders as emergency responders regionwide.
7. Expand roadway service patrols to federal parkways and other critical major roads not currently covered.

Beyond the seven key recommendations, the task force pulled from the experiences of peer regions to identify additional TIM best practices and strategies for future investigation and discussion.

According to the COG report, metropolitan Washington experiences disruptions to the transportation system daily due to incidents. The region's high traffic volumes and growing population and economy mean the area roadway system has little spare capacity to absorb traffic incidents when they occur. Further, cross-border coordination among the District of Columbia, Maryland, Virginia, and local jurisdictions is often necessary to respond.

The TIME Task Force included representatives of police, fire, and emergency medical services, 9-1-1 services, transportation operations, public information, and towing/recovery from the District of Columbia, Maryland, and Virginia. State and local transportation agencies, the National Park Service, toll roads, and the Washington Metropolitan Area Transit Authority (WMATA) were also represented.

MORE: [Traffic Incident Management Enhancement in the National Capital Region](#) (Full Report)

Contact: **Megan Goodman**

Phone: **(202) 962-3209**

Email: **mgoodman@mwkog.org**

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 N. Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION APPROVING THE TRAFFIC INCIDENT MANAGEMENT ENHANCEMENT (TIME) REPORT

WHEREAS, the mobility, safety, and reliability of metropolitan Washington's transportation system are vital to its economic well-being; and

WHEREAS, the region experiences disruptions to the transportation system daily due to incidents, with associated safety and congestion impacts; and

WHEREAS, often, these incidents necessitate a coordinated multi-agency response, referred to in the public safety and transportation professions as Traffic Incident Management; and

WHEREAS, the safety of all, including the traveling public and response personnel at incident scenes, is of paramount concern; and

WHEREAS, the COG Board of Directors requested the establishment of a Traffic Incident Management Enhancement (TIME) Task Force in January 2018 and tasked it to return with findings and recommendations; and

WHEREAS, the Task Force, comprised of practitioners of traffic incident management from numerous disciplines from state, county, and municipal governments in the region, convened from February to October 2018 and developed a set of recommendations; and

WHEREAS, these recommendations include a series of actionable items that can be implemented in the near term, as well as other concepts that should be investigated in the coming years, to improve traffic incident management regionwide.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. The board approves the publication of the *Traffic Incident Management Enhancement in the National Capital Region: Findings and Recommendations Report from the 2018 COG Traffic Incident Management Enhancement Task Force*.
2. The board supports Traffic Incident Management best practices for the region and encourages member jurisdictions and involved responders to pursue fast and safe resolution of traffic incidents, in accordance with the report's recommendations.
3. *The board recommends a review of the Potomac River Bridges Towing Compact by the legislatures of the District of Columbia, State of Maryland and Commonwealth of Virginia with particular attention to amending: 1) by adding bridges not currently covered (e.g., The Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301) and Point of Rocks Bridge (US 15)) and in Article II and 2) by adding "designated transportation emergency responder agencies" to the list authorized to remove disabled or abandoned vehicles in Article III.*

4. *The board recommends consideration by the District of Columbia and the Commonwealth of Virginia to review policies and legislation to ensure transportation incident responders can get to incident scenes quickly in order to address these emergencies, including allowing for policies that would allow for use of flashing lights and audible sirens.*
5. *The board authorizes the Executive Committee, or its designee, to send letters on behalf of the COG Board to the appropriate departments in the District of Columbia, Maryland and Virginia communicating the report and highlighting specific actionable items in the findings and recommendations.*

I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors on November 14, 2018.

Laura Ambrosio, COG Communications Specialist