

Minutes
FAMPO Technical Committee Meeting Summary
February 4, 2019
<http://www.fampo.gwregion.org/technicalcommittee.html>
Adopted March 11, 2019

Members Present:

Dan Cole, Chair, Spotsylvania County
Erik Nelson, City Fredericksburg
Bassam Amin, City of Fredericksburg
Craig Pennington, Caroline County
Doug Morgan, Spotsylvania County
Joey Hess, Stafford County
Ciara Williams, DRPT
Rodney White, FRED
Leigh Anderson, GWRC
Chuck Steigerwald, PRTC
Susan Gardner, VDOT
Stephen Haynes, VDOT
Sonali Soneji, VRE

Others Present:

Samuel Hayes, Moffatt

Staff Members Present:

Paul Agnello, FAMPO
Briana Hairfield, FAMPO
Kari Barber, FAMPO
John Bentley, FAMPO
Matthew Lehane, FAMPO
JoAnna Roberson, GWRC

Call to Order

The FAMPO Technical Committee meeting was called to order at 9:28 a.m. by Chair, Mr. Dan Cole.

Approval of FAMPO Technical Committee Agenda

The February 4th Technical Committee agenda was accepted as presented.

Approval of FAMPO Technical Committee Meeting Minutes of January 7th, 2019

Upon motion by Mr. Nelson & seconded by Ms. Williams, with all concurring, the minutes from the January 7th TAC meeting were approved as submitted.

Review of FAMPO Policy Committee Meeting of January 28, 2019

Mr. Agnello advised that there was discussion on the following two presentations: the first by Mr. Ivan Rucker with FHWA in regard to the upcoming FAMPO certification review process; & the second by Mr. Chad Tucker with OIPI in regard to Smart Scale Round 4 updates. Mr. Agnello stated that both of these items are listed later in the agenda for discussion items so they will be updated at a later time in today's meeting.

Public Comment – None

FAMPO Administrator Report

Mr. Agnello advised there was a major VDOT meeting held last week at James Monroe High School for the purpose of discussing the proposed construction options for the upcoming northbound Rappahannock River Crossing project. Mr. Agnello stated there is a link from the FAMPO website to the VDOT project and that currently 2 different alternatives are being considered for improvements to be made at Route 17. Mr. Agnello stated the 2 concepts are referred to as 4A & 4B. Mr. Agnello stated the correct concept idea was originally projected; however, the top budgeted project cost for this option is approximately \$132m. Mr. Agnello stated that even though 4B provides the most benefit within the improvement process, it exceeds the peak funding that has been approved. Mr. Agnello stated that Option 4A is in consideration for Northbound improvements at I-95, westbound on Route 17. The new concept is making a recommendation for a trip left-turn lane. Mr. Agnello stated there is preliminary concern as to whether this improvement would be able to accommodate future demands.

Mr. Agnello stated that FAMPO is still looking to fill the Principal Planner position as well as filling 2 other additional vacant FAMPO positions & these discussions are underway with GWRC.

Discussion Items

a.) Federal MPO Requirements – Paul Agnello

Mr. Agnello advised that there are a number of federal requirements for MPOs that are upcoming in FY2019/2020. Mr. Agnello stated some of these requirements are data for performance-based planning & programming items; a Title VI plan, a Congestion Management Process (CMP), a Federal Certification review process, LRTP/TIP updates as a result of the new FY20-25 SYIP results & fiscal constraints, Air Quality conformity requirements; & a new FY2021-2024 TIP. Mr. Agnello advised that from a staff planning perspective, compliance with the above federal requirements that will be needed will result in the majority of staff time being dedicated to fulfilling the requirements that will then leave less time for work on other transportation planning tasks.

i. Title VI Nondiscrimination Plan – Briana Hairfield

Ms. Hairfield advised that FAMPO’s Title VI plan was last updated and adopted in 2016. The results of this plan review resulted in only minor staff changes to be made in 2017, so this document was not released for public comment, due to the updates not being content-related.

Ms. Hairfield advised that FAMPO is being proactive in updating the plan in FY2019. Ms. Hairfield advised that there is a new Executive Director at GWRC; that FAMPO has a new Title VI Coordinator; that new regional demographic profiles have been updated; that the 2045 LRTP has been completed; that expanded community outreach methods have been addressed; & FAMPO’s upcoming Federal Certification review process is scheduled to occur in March/April of this year, and because of these updates, the FAMPO staff felt it would be worthwhile to also update its existing Title VI plan.

Ms. Hairfield relayed that she, as the new Title VI Coordinator, has recently completed the Virginia Relay training program as well as completed the VDOT/FHWA training which has given her additional reason to update the Title VI plan that currently exists.

Ms. Hairfield stated that in FY2012, FAMPO had a private consultant who reached out to the community, to stakeholders, to non-profit organizations, etc. to survey if the community was aware of who FAMPO/GWRC were; what they did, how citizens could get involved, etc. Ms. Hairfield stated at that time, a resource directory was created. Ms. Hairfield stated that she personally has gone out into the community & met with stakeholders, etc. to update this resource directory and assess the current public involvement strategies.

Ms. Hairfield stated that there are both updated tracked & non-tracked versions of the updates made to the 2019 Title VI plan. Ms. Hairfield stated the substantive changes include the following: the table of contents (Ms. Hairfield relayed the tracked version shows-up mostly in red – this does not mean that there were errors in the other plan it just indicates that the Table of Contents was changed because items within the plan were moved to another location); an added Accommodation Policy to the plan as a result of the completion of the Title VI VDOT training certification; the Discrimination Complaint form & Regional Demographic profiles were previously included & are now updated; the Long Range Transportation Equity Analysis has been added; the staff/board member rosters have been updated; & the Equal Employment Opportunity section was added (this was previously included for GWRC but not for FAMPO).

Ms. Hairfield stated that Title VI is more than about ensuring & preventing illegal discrimination & non-discrimination for federally assisted programs & activities but is also about giving serious attention to the effects of transportation decisions to the people & its communities. Ms. Hairfield relayed that the Title VI Civil Rights Act of 1964 stated that “no person in the United States shall on the ground of race, color or national origin be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity received Federal financial assistance.” Ms. Hairfield advised the requirements for FHWA are even more strict than those from 1964 & that new/additional laws are now being implemented to ensure non-discrimination does not occur.

Ms. Hairfield stated the Title VI plan is a requirement to any entity or person to whom federal financial assistance is indirectly extended and subjects entities such as MPO's, PDC's, schools, etc. to be in compliance. Ms. Hairfield stated that both VDOT & FHWA are recipients; however, GWRC/FAMPO are subrecipients.

Ms. Hairfield advised the key elements of the Title Plan are listed in both the draft copy included in today's agenda packet, as well as the copy that is available on-line. Ms. Hairfield also advised the notations made in blue indicate where within the plan each particular item can be referenced.

Ms. Hairfield relayed some regulations of the plan include the following: maintaining current Title VI Assurance; designation of a Title VI coordinator who is responsible for initiating & monitoring the Title VI activities on a day-to-day basis; to take affirmative action to correct any noted deficiency found by a recipient within a reasonable period of time (required to respond with 24 hours that a complaint has been received & required to respond back to any compliant within 30-days); to develop procedures for processing & compliant dispositions; to develop procedures for the collection of statistical data based on race, color, national origin for beneficiaries of federally-assisted programs & activities; & to develop established procedures for public involvement & outreach.

Ms. Hairfield advised that the 2015 federal certification FAMPO review resulted in no actions being taken or needed & that all recommendations received were positive & good marks. Ms. Hairfield stated she anticipates the same results will occur from the FY2019 certification.

a.) Draft FY2019 Joint GWRC/FAMPO Title VI Plan

Ms. Hairfield advised that a draft copy of the updated Title VI plan is included in today's agenda packet & if members have any questions/comments/ etc. to please let her know. Ms. Hairfield relayed the draft copy is expected to be presented to the Policy Committee for approval in the March/April time frame.

ii. Congestion Management Process – Kari Barber

Ms. Barber advised that she provided a presentation to the Technical Committee on the Congestion Management Process (CMP) in December of 2018 and today she would just like to provide updates accordingly.

Ms. Barber stated the biggest change to date for the FY2019 CMP update is that staff has now decided to include not only the FAMPO region as was previously submitted but to also include the entire GWRC region.

Ms. Barber advised the analysis, mapping & narrative now includes the 7 corridors within the GWRC boundaries that previously only included the 5 corridors just in the FAMPO region. Ms. Barber stated that the analysis & data collection still includes the 3 performance categories. Ms. Barber advised a rough draft of the analysis will be presented to CTAC on February 13th; with a final document being presented to the Policy Committee for approval at the March Policy Committee meeting. Ms. Barber advised the CMP review will be completed prior to the upcoming April Federal Certification review process. Ms. Barber stated she was happy to take any questions or address any concerns & if members have any comments, to please contact her by month-end.

b.) Federal Certification Review – Paul Agnello

Mr. Agnello advised the presentation included in today's agenda packet is the presentation that Mr. Ivan Rucker made to the GWRC/Policy Committee meeting at the January 28th meeting. Mr. Agnello advised the federal certification review is an in-depth documented review of an MPO's planning process. Mr. Agnello stated the purpose of the review process is to ensure the planning & program process is consistent & in accordance with federal laws & regulations. Mr. Agnello stated the review process is completed at least every 4 years for all TMAs. Mr. Agnello stated that the entire FAMPO region is not a TMA; however, the northern portion of Stafford County is included in the Washington DC MPO review process.

Mr. Agnello stated the review is not just a review of the MPO or its staff but rather is a review of the planning process that is conducted by all agencies to include the state, the MPO's & transit operators. Mr. Agnello relayed the certification process is changing this year & previously included traditional reviews which covered the following areas: organization/structure/by-laws, committees; planning boundaries, agreements/contracts, regional long range plan, region TIP, UPWP, financial/fiscal constraints, project selection process, a public participation plan, a TDM, performance-based planning, a Title VI plan, procurement procedures; CMP, transit, consultation procedures, listing of obligated projects, a bike/ped plan, a freight plan & Air Quality conformity regulations.

Mr. Agnello stated this year there are new guidelines and the certification process will focus on risk-based areas of review. Mr. Agnello advised the risk-based certification process focuses on high-risk areas, both threats & opportunities & does not attempt to cover every planning topic. Mr. Agnello stated some areas of review in the risk-based process includes the following items of review: agreements/contracts (to include the 3-C, Performance, & Planning documents). It also will include the PL agreement/contract & the UPWP. The project selection process that includes the CMP, the performance-based planning process & the Title VI Civil Rights plan.

Mr. Agnello stated the certification process also requires public hearings. Mr. Agnello stated 2 public meetings will be held for the FAMPO MPO. There will be 1 held in DC and one that will be held at the GWRC office in conjunction with a regularly scheduled CTAC (Citizens Advisory Committee meeting). Mr. Agnello stated that as a result of the recent government shut-downs, the certification process was initially scheduled to occur in DC the 1st or 2nd week in March; however, this has now been re-scheduled to occur in April. Mr. Agnello stated that the tentative date for the public meeting to occur in conjunction with a CTAC meeting is March 13th.

Mr. Agnello stated the final report is due to be released in October of 2019 and FAMPO is looking to have its certification process completed in April. Mr. Agnello stated an MPO receives a certification finding of either the following: Fully Meets Requirements; Substantially Meets Requirements; or Does Not Meet Requirements. Mr. Agnello stated that it is not a good place for an MPO to be in if they receive either a rating of certified with conditions/restrictions or is not certified as this could lead to mandatory withholding of funds. Mr. Agnello stated he is happy to report that FAMPO has never been in either of the "do not meet requirement" categories. Mr. Agnello stated that in 2010, there were 4 corrective actions noted that involved the Title VI plan & the project selection methodology & in 2015

no corrective actions were found & only 1 recommendation was noted. Mr. Agnello stated the committee would be kept apprised of certification review results.

c.) Lafayette Boulevard, Phase 1– Paul Agnello

Mr. Agnello advised the Phase 1 & 2 Lafayette Boulevard study will be underway and will be in effect for both this year & next year. Mr. Agnello stated the study will begin at Sophia Street/Lafayette Boulevard in the City of Fredericksburg and will go to Route 1/Lafayette Boulevard in Spotsylvania County.

Mr. Agnello stated Phase 1 is to conduct a study of potential transit improvements for the Lafayette Boulevard corridor that will include improved accessibility for the VRE station in the City of Fredericksburg & the planned Lee Hill Transfer station in Spotsylvania County. The study will develop a prioritized listing of projects for future funding considerations from Smart Scale, CMAQ, RSTP, etc.

Mr. Agnello stated Phase 1 is part of a multimodal study effort and Phase 2 will include study of potential highway & bike/ped improvements along the same corridor. Mr. Agnello stated that GWRC/FAMPO was awarded a technical assistance grant from DRPT for \$125,000 for FY2019 for completion of the study. Mr. Agnello stated the grant currently has a Phase 1 deadline completion date of September 30, 2019; however, FAMPO is requesting that DRPT approve a 6-month extension request.

Mr. Agnello stated that the Phase 2 overview is to conduct a study of potential highway & bike/ped improvements for the Lafayette Boulevard corridor in coordination with Phase 1 transit efforts that will include potential improvements to access to the VRE/Amtrak commuter lots/stations; highway improvements to the Lafayette Boulevard between Routes 1/3; & bike/ped crossing at Rt. 3. Mr. Agnello stated the City of Fredericksburg had completed a study & Phase 2 will expand on this study data. Mr. Agnello stated the City has requested \$125,000 in FY2020 RSTP funding from FAMPO for completion of the study and that staff will be working with both City of Fredericksburg & Spotsylvania County planning staff for coordination of the study & desired results.

Mr. Agnello stated the existing proposed study stakeholders include the following entities: City of Fredericksburg, DRP, FRED, GWRideConnect, Spotsylvania County, & VRE & any other interested TAC members. Mr. Agnello stated that VDOT has already requested to be added as a stakeholder & Mr. Steigerwald with PRTC requested the same at today's meeting.

- i. Adopted Resolution 19-24, Approving Scope & Budget for Consultant services for the Phase 1 Transit Component of the Lafayette Boulevard Multimodal Transportation Study

Mr. Agnello advised that Policy Committee approval was given at the December meeting for consultant scope & budget for \$76k and that FAMPO staff will complete the GIS portion of the study. Mr. Agnello advised the Phase 1 study will begin in February and upon DRP approval, will be completed by December 31, 2019. Mr. Agnello stated that all Phase 2 transit/TDM results, VRE studies/data, etc will be utilized in the study data. Resolution No. 19-24 is included in today's agenda packet for informational purposes only as it has already been approved by the Policy Committee.

ii. Notice-to-Proceed

Mr. Agnello advised the Notice to Proceed letter is included in today's agenda packet for informational purposes only.

d.) Smart Scale Round 3 Draft Results – Paul Agnello

Mr. Agnello advised that the presentation in today's packet is from the CTB report at its last meeting. Mr. Agnello stated that there are additional slides included from a meeting that Mr. Chad Tucker presented to the FAMPO Policy Committee at the January 28th meeting. Mr. Agnello stated the initial scoring results from Round 3 of the Smart Scale process show that the Fredericksburg region did not do well. None of the projects submitted for consideration made any of the top scoring categories; however, the results were not this way in either Rounds 1 or 2.

Mr. Agnello stated that funding has consistently decreased from Round 1 to Round 3 and the number of projects submitted for approval has continued to increase. Mr. Agnello stated the draft Round 3 Smart Scale results are as follows (a final review is expected to be released by the CTB to the public in June):

468 applications submitted; 24 applications screened out; \$0.8b Smart Scale request; & \$1.2b total cost;

11 applications were withdrawn; \$0.1b Smart Scale request; & \$0.1b total cost; &

433 applications were scored; \$7.4b Smart Scale request; & \$12.3b total cost

Mr. Haynes stated Round 3 restrictions implemented that set a maximum number of projects that could be submitted for consideration by each locality also restricted the Smart Scale process significantly. Mr. Agnello advised the factor areas for goals that guided measure development were consistent with Rounds 1 & 2 and these are as follows:

Safety, Congestion, Accessibility, Economic Development, Environmental Quality & Land Use. Mr. Agnello stated the scoring process on Round 3 focused on outcomes & not on the size of the problem.

Mr. Agnello relayed the Law requires that benefits that are to be produced from a project be analyzed on a basis of relative cost. The results are provided to the CTB based on: benefits relative to \$ request & benefits relative to total project cost so the official Smart Scale score is the benefit score divided by the requested dollars. Mr. Agnello stated that 4 category scored projects differed state-wide; however, there was no change in either Rounds 1, 2 or 3 for the Fredericksburg District who still scored congestion as its highest rated category. Mr. Agnello stated the State is aware of the ratings state-wide & concurs that discrepancies exist. Mr. Agnello relayed the State is looking into how to make the process more equitable and potential changes in process and rating categories could be revised.

Mr. Agnello advised the Fredericksburg District, as of now before final results are available in June, received \$28.9 which is 7% of the funding available & allocated. Mr. Agnello stated this amount is

evenly divided between allocations to the District Grant program & to the Projects of State-wide significance funding source.

Mr. Agnello stated funding of District Grant projects are funded first based on Benefit/Smart Scale cost & will fund as many projects as they can based on availability of funding allocated. Mr. Agnello stated there currently is a \$700,000 surplus in this category for the VDOT District office so there is a possibility that the Fredericksburg District could receive additional funding and/or have projects escalated into the next phase of project readiness. Mr. White asked where the surplus monies go? Ms. Gardner stated the “surplus” money comes back to the district from projects that come in with lower cost estimates from the time submitted versus the time actually constructed; projects that have revised project scopes from time of project submission to time of construction, etc. & this is how a surplus occurs in the funding. Ms. Gardner stated the funding will not leave the Fredericksburg District and will be re-allocated accordingly.

Mr. Agnello stated step 2 is to fund projects that otherwise would have been funded based on the ranking; however, did not receive funding because they were not eligible for the District Grand fund resource. Mr. Agnello stated the Fredericksburg region did well in this category and had 3 projects approved with an \$11.6m HP allocation.

Mr. Agnello advised step 3 is to fund projects with a Benefit/Smart Scale cost greater than an established threshold based on the highest project benefit using High Priority funding until funds are insufficient to fully fund the next unfunded project with the highest project benefit. Mr. Agnello stated this category raised the most questions from staff. Mr. Agnello stated that as result of this process, only 3 projects total were selected in Round 3 but 1 of the 3 was a \$200m project in Hampton Roads for the Hampton Roads Bridge project.

Mr. Agnello relayed the FAMPO region did very well in the District Grant funding allocations as we had submitted 10 projects total were approved. Mr. Agnello stated 9 of these are in the FAMPO region & the other project was one in Gloucester.

Mr. Agnello advised the policy reminders for the Smart Scale projects are as follows: project must be initiated within 1 year after the first year of allocation; changes to a Smart Scale project request could trigger a re-score to occur; changes to the scope could cause a re-evaluation; applicants cannot re-apply for additional funding for the same project once approved to cover cost increases or to replace other committed funding; & a new project meeting the same need in the same location as a previously selected project also cannot be re-submitted for 2 rounds after construction has been completed.

Mr. Agnello advised the following information is updated information that Mr. Tucker presented to the Policy Committee on January 28th. Mr. Agnello relayed there is a 22% reduction in funding allocations for Round 3. Mr. Agnello stated the HRBT project (\$3.7b) dampened scores for other projects state-wide to receive approval. Mr. Agnello stated there were 76 projects submitted with \$25m in total cost & only 5 were selected for funding. Mr. Agnello stated that 5 projects selected had either local and/or regional funds leveraged in with the application process. Mr. Agnello stated there was a project in Danville that is very similar to the Gateway Boulevard project in the City of Fredericksburg that was not selected that also did not have any leveraged funds; however, this project was approved.

Mr. Agnello stated the recommendations for Round 4 are the following:

For larger improvement projects, try to get points in as many factor areas as possible; non-SOV users (transit, bike, ped, HOV) affect multiple measures & contributes to congestion scores; Contribute to A.1 (throughput) scores; Scale A.3 (Access to Multimodal Choices) & E.1 (Air Quality & Energy) so zero non-SOV users means 0 points in these categories; & Demand management strategies (transit, P&R capacity) as part of larger capacity improvements can be cost effective way of increasing category scores. Mr. Agnello stated this becomes a challenge for the I-95 projects in the FAMPO region because you cannot put sidewalks along the I-95 corridor, etc.

Mr. Agnello advised that in moving forward the following time line is in place:

February CTB meeting – review of recommended projects
March-April – Board to develop potential revisions to staff recommended funding scenario
April-May – Public hearings on staff recommended scenarios & any potential revisions
May CTB meeting – revised funding scenario developed
June CTB meeting – adoption of six-year improvement program

Mr. Agnello stated that currently as the FAMPO region does not have a CTB member due to the recent resignation of Mr. Connors, we are at a disadvantage. Ms. Gardner stated that unfortunately it could be awhile before a replacement representative is appointed for the FAMPO region, so FAMPO staff needs to work with the 2 at-large CTB representatives. Ms. Gardner stated not having a CTB member representing this region also requires her to obtain CTB approval for funding requests at the monthly CTB meeting & without a representative available, VDOT is not able to receive agreements in as timely of a manner as before.

i. Innovation & Technology Transportation Fund Proposed Projects

Mr. Agnello advised the ITTF provides funding that is specifically for funding pilot programs & fully developed initiatives that pertain to high-tech infrastructure improvements with a focus on: congestion reduction; mobility improvements; improving safety; providing up-to-date travel data; & to improve emergency responses. Mr. Agnello stated the region did well in this category.

Mr. Agnello stated there are 13 projects of benefit to the region that are proposed to provide a mix of interstate versus arterial improvements; to include multimodal approaches; & for demonstrations of proven technology & piloting of experimental approaches. Mr. Agnello stated that 13 projects will be evaluated to enable deployment into other regions.

ii. Preliminary FY2020-2025 Commonwealth Transportation Fund (CTF)
Six-Year Financial Plan Outlook

Mr. Agnello advised that the December 2018 revenue forecast shows a decrease in \$47.2m net reduction statewide & regional revenues are positive. Mr. Agnello relayed the transportation revenue estimate updates for the state revenues during the FY2019-FY2024 period reflects the following:

Sales Tax on Fuel decreased \$56.6m (\$45.7m for HMOF & \$10.9m for TTF)

Retail Sales & Use Tax collections forecast increased by \$185m (\$93.7 for HMOF & \$91.8 m for TTF)

Expectations for Motor Vehicle Sales & Use Tax were reduced by \$175m over the period

Updates of other miscellaneous & dedicated revenues will impact the total funding available

Mr. Agnello advised the top 4 sources of state transportation revenues will represent over 90% of the total forecasted CTF revenues & the 4 sources are: State Sales/Use Tax; Motor Vehicle Sales/Use Tax; Motor Fuel Tax (remained consistent for FY2020-2025); & Motor Vehicle License fees. These 4 sources are estimated to provide \$20b over the next upcoming 6 years.

iii. I-95 Permanent County Locations in the Fredericksburg Region

Mr. Bentley advised that I-95 permanent count locations within the Fredericksburg region have been compiled. The purpose for this data collection is to get more specific traffic information between week-day & weekend traffic counts. Mr. Bentley stated the data being collected & studied will hopefully change the application scoring process for Round 4 of the Smart Scale process.

iv. Smart Scale Round 3 Project Results Map – In Packet for member review

e.) FY2020-2026 Congestion Mitigation & Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP) Highway Improvement Program (HIP) call for Projects – Paul Agnello

Mr. Agnello advised that FAMPO leveraged \$13.6m in CMAQ/RSTP funding for 5 Smart Scale candidate projects & the results of these endeavors are as follows:

- 3 projects scored successfully (\$6.1m)
- 1 project scored but still to be determined if approved (Enon Road - \$4.5m)
- 0 projects scored & unsuccessful
- 1 project screened out or withdrawn from scoring (Gateway Blvd - \$3m)

Mr. Agnello stated the 3 successful projects approved utilized \$6.1m in leveraged funding which helped the region obtain an additional \$13.5m in Smart Scale funding allocations. The 3 successful projects are as follows:

- Route 3 STARS Study improvements - \$6.4m
- Route 3 East Park & Ride Lot - \$5.0m
- Lafayette Boulevard Roundabout Improvements - \$2.1m

Mr. Agnello advised that approximately 2/3 of the draft Smart Scale funding for GWRC was for CMAQ/RSTP projects & this was similar to Round 2 results. Mr. Agnello reiterated the importance of leveraged funding in having Smart Scale projects approved. Mr. Agnello advised the State is expected

to release its FY2020-205 CMAQ/RSTP budgets by mid-March. The estimated yearly allocation is \$4.1m with \$2.4m being received in CMAQ & \$1.7m being received in RSTP.

Mr. Agnello advised there is a meeting with VDOT next week to begin the allocation kick-off process for the allocation of existing funding. Mr. Agnello stated the FY2020-2025 CMAQ/RSTP funding will need to be allocated by late April.

Mr. Agnello advised that each FAMPO voting member can submit up to 3 new projects for consideration & the voting members are the following entities: City of Fredericksburg; Spotsylvania County; Stafford County; State (VDOT); & Transit (PRTC). Mr. Agnello advised the deadline for new project submissions February 26th by 5:00 p.m.

Mr. Agnello stated staff will re-score the existing CMAQ/RSTP projects that are not fully funded or on track to be fully funded. However, fully funded projects in the FY2019-2024 VDOT or DRPT SYIP will not be re-scored. Mr. Agnello stated that successful Smart scale Round 3 projects will not be re-scored; nor will the fully funded other State programs be re-scored such as the I-95 northbound Rappahannock River Crossing project.

Mr. Agnello stated there is limited funding available, with approximately \$10m being available. Mr. Agnello advised there is no guarantee of funding to being available for new project & some existing projects with partial funding could result in them being de-funded. Mr. Agnello advised results are to be presented in March to the FAMPO committees.

i. FAMPO CMAQ/RSTP Project Information Form

Mr. Agnello advised that the project information form is included in today's agenda packet. Mr. Agnello reiterated the project form is for new projects only. Mr. Agnello asked that the new project requests be submitted to Ms. Hairfield.

ii. CMAQ/RSTP Prioritization Methodology

Mr. Agnello advised the CMAQ/RSTP funding project application, selection & prioritization methodology process is included in today's agenda packet. Mr. Agnello stated the process has not changed over the last year.

f.) STARS Study: Route 1 Corridor Improvement Study – John Bentley

Mr. Bentley advised staff held a kick-off meeting with VDOT on January 29, 2019 for the STARS Route 1 (Jefferson Davis Highway – from Port Aquia Drive to Coal Landing Road) Corridor Improvement study.

Mr. Bentley stated the goals of the STARS program are the following:

To develop a comprehensive, innovative transportation alternative that will relieve congestion bottlenecks & solve critical safety challenges; &

To involve planners, traffic engineers, safety engineers, roadway designers & local stakeholders

Mr. Bentley stated the STARS program is used to develop solutions that will reduce crashes & congestion bottlenecks by using a data-driven approach that can result in solutions being developed that can be programmed into VDOT's Six-Year Improvement Program (SYIP).

Mr. Bentley advised the project study area is on Route 1 in Stafford County & will involve a 2.2-mile corridor study. Mr. Bentley stated 13 study area intersections will be reviewed & the project would reduce important incident management alternatives for I-95. Mr. Bentley stated the study purpose & need will: improve traffic operations; optimize signals; make recommendations for weekend & incident management congestion improvements; improve safety; access management at multiple locations; multimodal accommodations; develop potential projects that will improve safety & operations within the study area; & identify improvements that can be advanced for funding. Mr. Bentley advised the Technical Committee will be kept apprised as the study moves forward.

Mr. Bentley also advised that several adjustments were made to the STARS study at the kickoff meeting; potential public involvement in the Concept development phase, an additional count location for the study at the intersection of Garrisonville Rd (610) and US 1 on Saturdays, and potentially expanding the extent of the study to the intersection of US 1 and Austin Run Blvd.

g.) FAMPO FY2019 Committee Meetings Calendar – Paul Agnello

Mr. Agnello advised a revised FY2019 committee meeting calendar is included in today's agenda packet. Mr. Agnello stated that previously there was not going to be either a Technical or CTAC meeting held in March as a result of the upcoming federal certification process. However, as a result of the recent government shutdowns, the federal certification process is now scheduled to occur in April so the meetings for March are now re-added.

Correspondence: In packet & self-explanatory

Staff Report: None

Member Report: None

Adjourn

The February 4, 2019 FAMPO Technical Advisory Committee meeting was adjourned at 11:23 a.m. and the next meeting will be held on March 11, 2019.

