



Technical Committee Meeting Minutes

January 19, 2016

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Members Present:

Dan Cole, Chair, County of Spotsylvania
Bassam Amin, City of Fredericksburg
Erik Nelson, City of Fredericksburg
Angeline Crowder, County of Caroline
Doug Morgan, County of Spotsylvania
Joey Hess, County of Stafford (In at 9:10 a.m.)
Tim Roseboom, Department of Rail and Public Transportation (DRPT)
Rodney White, Fredericksburg Regional Transit (FRED)
Diana Utz, George Washington Regional Commission (GWRC)
Allison Richter, Virginia Department of Transportation (VDOT) (In at 9:45 a.m.)
Craig Van Dussen, Virginia Department of Transportation (VDOT)
Sonali Sonji, Virginia Railway Express (VRE)

Others Present:

None

Staff Members Present:

Paul Agnello, FAMPO
Lloyd Robinson, FAMPO
Daniel Reese, FAMPO
Nicholas Quint, FAMPO
Fiona Curtis, FAMPO
JoAnna Roberson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 9:00 a.m.

APPROVAL OF TECHNICAL COMMITTEE AGENDA

The FAMPO Technical Committee agenda was approved as submitted.

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES OF NOVEMBER 9, 2015

The Technical Committee minutes from the November 9th meeting were approved as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF NOVEMBER 16, 2015 & DECEMBER 14, 2015

Mr. Agnello advised that the minutes are included in today's agenda packet and are self-explanatory.

PUBLIC COMMENT

None

DISCUSSION ITEMS

a.) Review of Resolution No. 16-18, to Amend the FY2016 Unified Planning Work Program (UPWP)– Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-18 was adopted by the Policy Committee at its December 14th meeting. Mr. Agnello stated that as a result of the I-95 corridor study arising in mid-year it was not included in the initial FY2016 UPWP. Mr. Agnello relayed that staff has been instructed to work with the consultants in completing an updated I-95 corridor study that will encompass the entire FAMPO region, from the Stafford/Prince William County line to the Spotsylvania/Caroline County line. Mr. Agnello stated that this study has approved funding not to exceed \$280,000.

Ms. Sonji asked if this study would also be a multi-modal study and include VRE. Mr. Agnello stated that the study approved is the first phase and the next phase which will be included within the next round of HB2 project reviews will be in August of 2016 and will be a multi-modal study. Mr. Agnello stated that Phase 1 of the project only includes I-95 and park & ride lots.

Ms. Sonji stated that VRE is also updating its 209 long range plan. Mr. Roseboom stated that DRPT is also in the process of updating its plan as well. Ms. Sonji stated that it would be helpful if all 3 of the agencies work together and coordinate data as the I-95 corridor would encompass all modes of transit.

b.) Review of Resolution No. 16-19, Authorizing Staff to work with the Michael Baker Consulting Team to Execute a Study of I-95 - Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-19 was adopted by the FAMPO Policy Committee at its December 14th meeting. Mr. Agnello stated that this resolution describes the task order with Michael Baker Corporation and FAMPO staff for the Phase I study of the I-95 corridor from mile point 145 to mile point 125. Mr. Agnello relayed that this study will not exceed \$280,000 and will be completed by June, 2016 and is fully funded from RSTP monies.

c.) HB2 District Grant Program Allocation Formula – Mr. Paul Agnello

Mr. Agnello stated that the Policy Committee has tasked staff with reviewing the HB2 district grant program, background, and funding percentages allocated to the Fredericksburg District. Mr. Agnello stated that it was consensus that the percentage allocated to the Fredericksburg District is low based on the size of the district and on the amount of traffic generated in the district. Mr.

Agnello relayed that the current funding allocations are based on a 1986 formula that was developed for a special state legislative session on the Transportation Trust Fund (TTF).

Mr. Agnello advised that staff's findings when reviewing the 1986 formulas determined the following points for further discussion:

- The original formulas from 1986 were developed for a different purpose and not part of the HB2 project selection process
- The interstate systems were not included in the 1986 formulas; however, are now eligible for funding considerations under the HB2 District Grant funding program
- The 1986 formulas are not consistent with the national 2010 standards under the Federal Functional Classification system – there are different classifications from the primary, secondary & urban classifications for funding which are different than the classifications from the federal definitions; the State classifications were initially developed over 50 years ago and were based on road usage at that time – these have not been regularly updated with the Federal Functional Classification system and now major highways are classified as secondary roads and minor highways are classified as primary roads
- The secondary formula component was based on county population instead of total population
- The urban formulas were based on city and town populations in a district relative to the rest of the state and not consistent with national census standards within urbanized areas

Mr. Agnello stated that staff recommendations for proposed revisions to the District Grant Formula include the following points:

- To include interstate usage with VMT data
- To base the funding allocations on the 2010 Federal Function Class
- To calculate the secondary population based on total population
- To calculate urban population from the 2010 Census instead of city/town populations
- To allocate a 3% base amount to every district, this would be an initial \$18 million dollar increase to each district, and then to allocate the remaining percentages based on the 40-30-30 formulas for primary vs. secondary vs. urban
- To cap the lowest districts' allocations at 5% and the upper districts at 25%

Mr. Agnello stated that should these recommendations be approved, the Fredericksburg district's percentage allocations would increase from 6.9% to 7.7%. Mr. Agnello relayed that the proposed changes would have a more formulaic approach; be more objective; & be based on existing planning assumptions within the District Grant Program allocations.

Mr. Agnello relayed that of the approximate 8.3 million residents in Virginia, approximately 5.1 would see positive results from the recommended formulas presented and that the proposed formulas would more accurately allocate funding where it is most needed.

Mr. Agnello advised that at the least, this review and proposal got the region a meeting with Delegate Howell which will be held at GWRC on January 18th. Mr. Agnello stated that if any of the proposed recommendations are endorsed, unfortunately it will be too late for the region to reap the benefits this year but hopefully could have a positive impact in FY2017.

d.) I-95 Express Lanes Update – Mr. Paul Agnello

i. Recent Updates

Mr. Agnello advised that the original 95/395 Express Lane Plan was called the “Virginia HOT Lanes” and was to be a new and upgraded 56 mile facility going from the Pentagon in Arlington to Massaponax. This plan would encompass 47 miles on I-95 & 9 miles on I-395. To date, approximately 50% of the original project has been built (26 miles on I-95 & 2 miles on I-395). Mr. Agnello stated that as a result of a law suit that occurred in both Arlington & Alexandria and funding not allocated for further than at Route 610, the progression has stopped and there are no indications that it will continue to move forward in the south-bound direction within our region.

Mr. Agnello stated that a public announcement made on November 24th that was released from the Governor in regard to the I-95 Express Lane project stated that 2 new projects will be forthcoming. These projects will add 9 miles to the I-95/I-395 express lanes, with a 7 mile extension on I-395 & a 2 mile extension along I-95 within in Stafford County. Mr. Agnello relayed that the 7 mile extension was unexpected by FAMPO staff and the 2 mile extension in Stafford has been explored and discussed at previous FAMPO meetings. With these 2 new improvements, the new total length of the project that will be completed will encompass 37 miles (28 miles on I-95 & 9 miles on I-395).

Mr. Agnello stated that the 2 mile extension on I-95 in Stafford County will be built with 1 reversible lane initially but have the potential for conversion to 2 lanes later on. The project start date is late 2016 with a completion date for 2018.

ii. Review of 2009 Toll and Revenue Study

Mr. Agnello advised that the original Toll and Revenue Study was completed by VDOT consultants in 2009. This study covered approximately 56 miles from the Pentagon area in Arlington County to the Massaponax area in Spotsylvania County.

Mr. Agnello relayed that the data utilized for the 2009 study was data from the 2000 to 2006 timeframe that forecasted to FY2071. The original study used the Washington MPO’s modeling tool for its analysis. Mr. Agnello stated that the original study was used to support the I95/395 Express Lane project. However, in August of 2015, this same study was then used as justification by the State for not moving ahead with the southern section of the I-95 Express Lanes project.

Mr. Agnello stated that the State’s current interpretation of the study findings cite that the original study does not support I-95 express lane improvements south of Route 610 at Garrisonville Road. Mr. Agnello relayed that a Free Lance Star article from August 21st that was the result of a public forum held by the Chamber of Commerce revealed that the toll revenue will not support the cost to extend the express lanes as it would cost approximately \$30 million dollars a mile to add the

additional lanes and this cost does not include a new bridge that would have to be built between the current spans at the Rappahannock River.

From the October 19th FAMPO meeting, a presentation by Transurban revealed that the northern section would generate approximately 6 times the revenue from the southern section; that the construction cost for the southern section would be approximately \$1 billion dollars; & that the operational costs for a southern section would also be an additional \$1 billion dollars that would encompass a 60-year period.

Summarizing, Mr. Agnello relayed that findings from the FAMPO staff reflect the following points:

- The previous study incorrectly under-forecasted the toll & revenue from I95/I395 Express Lane project with improvements south of Garrisonville and this was partly due to the limitations within the modeling study tool
- The previous study was based on old data from a 2000 to 2006 timeframe
- The previous study cannot be used for justification for the need for I95 Express Lane improvements south of Rt. 610/Garrisonville
- A new toll and revenue study is in fact needed for re-evaluation of the southern segments from the 95 Express Lane project

iii. New Before/After Study Effort

Mr. Agnello advised that concerns were expressed at the December FAMPO Policy Committee meeting in regard to whether or not the 55 mph threshold is being maintained on the I95 Express Lanes within the FAMPO region. Mr. Robinson relayed that the previous work completed already shows that the problems are now worse at Garrisonville.

Mr. Agnello stated that the Policy Committee asked that FAMPO staff and the consultants compile new data that will evaluate both weekday and weekend travel times and congestion peaks from the fall of 2014 to fall of 2015 timeframe. Mr. Agnello advised that the consultant fees for the updated data will not exceed \$5,000. Mr. Agnello advised that this updated data evaluation results will be presented to the Policy Committee for their review at the upcoming January 25th meeting.

Mr. Agnello stated that there have been concerns expressed at all FAMPO committee meetings as to whether Transurban is in violation of its contract as commuters and committee members have regularly stated that the 55 mph rate is in fact not being met on a daily basis.

Mr. Agnello advised that even with the daily traffic congestion and back-ups occurring at Route 610, that contractually Transurban is meeting the “word of the law”. Unfortunately, for this region specifically, the data being used by Transurban is based on gantry point location spots and there are no gantry points south of Quantico so the further north one goes the better the Express Lane project appears to be working as far as Transurban is concerned.

e.) **House Bill 2 Updates** – Mr. Paul Agnello

Mr. Agnello provided the following HB2 updates from the December CTB meeting. Mr. Agnello advised that on November 19th staff was tasked with compiling a letter from FAMPO in regard to the HB2 funding scenarios. (Mr. Agnello stated a copy of the letter is included in the agenda packet and will be discussed in more detail later in the agenda). Mr. Agnello relayed that the following 3 concerns were addressed by FAMPO:

- Concern #1 – CTB comments that a potential new #1 project priority could be selected by the CTB for funding allocations regardless of whether the project had gone through the initial project scoring process and if approved, the new project would then be force funded
- Concern #2 – Potential decision by the CTB to use HB2 project request costs versus a total project cost within the HB2 project scoring process
- Concern #3 – Concern that the CTB was using 2014 data instead of 2015 data in regard to HB2 project prioritizations

Mr. Agnello stated that FAMPO's concerns and opposition to the 3 concerns mentioned above were that if total project cost was used in the scoring process that this would only benefit the Northern Virginia and Hampton Roads areas as these 2 districts have more local funds available to be applied to the total costs of a project. Mr. Agnello stated that if this scenario was adopted, then both the Northern Virginia and Hampton Roads areas would have a competitive advantage state-wide. Mr. Agnello advised that a response letter from the Secretary of Transportation office was sent to FAMPO on December 21st.

Mr. Agnello advised that state-wide there were 321 applications representing 131 entities and that \$6.95 billion dollars in HB2 funds were requested. Of the initial 321 applications, 33 projects were removed from moving forward in the project selection process which left 288 total projects that were a part of the HB2 screening process. Mr. Agnello stated that a total of 10% of projects submitted were ultimately screened out. Mr. Agnello relayed that none of the projects screened out were from the Fredericksburg District. Mr. Agnello stated that staff would like to thank VDOT for its help, navigation, project reviews, application submittals, etc. as their expertise certainly was of benefit to this region for us submitting projects that all met the selection process.

i. State responses to FAMPO letter concerning HB2 Funding Scenarios

Mr. Agnello advised that the response from the State was as follows:

- No discussion/resolution on either the 1st or 2nd concern cited above
- Regarding the 3rd concern, Mr. Agnello advised that the decision has been made that the 2015 data will in fact be utilized. Mr. Agnello stated that with using the 2015 data that this at least should be of benefit to this region for both the Rappahannock River Crossing projects north-bound and south-bound

ii. Recent Updates

Mr. Agnello advised that the next HB2 steps are as follows:

- Late January – HB2 project scores release date
- February – CTB project selections based on HB2 will be finalized & a summary/presentation on these scores should be available for the February FAMPO meetings – Mr. Agnello advised that for more information regarding the HB2 process their website is updated on a consistent basis

Ms. Richter advised that the HB2 project scores have in fact been released this morning and she has seen just the scores for the Fredericksburg District; however, as the state-wide posting is not officially released yet there is nothing to compare with state-wide. Ms. Richter stated the CTB is meeting today and the official project scores should be posted by close of business today.

f.) State Transportation Funding Update – Mr. Paul Agnello

Mr. Agnello advised that there is an expected decrease in funding from the state-wide transportation revenues as a result of the passing of HB 2313. Mr. Agnello stated that the funding expected to be generated from HB 2313 was estimated on higher gasoline and sales tax increases. However, as the reverse has occurred and gasoline prices are much lower than projected and are expected to remain lower for an extended period of time this will be a major issue for the region in moving forward. Mr. Agnello referenced a January 6th WRIC news 8 article which stated that with the prices of gasoline continuing to decline that the State will be facing a \$900 million dollar shortfall from what was originally forecasted.

g.) Federal Transportation Reauthorization Update – Mr. Paul Agnello

Mr. Agnello advised that the new federal transportation bill which is called “Fixing America’s Surface Transportation (FAST) Act” passed with bipartisan support on December 4th with a pretty overwhelming vote of support (House – 359 to 65 in favor; Senate 83 to 16 in favor). Mr. Agnello advised that the “FAST” Act is the first transportation bill that provides funding for longer than a 2-year time period since 2005 and the funding is \$305 billion dollars over the next 5 years.

Mr. Agnello stated that the “FAST” Act funding levels will be higher than those previously allocated from the Map-21 Bill and that in most areas transportation funding will increase. Mr. Agnello stated that the allocations for this year will be \$61 billion dollars compared to the \$53 billion dollars from the previous Bill.

Mr. Agnello stated that specifically for the MPO’s, RSTP/CMAQ/TAP beneficiaries that a modest increase is expected. With RSTP, an additional 2% per year of funding over the next 5 years is anticipated.

Mr. Agnello stated that in summary, “FAST” will provide some increased transportation funding allocations with a certainty until December, 2020. However, at this time, the federal funding outlook beyond 2020 is unclear. Mr. Agnello stated that approximately 17% of the state-wide transportation funding in Virginia comes from federal allocations.

h.) Fiscal Year 2017-2022 Congestion Mitigation & Air Quality Improvement Program (CMAQ)/Regional Surface Transportation program (RSTP) Development – Mr. Paul Agnello

Mr. Agnello advised that 4 CMAQ/RSTP candidate projects were submitted to staff. These 4 projects include: City of Fredericksburg – 1 project – Route 1 @ Augustine Avenue – Intersection Improvements; County of Spotsylvania – 2 projects – Courthouse Road @ Breckenridge Drive – Intersection Improvements & Harrison Road @ Lafayette Boulevard – Intersection Improvements; & GWRC Ride Connect – 1 project – Bikeshare and bicycle infrastructure improvements study for the Fredericksburg area.

Mr. Agnello stated that the initial scoring from FAMPO staff which is based on the FAMPO prioritization methodology that gives a maximum project score being assigned of 100 rated the four projects as follows: #1 – 80 – Bicycle Infrastructure Study; #2 – 72 – Harrison Road/Lafayette Boulevard improvements; #3 – 70 – Courthouse Road/Breckenridge Drive improvements; & #4 – 66 – Route 1 & Augustine Avenue improvements.

Mr. Agnello advised that the upcoming FY2017-2022 CMAQ/RSTP schedule is as follows:

- November/December – 1st round of locality meetings and call for new projects (completed)
- December/January – New project prioritization scoring process
- Late January – 2nd round of locality meetings
- February 10th – new RSTP/CMAQ funding levels are expected to be released by the State for the FY2017-2022 years
- Late February/Mid-March – Draft Allocations based on FY2017-2022 funding which will be reviewed by both the FAMPO Technical Committee & FAMPO Policy Committee
- March 21st Policy Committee meeting – recommended allocations based on FY2017-2022 funding allocations will be endorsed

ACTION ITEMS

a.) Resolution No. 16-20, Approving the Title VI Plan– Mr. Paul Agnello

Mr. Agnello advised that the MPO is required by federal regulations to update its Title VI plan every three years. Mr. Agnello relayed that the Title VI plan with the State was updated in December. Mr. Agnello stated that the changes in this plan are minimal and basically involved updates to FAMPO staff members; committee member representation, etc. Mr. Agnello advised that Resolution No. 16-20 is a request to approve the Title VI plan as amended and updated.

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all in consensus, Resolution No. 16-20 was endorsed by the FAMPO Technical Committee.

b.) Resolution No. 16-21, Funding UPC #4632, Rt. 630 (Courthouse Road) Widening to Four Lanes with Added Capacity– Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-21 is required for an FY2015-2018 TIP amendment to include PE, PE AC, RW, & CN for UPC#4632 project for the Route 630 Courthouse Road widening improvement project. Mr. Agnello stated that this project is fully funded. Upon motion by Mr. Hess and seconded by Mr. Nelson, with all in consensus, Resolution No. 16-21 was endorsed by the FAMPO Technical Committee.

CORRESPONDENCE

In packet and self-explanatory

STAFF REPORT

None

MEMBER REPORTS

George Washington Regional Commission (GWRC): Ms. Utz advised that the winter ad campaign is ongoing and advertising is being done on the radio, via social media, and with display ads in the Free Lance Star. Ms. Utz relayed that for the next 2 months the advertising focus will be on van pools and that focus is also being geared to both weather and traffic sponsorships.

Virginia Department of Transportation (VDOT): Ms. Richter advised that the HB2 project scores will be available for review on the website after the CTB meeting concludes today and that project scores, scenarios, etc. will be posted for all projects approved across the state.

Virginia Railway Express (VRE): Ms. Sonji advised new trains are planned for the upcoming year and that the new station in Spotsylvania County is now open and fully operational.

NEXT TECHNICAL COMMITTEE MEETING, FEBRUARY 8th, 2016/ADJOURN

The next Technical Committee meeting will be held on Monday February 8th at 9:00. The Technical Committee meeting for January 19th was adjourned at 11:10 a.m.