



**FAMPO Technical Committee (FTC) Meeting Minutes
February 6, 2017**

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Members Present:

Mr. Erik Nelson, Chair, City of Fredericksburg
Mr. Bassam Amin, City of Fredericksburg
Mr. Craig Pennington, County of Caroline
Mr. Dan Cole, County of Spotsylvania
Mr. Doug Morgan, County of Spotsylvania
Mr. Joey Hess, County of Stafford
Mr. Christopher Rapp, County of Stafford
Mr. Tim Roseboom, Department of Rail and Public Transportation (DRPT)
Mr. Rodney White, Fredericksburg Regional Transit (FRED)
Ms. Diana Utz, GWRideConnect
Ms. Susan Gardner, Virginia Department of Transportation (VDOT)
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)
Ms. Sonali Soneji, Virginia Railway Express (VRE)

Others Present:

Mr. Amir Shahpar, AECOM
Mr. Suseel Indrakanti, Cambridge Systematics
Ms. Robin Grier, VDOT – Central Office
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)
Mr. Rupert Farley, Citizen

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Lloyd Robinson, FAMPO
Mr. Nick Quint, FAMPO
Ms. Kari Barber, FAMPO (Intern)
Mr. John Bentley, FAMPO (Intern)
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 9:30 a.m. by Chairman Nelson.



APPROVAL OF TECHNICAL COMMITTEE AGENDA

The February 6th Technical Committee agenda was accepted as presented.

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES FROM JANUARY 9, 2017

The minutes from the January 9th, 2017, Technical Committee meeting were accepted as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING ON JANUARY 23, 2017

Mr. Agnello advised that as a result of projects being screened out for Round 2 of Smart Scale, the FAMPO Policy Committee requested that a special task force be formed. The purpose of this task force is to determine the logic and reasoning that was demonstrated for Round 2 of the Smart Scale process. The task force has representation from the localities in the FAMPO region; FAMPO staff; VDOT staff; and Mr. Hap Connors, Commonwealth Transportation Board (CTB) representative. Mr. Connors advised that there is still time for submitting appeals to the CTB, and he is not willing to concede at this point. The task force will meet several times between now and the March CTB meeting. The task force is going to evaluate each Smart Scale project that was submitted for Round 2 consideration but did not score well enough to receive funding; seek specifics on what would have made the project score higher; determine if the project will continue to remain uncompetitive, thus determining if the project needs to be removed from consideration; determine alternative methods for securing leveraged funding to be applied to projects screened out; etc. Mr. Agnello advised that the first task force meeting is scheduled for Thursday, February 16th beginning at 6:00 p.m.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

a.) Smart Scale Update – Mr. Paul Agnello

Mr. Agnello advised that three out of 28 projects submitted within the Fredericksburg District were screened out. The three projects are:

1. Route 610 Direct Connect Ramp to 95 Express Lanes and 400-space Mine Road Park & Ride Lot Expansion Project (\$32 million)
2. Beulah-Salisbury/Dixon Street Intersection Project (City of Fredericksburg - \$643,000)
3. Norris Bridge (Northern Neck PDC - \$250 million)

In regard to the first project, Mr. Agnello advised that there were concerns from the Commonwealth that this project did not have a letter of support from Transurban. On December

5th, the Commonwealth ruled that the project did in fact meet a VTrans 2025 need; however, it was ineligible because the Route 610 Direct Connect Ramp was insufficiently developed.

Mr. Agnello stated that the Mine Road Park & Ride Lot Expansion project would probably have scored well if it had been submitted as a stand-alone project. Mr. Agnello relayed that staff had been advised by VDOT to combine this project with the Route 610 project so that both projects would ultimately score better. Mr. Agnello stated that the Fredericksburg District's appeal to the Commonwealth was unsuccessful.

Regarding the second project, the Commonwealth ruled that the project did not meet a VTrans 2025 need. However, the project appeared to meet the criteria for UDA, Regional Network, and Corridor of Statewide significance. Mr. Agnello stated that there is still the possibility that this project will potentially be considered and approved with funding coming from the Economic Development Access Program.

Mr. Agnello stated that the Norris Bridge project was not approved as it was not a capital improvement, Transportation Demand Management (TDM) or safety project.

Mr. Agnello advised that, overall, the Round 2 scoring process favored smaller projects over larger projects. Mr. Agnello stated that the larger projects that were selected were projects that had a substantial amount of leveraged funding associated with them.

b.) 2045 Long Range Transportation Plan (LRTP) Update – Mr. Paul Agnello

Mr. Agnello advised that the targeted timeframe of completion for the 2045 LRTP is May, 2018. Mr. Agnello stated that 2015 is the modeling base year and 2045 is the horizon year. Mr. Agnello stated that the LRTP includes projects that are fiscally constrained from the City of Fredericksburg and the Counties of Spotsylvania and Stafford. Mr. Agnello relayed that the LRTP also includes unconstrained projects from the Counties of Caroline and King George.

Mr. Agnello stated that the FAMPO Policy Committee appointed an LRTP Advisory Committee. The purpose of this committee is to provide input and oversight into the 2045 LRTP process. Mr. Agnello stated that the locality representation includes one primary member and one alternate; however, non-voting staff members are welcome to attend the meetings. Mr. Agnello relayed that along with representatives from each of the localities, the following agencies will also have representation: Department of Rail and Public Transportation (DRPT), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Department of Transportation (VDOT), Citizens Transportation Advisory Group (CTAG), Metropolitan Washington Council of Government (MWCOG) and Federal Highway Administration (FHWA).

Mr. Agnello relayed that the expectations of the LRTP Advisory Committee members are: attendance and participation at monthly meetings; that the representative has the authorization to represent its respective locality, agency, or group's position on specific LRTP issues; and that the representative provides feedback, materials, special requests, etc. back to its respective Board of Supervisors/City Council.

Mr. Agnello stated that the LRTP Advisory Committee meetings will occur during the day and will last approximately two hours. Mr. Agnello advised that the first meeting is scheduled for February 9th in the GWRC conference room beginning at 2:00 p.m.

Mr. Agnello stated that Phase 2 of the I-95 Corridor Study will occur in conjunction with the LRTP Advisory Committee meetings. Mr. Agnello stated that by combining both committees, it will save time and money. Mr. Agnello stated this will result in an approximate \$100,000 in savings.

c.) Transit Asset Management Plan – Mr. Tim Roseboom, Department of Rail and Public Transportation (DRPT)

Mr. Roseboom advised that DRPT has completed the Transit Asset Management (TAM) document. This document came from the performance categories section from MAP-21. Mr. Roseboom stated that the National Transit Asset Management System that has been adopted by Federal Transit Administration (FTA) defined the following: projects of state of good repair; requirement that TAM plans be in place for all recipients and sub-recipients; established SGR performance measures; establish reporting system of data to NTD; and receive technical assistance from FTA.

Mr. Roseboom stated that the FTA definition of State of Good Repair (SGR) is the condition in which a capital asset is able to operate at a full level of performance. This means that it is able to perform its designed function; it does not pose a known unacceptable safety risk; and its lifecycle investments have been met or recovered. Mr. Roseboom stated that when an asset is replaced utilizing grant funding, that a lag time occurs between the two.

Mr. Roseboom advised that applicability of projects were assigned to either a Tier I or Tier II classification. Tier I includes Metro, PRTC, and VRE projects. Tier II projects included projects in Fairfax County and GRTC projects.

Mr. Roseboom stated that the TAM plan elements for all providers (Tier I & II) include an inventory of capital assets; a condition assessment; decision support tools; and investment prioritization. For Tier I projects only, the elements also include: TAM and SGR policies; an implementation strategy; a list of key annual activities; an identification of resources; and an evaluation plan.

Mr. Roseboom relayed that the TAM plan will be updated in its entirety at least every four years, and the initial TAM plans need to be completed no later than two years after the effective date (October 2018).

Mr. Roseboom stated that the performance measures and asset categories are broken down into three classifications: equipment (age) – percentage of vehicles that have met or exceeded their useful life benchmark (ULB); rolling stock (age) – percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB such as buses, rail cars, etc.; and facilities (condition) – percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale. Mr. Roseboom stated that the ratings for

facilities are from 1 to 5, with 1 being poor and 5 being excellent, and the ratings apply to transfer, maintenance and storage facilities.

Mr. Roseboom advised that Tier I providers (DRPT, VRE, etc.) will prepare and implement their individual TAM plan. Tier II providers may elect to participate in a Group Plan or opt out and develop an individual TAM plan (FRED, etc.). Mr. Roseboom stated that DRPT will be preparing a Group Plan and will be inviting the Tier II providers to join. Mr. Roseboom stated that any providers who join the group plan will have to participate in the development of the goals and the creation of a financial strategy towards meeting the goals.

Mr. Roseboom advised that the next steps are: verify data in TransAm; review goals for reasonableness; work with transit providers in the group plan to develop condition codes for assets; develop TAM plan, in collaboration with group members, no later than June 30, 2018; have transit providers ensure that their Accountable Executives sign off on the State TAM plan; post state TAM plan to NTD by September 30, 2018.

d.) VTrans2025 Multimodal Transportation Plan – Mr. Paul Agnello & Mr. Amir Shahpar, AECOM

Mr. Amir advised that the presentation included in today's packet is being presented at all of the regional meetings statewide. Mr. Amir stated that the VTrans 2040 plan is the starting point and guideline for the plan. Mr. Amir relayed that the General Assembly directs the CTB, with assistance from the Office of Intermodal Planning and Investment (OIPI), to conduct a comprehensive review of statewide transportation needs in a Statewide Transportation Plan – VTrans.

Mr. Amir stated that the VTrans guiding principles are:

- Optimize returns on investments
- Ensure safety, security and resiliency
- Efficiently deliver programs
- Consider operational movements and demand management needs first
- Ensure transparency and accountability
- Promote performance management
- Improve coordination between transportation and land use
- Ensure efficient intermodal connections

Mr. Amir stated that the VTrans goals are:

- To increase economic competitiveness and prosperity
- To have accessible and connected places
- To ensure safety for all users
- To create a proactive management system
- To provide for healthy and sustainable communities

Mr. Amir stated that the VTrans 2040 Vision framework includes guiding principles, goals, objectives, and a data-driven trends analysis. This framework guides development of the following four companion efforts: Needs Assessment; Recommendations; 2040 Scenarios; &

2040 Freight Analysis. Mr. Amir stated that the VTrans 2040 plan was adopted by the CTB in December of 2015. Mr. Amir advised that over 800 needs identified in the needs assessment (adopted by the CTB in December 2015) were consolidated to 170 needs, then grouped into three tiers representing local and regional input on priority and a data driven needs criticality assessment.

Mr. Amir relayed that the VTrans 2025 Recommendations are a new concept for VTrans. They highlight critical projects over the next ten years that address the VTrans vision, goals and objectives within Virginia's most significant transportation needs. Mr. Amir stated that the project-level recommendations represent one source for a potential pipeline of future projects and planning; strengthen the connection between VTrans goals and short-term programming; and facilitate agencies, regions and localities in developing their own priorities and recommendations.

Mr. Amir advised that the Tier 1 recommendations focus on VTrans 2040 guiding principles and will optimize return on investment and consider operational strategies and demand management first. The Tier 1 recommendations include unfunded pipeline projects and new project ideas that target the need. Mr. Amir relayed that new project ideas can include recommendations for corridor management, programming strategies or a need for a new study or plan.

e.) 95 Express Lanes Fredericksburg Extension (Fred Ex) Update – Ms. Michelle Shropshire, VDOT

Ms. Shropshire provided an update on the 95 Express Lanes Fredericksburg Extension project which is now referred to as Fred Ex. Ms. Shropshire stated that the Fred Ex project is component 3A of the Atlantic Gateway Initiative. The project is a 10-mile extension of the current 95 Express Lanes (from Garrisonville Road to US17).

Ms. Shropshire stated this project will result in a direct connection with both the Northbound and Southbound Rappahannock River Crossing projects. Ms. Shropshire advised that currently underway is the process of analyzing new access points and operational improvements.

Ms. Shropshire stated that the following tasks are underway:

- Preliminary Framework Agreement – completed in August of 2016
- Formulating the data collection for the Environmental Assessment (EA) that will be required for both the NEPA & IJR studies
- Traffic data collection for the IJR
- Technical studies that will include both traffic and revenue studies
- Preliminary legal analysis
- Initial traffic and revenue study
- Scope optimization

Ms. Shropshire relayed that the following project schedule is currently in place:

- Internal VDOT meeting for Risk Assessment Workshop – 02/17
- Public Information Meeting – 03/17
- Procurement to begin – 07/17

- Public Hearings – 09/17
- Final NEPA Decision – 01/18
- RFP to be issued – Spring/18
- Design/Build Contract Awarded – Fall/18
- Construction to begin – Spring/19
- Project Completion – Fall/21

Ms. Shropshire stated that as the Fred Ex project is proposed as a toll facility project, that VDOT requested \$12 million from the Toll Facilities Revolving Account (TFRA) to support design work, environmental studies and associated processes. Ms. Shropshire relayed that the CTB approved up to \$12 million to advance funds from the TFRA. The advanced funds will be repaid from funds that will be identified and made available by the CTB. Ms. Shropshire stated that as a result of the \$12 million being advanced, this action requires a TIP amendment.

f.) Resolution No. 17-21, Updating the FY2015-2018 Transportation Improvement Program (TIP) to add the Fred Ex project – Mr. Nick Quint

Mr. Quint stated that in response to Ms. Shropshire's presentation, Resolution No. 17-21 is included in today's agenda packet for action. Resolution No. 17-21 is asking for support of a TIP amendment for the \$12 million that will be used for design work, environmental studies, and associated processes for the Fred Ex project.

There was unanimous consent from the Technical Committee to endorse Resolution No. 17-21, with a request that it be adopted by the Policy Committee at the upcoming February meeting.

g.) FAMPO Meeting Calendar – Mr. Nick Quint

Mr. Quint advised that recommendation was made and endorsed at the January GWRC & Policy Committee meetings for the committees to meet in August (which traditionally has been one of two months where a monthly meeting is not normally scheduled). Mr. Quint stated that the request was made by Caroline County at the GWRC meeting asking that the off-meeting month occur in July instead of in August. It was noted that some localities have weekend and special events occurring in July to observe the July 4th holiday, which makes it a busy month. It was also mentioned that July is the start of the new fiscal year and localities are usually busy focusing on the fiscal budget.

Mr. Quint advised that it was a unanimous vote by both GWRC and FAMPO to have July become the first non-scheduled meeting month (December is the second month and there was no change requested for the December meeting). With no July meeting, August will now become a regularly scheduled committee meeting night for both GWRC & FAMPO.

Mr. Quint stated that the Technical Committee may want to discuss the change made by GWRC/FAMPO and determine whether they wish to concur or whether their desire is to leave the schedule as it is.

Mr. Nelson asked for discussion from the Technical Committee members. It was a consensus from this committee to leave the calendar in place as it is, so the Technical Committee will continue to meet the month of July and have no meeting the month of August.

Mr. Quint also advised that the July 2017 Technical Committee meeting was scheduled for Monday, July 3rd. However, staff has been advised that this date is a holiday for some localities. Therefore the meeting was moved to July 10th.

CORRESPONDENCE

Mr. Agnello stated correspondence is included in today's agenda packet and is self-explanatory.

STAFF REPORT

Mr. Agnello advised that Ms. Donley had to have major foot surgery and is out on sick leave. Mr. Agnello asked that either himself or Mr. Quint be contacted instead of Ms. Donley, while she is out of the office.

Mr. Agnello advised that FAMPO now has two interns on board, Ms. Kari and Mr. John Bentley, and both of the interns will be working for Mr. Quint.

MEMBER REPORTS

Department of Rail and Public Transportation (DRTP): Mr. Roseboom advised that DRPT's TDM/Transit technical grant applications were due last week and they are currently under review. Mr. Roseboom stated that once the review process has been completed, the committee will be apprised accordingly.

GWRideConnect: Ms. Utz advised that GWRideConnect submitted its grant application request prior to the closing date. Mr. Roseboom concurred that DRPT is in receipt of the grant application.

VDOT Central Office: Ms. Grier advised that the 2040 VTrans plan should be available for review by this summer. Ms. Grier stated that this is the first time statewide scenarios are included in the plan. Ms. Grier advised that the plan also includes a list of short-term projects have a completion date by FY2025.

NEXT TECHNICAL COMMITTEE MEETING, MARCH 6th, 2017 at 9:30 a.m.
/ADJOURN

The next Technical Committee meeting will be held on Monday March 6, 2017. The February 6th meeting was adjourned at 11:10 a.m.