



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** January 10, 2019

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The attached materials include:

- Steering Committee Actions
- Announcements and Updates





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** January 10, 2019

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At its meeting on January 4, the TPB Steering Committee approved the following resolution to amend the FY 2019-2024 Transportation Improvement Program (TIP):

- SR10-2019: To include \$125 million in advanced construction funding and \$12 million in revenue sharing funding for the Soapstone Connector project in Fairfax County. This project was included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP.

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

- SR10-2019

**TPB STEERING COMMITTEE  
ATTENDANCE – JANUARY 4, 2019**

MEMBERS

Martin Nohe  
Mark Phillips  
Mark Rawlings  
Kelly Russell  
Kari Snyder  
Norman Whitaker

Prince William County  
WMATA  
DDOT  
City of Frederick  
MDOT  
VDOT

PARTICIPANTS

Bob Brown  
Gary Erenrich  
Xavier Harmony  
Todd Horsley  
Chris Lakowski  
Mike Lake  
Regina Moore  
Sree Nampoothiri  
Malcolm Watson  
Vic Weissberg

Loudoun County  
Montgomery County  
VDRPT  
VDRPT  
DC Council  
Fairfax County  
VDOT  
NVTA  
Fairfax County  
Prince George's County

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
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Brandon Brown, DTP  
Nicole McCall, DTP  
Eric Randall, DTP  
Sergion Ritacco, DTP  
Jon Schermann, 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 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE SOAPSTONE CONNECTOR PROJECT IN FAIRFAX 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 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 December 14, 2018 VDOT has requested that the FY 2019-2024 TIP be amended to include \$1.47 million in revenue sharing funding for planning and engineering in FY 2019; and \$136 million in revenue sharing and advanced construction funding for right-of-way acquisition in FY 2021 for the Soapstone Connector project (TIP ID 6583), as described in the attached materials; and

**WHEREAS**, this project is included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2019-2024 TIP (CON ID 722, VSF49);

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2019-2024 TIP to include \$1.47 million in revenue sharing funding for planning and engineering in FY 2019; and \$136 million in revenue sharing and advanced construction funding for right-of-way acquisition in FY 2021 for the Soapstone Connector project, as described in the attached materials.

**Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 4, 2019.**





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive  
Fairfax, VA 22030

Stephen C. Brich, P.E.  
COMMISSIONER

December 14, 2018

The Honorable Martin Nohe, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: National Capital Region FY 2019-2024 Transportation Improvement Program Amendment for the Soapstone Connector, UPC 112479

Dear Mr. Nohe:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2019-2024 Transportation Improvement Program (TIP) to add funding for the construction of the Soapstone Connector in Fairfax County.

The Soapstone Connector will be a new roadway between Sunset Hills Rd. and Sunrise Valley Dr. in Reston, near the Wiehle-Reston East Metrorail Station. There will be a four lane structure crossing over the Dulles Corridor and a three-lane roadway approach to the overpass. The project includes sidewalks, shared use paths and on-road bike lanes.

This amendment adds approximately \$137 million to the TIP for preliminary engineering and right of way and increases the total cost estimate to \$215.9 million. Funding sources include Advance Construction (AC) and Virginia Revenue Sharing. "Prior Years" funding in FY 2018 has also been adjusted in the STIP, and this adjustment has been added to the TIP database for informational purposes.

The Connector is included in the Visualize 2045 long range transportation plan and the related 2018 Air Quality Conformity Analysis. The funding amounts and sources reflect updates to total costs and planned obligations as approved by the Virginia Commonwealth Transportation Board and are consistent with the revenue forecasts in the Visualize 2045 Financial Plan. Consequently, the amendment will not change the air quality conformity or fiscal constraint status of the TIP.

VDOT requests that these amendments be placed on the agenda of the Transportation Planning Board's Steering Committee at its meeting on January 4, 2019. VDOT's representative will attend the meetings and will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink that reads "Helen Cuervo".

Helen Cuervo, P.E.  
District Administrator  
Northern Virginia District

cc:

Ms. Rene'e Hamilton, VDOT-NoVA  
Ms. Maria Sinner, P.E., VDOT-NoVA  
Mr. Norman Whitaker, AICP, VDOT-NoVA



**NORTHERN VIRGINIA  
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
TIP ID: <b>6583</b> Agency ID: <b>112479</b>		Title: <b>Soapstone Connector</b>			Complete: <b>2022</b> Total Cost: <b>\$215,900</b>						
Facility: Soapstone Connector	AC	100/0/0	7,740 a				125,291 b				125,291
From: Sunrise Valley Dr	NVTA	0/0/100	8,250 a								
To: Sunset Hills Dr	REVSH	0/50/50		1,470 a			10,709 b				12,179
<b>Total Funds: 137,470</b>											

Description: New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.

**Amendment: Add Project** **Approved on: 1/4/2019**  
 Amend project into the FY 2019-2024 TIP with \$7,740,000 (AC) FFY18 PE phase; add \$1,460,000 (REVSH & Matching) FFY19 PE phase; add \$10,709,000 (REVSH & Matching) & 125,291,428 (AC-Other Local funds) FFY21 RW phase.





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** January 10, 2019

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





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Status Report on Visualize 2045 Initiatives – R10-2019  
**DATE:** January 10, 2019

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In December 2018, the TPB adopted Resolution R10-2019 (attached) which directed staff to undertake specific activities to implement certain committee recommendations to implement the TPB's Aspirational Initiatives. This memo provides a status report on those specified activities.

### **PRIORITIZING TRANSIT STATION AREAS FOR WALKING AND BICYCLING IMPROVEMENTS**

As directed by Resolution R10-2019, TPB staff has embarked upon planning activities to identify a limited list of high capacity transit station areas that will be regionally prioritized for pedestrian and bicycle investments. These locations will be areas around stations with: 1) deficiencies in existing pedestrian and bicycle infrastructure; and 2) significant potential demand – particularly in Equity Emphasis Areas – for increased walking and biking to transit.

The TPB will use this list as a tool for project selection for the Transportation Land-Use Connections (TLC) Program and Transportation Alternatives Set-Aside Program (TAP). It may also be used by the TPB as the basis for pursuing grant applications or other opportunities. Local and state members of the TPB will be encouraged to seek funding for these station areas as part of their jurisdictional transportation programming and development activities.

The process for identifying and prioritizing stations has already begun with the development and application of a methodology to select a draft list of stations. This will be followed in the coming months by targeted outreach to the TPB's member jurisdictions to ensure the draft list complements the jurisdictions' own policies and priorities. The TPB will be briefed about the outcomes and asked to approve the final list of station areas in the late spring or summer of 2019.

### **EXPANDING THE NATIONAL CAPITAL TRAILS REGIONAL NETWORK**

TPB Resolution R10-2019 also directed staff to expand the TPB-endorsed National Capital Trail to provide connectivity to other major trails in the region, thereby creating a regional trails network that extends into all TPB member jurisdictions. Staff is to build on previous work done by TPB and others, and to report on progress by end of June 2019. The work is to also include, as practicable, a report on potential sources of funding.

Activities to date include development of a draft scope of work for this activity. The scope will concern the methodology to expand the current trail and "project management" aspects including planned jurisdictional outreach, schedule and representation of the trails network in GIS. Staff has already begun its outreach to the jurisdictions regarding the planned work and jurisdictions'

participation. Discussion of the draft scope of work, as well as the overall effort, is anticipated to take place at the January 24 Bicycle and Pedestrian Subcommittee and February 1 TPB Technical Committee meetings. Staff anticipates completing the work activities by late summer and will brief the TPB by June 2019 before asking the Board to approve the regional trails network.

## **TPB'S COMMUTER CONNECTIONS PROGRAM ACTIVITIES**

Resolution R10-2019 directed the TPB's Commuter Connections program staff to undertake three specific tasks. The following is a report on the status of these activities.

- 1. Examine ways in which its existing service applications and programs can be enhanced to integrate the gamification and rewards aspects including University of Maryland's incentTrip application.**

COG/TPB staff has worked with the University of Maryland on releasing the Commuter Connections **Flextime incentive program** earlier this fiscal year. The Flextime program provides an incentive to those commuters who elect to delay their trip during A.M. and P.M. peak hour commuting periods after receiving a notification of congestion along their work route. The program currently is limited to four identified bottlenecked corridors in the region. Additionally, at present, the cash incentive is provided through a random monthly prize drawing. Upon evaluation of this phase of the program and completion of planned enhancements to the program app, staff will work with the funding agencies to provide all commuters a modest incentive each time they elect to delay their trip rather than one monthly prize drawing. It is expected that this feature will be available in the next fiscal year.

COG/TPB staff has also been working with Maryland on the **incentTrip mobile application** which is a new mobile application that gives commuters in the Washington metropolitan region the ability to avoid both day-to-day congestion and traffic jams caused by traffic accidents, work zones, special events and adverse weather conditions. The key innovation of incentTrip is the development of personalized and dynamic incentives that vary based on individual preferences and real-time traffic conditions. IncentTrip app users will receive recommendations on the best travel mode, departure time and/or route recommendations and earn reward points every time a trip is planned through incentTrip. The app is currently being tested by Commuter Connections members. Staff hopes to implement the program next fiscal year after finalizing the app's functions and developing a point system for rewards.

- 2. Develop a process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.**

COG/TPB staff has been working with WMATA and the local jurisdictions on the protocol for sharing data from the jurisdictions Employer Outreach database. The protocol will inform the process through which jurisdictional and WMATA staff can collaborate on the outreach activities for TDM initiatives at worksites and the inclusion of SmartBenefits. This work will begin as a three-month pilot in the first quarter of 2019 and any lessons learned will be distilled and incorporated into a longer-term initiative during the rest of this fiscal year and into FY2020.

3. **Develop policy templates for small and mid-size employers to adopt and implement FlexTime and Telework programs at their work places as a resource for Commuter Connections Employer Outreach program.**

Staff is currently working with the state transportation agencies to resource this new work activity. The state transportation agencies have indicated support for the work activity and staff believes this work will commence in FY 2020.

## **BRINGING JOBS AND HOUSING CLOSER TOGETHER**

The COG Board of Directors unanimously adopted Resolution R33-2018 during its September 12, 2018 meeting, directing the COG Planning Directors Technical Advisory Committee (PDTAC) and the COG Housing Directors Advisory Committee to jointly address the region's growing shortage of housing for workers to fill current and future jobs. The resolution builds on the Visualize 2045 aspirational initiative calling for bringing jobs and housing closer together by creating additional housing in strategic locations.

In response to this resolution and to TPB direction to advance this aspirational initiative, the PDTAC and Housing Directors Advisory Committee have developed a work plan to address both the opportunities and impediments to increasing the production of housing guided by the following three key questions. These questions also indicate the time period when they will be considered:

1. *Amount*: How many of the 100,000 additional housing units needed can be accommodated within current comprehensive plans and zoning? (January and February 2019)
2. *Accessibility*: Of the additional units, how many can be reasonably accommodated in Activity Centers and high-capacity transit station areas? (January to March 2019)
3. *Affordability*: What is the appropriate target/price point for housing for our anticipated new jobs? (April to July 2019)

The TPB will receive periodic briefings during 2019 at key milestones of this process to advance this discussion and identify ways to accomplish the objectives of this initiative.





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

**RESOLUTION TO TAKE ACTION ON RECOMMENDED PROJECT, PROGRAM AND POLICY  
IDEAS THAT WOULD IMPLEMENT TPB'S ASPIRATIONAL INITIATIVES IDENTIFIED IN ITS  
VISUALIZE 2045 PLAN**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as 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 TPB, as part of the regional metropolitan planning process, continues to develop and adopt a fiscally constrained long-range plan (formerly referred to as the "CLRP", now called "Visualize 2045") as mandated by the federal FAST Act as a means of ensuring that federal funding and approval for transportation projects in the region are made available; and

**WHEREAS**, based on concern that the combination of project inputs to the 2016 CLRP was forecast to result in unsatisfactory performance compared to current conditions, with peak hour congested lane miles increasing by 65%<sup>1</sup>, daily vehicle hours of delay increasing by 74%<sup>1</sup>, and reductions in CO2 emissions falling far short of the region's 80% multi-sectoral goal; and

**WHEREAS**, the TPB, with the understanding that one of its primary responsibilities is "to coordinate future plans, provide fair, balanced and comprehensive data and analysis to decision-makers to inform and influence transportation programming decisions so as to advance the regional Transportation Vision and Priority Principles by advancing a more effective set of projects and policy inputs to the region's long-range transportation plans"; and

**WHEREAS**, the TPB agreed that the region needed to develop a long-range transportation plan that goes beyond the project inputs reflected in its fiscally constrained long range plan, one that includes a combination of aspirational projects, programs, and policies that would better achieve the broad range of transportation goals embedded in TPB and COG's adopted guiding documents; and

**WHEREAS**, the TPB created a Long-Range Plan Task Force and carried out the charges outlined in Resolution R16-2017, As Amended, and Resolution R1-2018 that included detailed analysis of a set of ten improvement initiatives created by the task force by combining mutually supportive projects, program and policy ideas anticipated to have the

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<sup>1</sup>Transportation Planning Board, "Performance Analysis of the 2016 CLRP Amendment", November 16, 2016

greatest potential to provide meaningful improvements in the long term performance outcomes of the transportation system; and

**WHEREAS**, in December 2017 the TPB accepted the recommendations of the Long Range Plan Task Force in the form of a set of five improvement initiatives from the ten that were analyzed that rose to the top as having the most potential to address the region's transportation challenges and help make significantly better progress towards achieving the TPB's transportation goals and recommends the TPB endorse these initiatives; and

**WHEREAS**, in December 2017 the TPB adopted Resolution R8-2018 endorsing a set of five initiatives, found to have the potential to significantly improve the performance of the region's transportation system compared to current plans and programs, for future concerted TPB action and directed staff to include these initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045; and

**WHEREAS**, in January 2018 the TPB adopted Resolution R12-2018 that added two additional pedestrian and bicycle priority initiatives as aspirational elements to the five that had been adopted in December 2017; and

**WHEREAS**, during 2018, the TPB and the Metropolitan Washington Council of Governments and its various committees of subject matter experts have been engaged in examining what specific project, program and policy actions could the TPB members take, individually or collectively, that would help realize the region's seven aspirational transportation initiatives (attached); and

**WHEREAS**, in November 2018 the TPB received a set of recommended project, program and policy actions its members could take, individually or collectively that would help realize the region's seven aspirational transportation initiatives; and

**WHEREAS**, the TPB finds the recommended actions meritorious and believes a few of the recommendations are best suited for a regional organization to undertake working in collaboration with the TPB's member organizations, and calls on its members to work to integrate these into their project/program development processes; and

**NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:**

1. Directs the TPB staff to undertake the following work activities:
  - a. Identify a set of regionally prioritized high capacity transit stations where pedestrian/ bicycle access improvements have the greatest potential to utilize available capacity and increase transit ridership, by building on the previous work by the TPB and WMATA (Station Access Investment Study), with consideration of Equity Emphasis Areas, and report on progress by end of June 2019, including as practicable, a report on potential sources of funding.
  - b. Expand the TPB-endorsed National Capital Trail to provide connectivity to other major trails in the region thereby creating a regional trail network that extends into all TPB member jurisdictions, by building on previous work done by TPB and others, and to report on progress by end of June 2019, including as practicable, a report on potential sources of funding.

2. Directs the TPB's Commuter Connections program staff to:
  - a. Examine ways in which its existing service applications and programs can be enhanced to integrate the gamification and rewards aspects including University of Maryland's incentTrip application.
  - b. Develop a process through which TPB member jurisdictions work collaboratively with WMATA to undertake a targeted outreach to employers to increase participation in WMATA's SmartBenefits program.
  - c. Develop policy templates for small and mid-size employers to adopt and implement FlexTime and Telework programs at their work places as a resource for Commuter Connections Employer Outreach program.
3. Calls on the transportation agencies in the District of Columbia, Maryland and Virginia to collaborate and lead an effort to develop a consistent tolling policy for the region's Express or Congestion priced lanes network that exempts high occupancy vehicles from tolls to prioritize moving more people rather than more vehicles on our roadways.
4. Calls on the transportation and planning agencies in the District of Columbia, Maryland and Virginia to collaborate and lead an effort, in consultation with local jurisdictions, to develop a consistent framework of preferred standards of development density, operations and service to support the regional implementation of different types of Bus Rapid Transit.

**As revised and adopted by the Transportation Planning Board at its regular meeting on December 19, 2018.**





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Andrew Meese, COG Systems Performance Planning Director  
**SUBJECT:** Update on the COG Traffic Incident Management Enhancement (TIME) Initiative  
**DATE:** January 10, 2019

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In January 2018, the COG Board of Directors created the TIME Initiative and Task Force as a 2018 focus to assess Traffic Incident Management (TIM) in the National Capital Region and recommend enhancements to regional practice and operations.

Leveraging COG's multi-disciplinary, multijurisdictional purview, TIM subject matter experts joined a TIME Task Force, including police, fire and emergency medical services, transportation, and others. Joseph Sagal of the Maryland Department of Transportation-State Highway Administration served as TIME Task Force Chair, and Michael Wood of the Virginia Department of Transportation as Vice Chair. The task force held seven (7) meetings from February through October 2018, as well as convening a May 22 practitioner workshop with expanded participation.

### **TIME RECOMMENDATIONS REPORT**

Advised by the task force, a TIME recommendations report was produced. The report was approved by the Metropolitan Washington Council of Governments (COG) Board of Directors at its November 14, 2018 meeting. Recommendations included technical issues/best practices, regional collaboration and training, and policy/legislative issues. The full report is available at [www.mwcog.org/documents/2018/11/14/traffic-incident-management-enhancement-in-the-national-capital-region](http://www.mwcog.org/documents/2018/11/14/traffic-incident-management-enhancement-in-the-national-capital-region). TPB will be briefed on the report and its recommendations at a future meeting (time did not permit this briefing to take place at the January 16 meeting).

### **COG BOARD RESOLUTION R51-2019 AND SUBSEQUENT ACTIVITIES**

COG Board Resolution R51-2019 (attached) approving the report supported TIM best practices and encouraged members/involved responders to pursue report recommendations. The resolution also recommended subsequent actions both regionally and for partner agencies. It was recommended that the District of Columbia, Maryland, and Virginia legislatures review the existing "Potomac River Bridges Towing Compact", to add bridges not currently covered, as well as to add transportation responder agencies to the list authorized to remove disabled or abandoned vehicles. The resolution recommended D.C. and Virginia consideration of allowing transportation incident responders to use flashing lights/audible sirens (Maryland already has this). COG was authorized to send stakeholder letters communicating the report and highlighting specific actionable items.

Since November 14, COG has coordinated with legislative contact and partner agencies on the report's policy and legislative recommendations. There has been progress or a positive outlook on some of these TIME policy and legislative actions in the near term, encouraged by the TIME recommendations and subsequent COG outreach. Examples include:

- Potomac River Bridges Towing Compact: In place since 1991, this compact allows for certain responders to cross state lines to remove vehicles blocking travel lanes on Potomac River bridges such as the American Legion Bridge and the Woodrow Wilson Bridge. The new action, anticipated this year by D.C., Maryland, and Virginia legislative bodies, would add four further bridges to the compact, including the US 15 bridge at Point of Rocks, and the US 301 Harry W. Nice/Mac Middleton Bridge.
- "Move Over" and "Move It" Laws: "Move Over" concerns motorists yielding/giving way to emergency vehicles; "Move It" concerns moving operable vehicles out of travel lanes, such as after a "fender-bender". New is that the District of Columbia has recently joined Maryland and Virginia in having these laws, as part of D.C.'s recent "Vision Zero" legislation.
- Transportation Incident Response Vehicles: Maryland has provisions in place that allow for certain transportation agency vehicles, such as highway service patrol vehicles, to be designated as emergency vehicles. This allows those vehicles use of lights and sirens to get quickly to the scenes of incidents, with benefits for increasing safety and reducing the duration of incidents. Virginia may consider such legislation in the 2019 or 2020 legislative sessions; D.C. may also consider this key recommendation of the TIME Task Force.

## OUTLOOK

A future TIME briefing to the TPB will update these and other actions following completion of this initiative. In the meantime, COG and TPB staff actions and coordination toward TIME recommendations will continue.

**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**





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Planner  
**SUBJECT:** Completion of documentation of responsibilities for federal transportation Performance-Based Planning and Programming (PBPP LOA)  
**DATE:** January 10, 2019

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This memorandum reports the completion of a key provision of the federal performance-based planning and programming (PBPP) requirements: the agreement on and documentation of the respective roles and responsibilities of individual stakeholders in the PBPP process. To meet this provision, the TPB developed a PBPP Letter of Agreement (PBPP LOA) that defined PBPP responsibilities between the TPB and each State DOT and provider of public transportation for administrative officer signature.

As authorized in April 2018 in TPB resolution R19-2018, these PBPP LOAs have now been signed between the TPB and the following:

- District DOT
- Maryland DOT (SHA, MTA, MDTA)
- Virginia DOT (DRPT)
- Arlington County
- City of Alexandria
- City of Fairfax
- Fairfax County
- Montgomery County
- Prince George's County
- Potomac and Rappahannock Transportation Commission
- Virginia Railway Express
- Washington Metropolitan Area Transit Authority

## **BACKGROUND**

The federal Statewide and Metropolitan Planning Rule, published May 27, 2016, provides direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements. The rule requires formal written documentation of responsibilities (per 23 CFR 450.314(h)), for applicable PBPP performance areas: Highway Safety, Highway and Bridge Condition, System Performance (Congestion, Freight, and CMAQ), Transit Asset Management, and Transit Safety.

As per TPB R19-2018, the TPB staff director (Kanti Srikanth) signed each PBPP LOA as did counterparts at the above listed organizations.





## MEMORANDUM

**TO:** Kanti Srikanth, Director, Department of Transportation Planning  
**FROM:** Tim Canan, DTP Planning Data and Research Program Director *TC*  
**SUBJECT:** MARC-VRE Run Through Service Study: Technical Assistance Project Update  
**DATE:** January 9, 2019

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The Transportation Planning Board (TPB), in coordination with the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), and the Washington Metropolitan Area Transit Authority (WMATA), is commissioning a study and seeking a qualified consultant to conduct an assessment of the market potential for a one-seat commuter rail service between points in the State of Maryland and the Commonwealth of Virginia and its potential to influence development and revitalization of suburban commercial centers.

This study will be jointly funded by the Unified Planning Work Program (UPWP) Technical Assistance funds for Maryland and Virginia over two TPB fiscal years: FY 2019 and FY 2020.

The study includes four (4) principal tasks:

1. Establish Technical Advisory Committee (TAC) membership, responsibilities, and meeting schedule and create study work plan
2. Review existing analyses, plans and studies regarding run through commuter rail service in the National Capital Region
3. Identify and analyze the potential market and technical feasibility for run through service
4. Prepare a final report

The scope of work is nearing finalization, having been reviewed by the TPB State Technical Working Group and staff representatives from MARC Commuter Rail and the Virginia Railway Express (VRE). Within the next few weeks, TPB will begin soliciting proposals from qualified firms to perform this analysis. After a contract has been awarded and work has commenced, briefings will be made at key project milestones to the Regional Public Transportation Subcommittee, the TPB Technical Committee, and to the TPB, as needed.

The technical point of contact for this effort will be Nicole McCall, 202-962-3341, nmccall@mwco.org. If you have any questions or require additional information, please contact Ms. McCall or me.

cc: Nicole McCall, DTP Manager, Planning Research and Assistance  
Project File