



**Policy Committee Meeting Minutes
February 27, 2017**

<http://www.fampo.gwregion.org/committees/policy-committee/>

Members Present:

Mr. Matt Kelly, Chair, City of Fredericksburg
Mr. Tim Baroody, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Ms. Nancy Long, Caroline County (Non-Voting Member)
Mr. John Jenkins, King George County (Non-Voting Member)
Mr. Greg Benton, Spotsylvania County
Mr. David Ross, Spotsylvania County
Ms. Meg Bohmke, Stafford County
Mr. Paul Milde, Stafford County
Ms. Laura Sellers, Stafford County
Mr. Chuck Steigerwald, PRTC
Ms. Marci Parker, Virginia Department of Transportation (VDOT)
Mr. Hap Connors, CTB (Non-Voting Member)
Mr. Todd Rump, CTAG (Non-Voting Member)

Others Present:

Ms. Susan Gardner, VDOT
Mr. Stephen Haynes, VDOT
Ms. Michelle Shropshire, VDOT
Ms. Jennifer DeBruhl, DRPT
Mr. Ryan Ferguson, Baker International
Mr. Paul Prideaux, Baker International
Mr. Al Harf, Transport Consulting
Mr. Gary Kendrick, King George Planning Commission
Mr. Rupert Farley, CTAG, At-Large
Ms. Fran Larkins, CTAG, Stafford
Mr. Michael Smith, Citizen, Stafford County

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Nick Quint, FAMPO
Ms. Kari Barber, FAMPO Intern
Mr. Tim Ware, GWRC
Ms. Diana Utz, GWRC
Ms. Leigh Anderson, GWRC

Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chairman Kelly called the meeting to order at 7:16 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Milde and seconded by Mr. Benton, with all concurring, the FAMPO Policy Agenda for the February 27th meeting was accepted as presented.

PUBLIC INVOLVEMENT

None

CHAIRMAN'S COMMENTS

None

ACTION ITEMS/DISCUSSION ITEMS

a.) Approval of FAMPO Minutes of January 23, 2017– Mr. Paul Agnello

Upon motion by Ms. Sellers and seconded by Mr. Ross, with Mr. Withers abstaining, and all others concurring, the minutes from the January 23rd meeting were accepted as presented.

b.) Draft Results for GWRC Transit/TDM Study – Mr. Paul Prideaux, Michael Baker International

Mr. Prideaux stated that Baker has been conducting a Transportation Demand Management (TDM) Study for GWRC which is close to completion. The purpose of the study is to introduce and recommend destinations in which the region could pursue regarding “Big Data” analysis and findings. Mr. Prideaux stated that the goal for the study is to provide access to destinations through means other than by major highways or transit investments. Some of these other options would include TDM, parking management, network connectivity, bicycle/pedestrian designs, land use planning and transit enhancements.

Mr. Prideaux advised that the GPS data used for the study is real data that depicts a precise location of people movements. Mr. Prideaux relayed that the study resulted in approximately 30 location points and tonight’s hand-out will address 11 of the 30. Mr. Prideaux stated that the data used can notate specific zones within the FAMPO region; it can determine the number of vehicles/trips; can determine whether the trips were 1-2 miles or over 5 miles; can determine average speed of the vehicles; etc.

Mr. Prideaux relayed that the 11 case study summaries ranged in areas from Quantico/Route 610 in Stafford County; downtown Fredericksburg; both the Chatham and Falmouth bridge locations; the

Central Park area; Lafayette Boulevard; Cosner's Corner area; Geico; Dahlgren; & Leeland VRE area. Mr. Prideaux stated that for tonight's presentation only 3 site locations are included; however, data is available for each of the 11 that were studied and modeled. Mr. Prideaux stated that a project area is listed indicating number of trips made; an opportunity for types of projects that could be considered; and a benefit/cost break-down for each scenario.

c.) 95 Express Lanes Fredericksburg Extension (Fred Ex) Update– Ms. Marcie Parker, Virginia Department of Transportation (VDOT)

Ms. Parker provided update on the I-95 Express Lane Fredericksburg Extension project that is referred to as the Fred Ex project. Ms. Parker stated this project is component 3A of the Atlantic Gateway project. Ms. Parker stated that Fred Ex is a 10-mile extension of the Express Lanes at I-95/Garrisonville (Exit 143) to Route 17 at Falmouth (Exit 133).

Ms. Parker stated the Fred Ex project will have direct connection with the Northbound and Southbound Rappahannock River Crossing projects. Ms. Parker advised that additional access points and operational improvements are still being studied and to date, no new access points have been finalized.

Ms. Parker relayed that included in tonight's power point presentation, both the tasks underway and the project schedule by VDOT is included for member review. Ms. Parker advised that on March 14th, beginning at 6:00 p.m., there will be a public informational meeting held by VDOT for input on the Fred Ex project. Ms. Parker stated the meeting on the 14th will be held at Stafford High School.

Ms. Parker advised that Fred Ex is being proposed as a toll facility project. Ms. Parker stated that VDOT has requested (and received) \$12 m from the Toll Facilities Revolving Account funding category that will be utilized to support the design work, environment studies needed and associated processes. Ms. Parker relayed that the advance funding received from TFRA will be repaid from funds that will be identified and made available by the CTB.

- i.* Approval of Resolution No. 17-21, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include the Addition of a Project to extend the 95 Express lanes to Exit 133 – Mr. Nick Quint

Mr. Quint advised that as a result of the Fred Ex project coming forward that the FY2015-2018 TIP needs to be amended to include the project into the TIP. Mr. Quint stated that Resolution No. 17-21 is asking for endorsement by the FAMPO Policy Committee to amend the FY2015-2018 TIP as noted above.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-21 was adopted by the FAMPO Policy Committee at the February 27th meeting.

d.) Transit Asset Management Plans – Ms. Jennifer DeBruhl, Department of Rail and Public Transportation (DRPT)

Ms. DeBruhl advised that DRPT is in the process of completing a Transit Asset Management (TAM) Plan. Ms. DeBruhl stated that the TAM plan is a federal requirement from FTA that all recipients and sub-recipients need to comply with.

Ms. DeBruhl stated that the National Transit Asset Management System identifies the following criteria:

- definition of State of Good Repair
- establish SGR performance measures
- reporting of data to NTD
- technical assistance from FTA

Ms. DeBruhl advised that the State of Good repair is defined as the following: “the condition in which a capital asset is able to operate at a full level of performance.” Ms. DeBruhl stated this means the asset can perform its designed function; it does not pose a known safety risk; its lifecycle investments have been met or recovered.

Ms. DeBruhl stated the TAM rule applicability has developed to tier providers. Tier I operates rail and fleets of over 100 vehicles and VRE is assigned to Tier I. Tier II providers are sub-recipients of 5311 funds and have less than 100 vehicles in the fleet and Tier II is applicable to FRED.

Ms. DeBruhl stated that the Tier I providers (VRE) will prepare and implement their TAM plan individually. The Tier II providers (FRED) may participate in either a Group Plan or choose to opt out and develop an individual TAM plan. Ms. DeBruhl advised that DRPT is preparing a Group Plan and has invited Tier II providers to join. Ms. DeBruhl stated that any providers who join with DRPT must participate in the development of the plan goals and the creation of a financial strategy towards meeting the goals. Ms. DeBruhl advised that FRED has been offered to participate in DRPT’s group plan but to date has not enrolled.

Mr. Kelly asked if DRPT knew why FRED is not participating in the group plan. Ms. DeBruhl stated that she did not –all she knows is that FRED was offered the opportunity to participate in DRPT’s group plan and they opted out.

Ms. DeBruhl stated that the TAM Plan timeframes would follow similar guidelines that are in place for the LRTP update schedules and would require the plan is updated in its entirety at least every four years.

Ms. DeBruhl advised that the TAM plan will coincide with relevant statewide Transportation Improvement Program (TIP) and will cover at least a four-year time span. Ms. DeBruhl stated the plan should be amended during the horizon period when there have been significant changes. Ms. DeBruhl stated the TAM was adopted in October of 2016 and the initial plans need to be completed by October of 2018.

Ms. DeBruhl stated that the TAM Plan elements require from all providers the following data: an inventory of capital assets; a condition assessment; decision support tools to manage the assets; and investment prioritization.

For the Tier I providers only, Ms. DeBruhl relayed that more detailed information is required which will include TAM and SGR policies; an implementation strategy; a list of key annual activities; an identification of resources; and an evaluation plan.

Ms. DeBruhl stated that the TAM Condition Assessment requirement provides a rating of the inventoried assets to include the mileage, condition of vehicle, age, percent of residual life remaining on the vehicle; etc. Ms. DeBruhl stated that the ratings should be sufficiently detailed to monitor performance and capital investment to the plan. Ms. DeBruhl relayed that condition assessments may be compiled at either the individual or asset class level; they may include vulnerabilities to natural/climate hazards; and are only required for assets with direct capital responsibility.

Ms. DeBruhl stated that the investment prioritization category, a ranked listing of proposed projects and programs need to be listed and ordered by year of the planned implementation time frame. Ms. DeBruhl stated that prioritization is locally determined and based on policy and need. Ms. DeBruhl stated that the Plan needs to adequately consider the identified unacceptable safety risks and accessibility requirements. Ms. DeBruhl relayed the investment prioritization is fiscally constrained based on the estimated funding levels.

Regarding performance measures, Ms. DeBruhl advised there are three categories:

- Equipment (Age) – includes the percentage of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
- Rolling Stock (Age) - includes the percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB
- Facilities (Condition) – includes the percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale rating of 1-5, with 1 being poor and 5 being excellent

Ms. DeBruhl stated that the setting of the State of Good Repair (SGR) goals is the first step and it took three months for these to be implemented. Ms. DeBruhl advised the State Group goals were set on January 1, 2017 and the first goal to have accomplished is the current state of good repair levels TransAM reports which is Virginia's TAM reporting system. Ms. DeBruhl stated the TransAM system went live on December 9, 2016 so DRPT is still in the review process to ensure that all data has been accurately transferred into the system.

Ms. DeBruhl advised that the next steps are:

- work with transit providers in the group plan to develop the condition codes for assets and provide technical assistance to both the Tier I & Tier II providers
- develop the TAM plan by no later than June 30, 2018
- have transit providers ensure their accountable executives sign-off on the TAM plan
- post TAM plan to NTD by September 30 2018
- provide FTA with a TAM plan that provides a reference/resource page

e.) Smart Scale Update– Mr. Paul Agnello

Mr. Agnello advised that the I-95 NB River Crossing project was identified by VTrans2040 as a project that meets a 2025 need. Mr. Agnello stated that VTrans 2040 used modeling data for both weekday and weekend traffic congestions; however, the Smart Scale scoring process only considered weekday congestion. Mr. Agnello relayed that some recent scoring changes have been implemented to the I-95 NB River Crossing project; however, still did not score the project high enough to be selected for approval from the Smart Scale scoring methodology.

Mr. Agnello stated the summary of major findings revealed the following:

- #1 – the Smart Scale scoring methodology shortcomings
- VTrans Needs considers weekend congestion and but Smart Scale scoring does not
- Scoring only considers localized metrics for the Safety and Economic Development categories and this underestimates the benefits of large regional highway projects
- Large highway projects were identified by VTrans but scored poorly with Smart Scale
- Small intersection projects struggled to compete and meet VTrans needs but scored well in Smart Scale
- #2 – the I-95 NB River Crossing project would have scored significantly higher if weekend congestion had been considered
- #3 – Smart Scale favored larger projects that had significant leveraged funding associated with them

i. I-95 NB Rappahannock River Crossing Congestion Comparison with Select Smart Scale projects – Mr. Paul Prideaux

Mr. Prideaux advised that the study objective was to develop a comparison of the existing congestion levels between the I-95 NB River Crossing project and the selected other projects that ranked higher in the 2016 Smart Scale process.

Mr. Prideaux stated that of specific interest of the study is that there is significant Sunday traffic congestion during the summer months along the northbound I-95 corridor within the FAMPO region. The Smart Scale evaluation process focused on weekday traffic congestion and not weekend congestion so this did not realistically account for the day of the week and the season of the year. Mr. Prideaux advised that INRIX data has been used to illustrate the comparisons found in the study.

Mr. Prideaux relayed the study compared the I-95 NB River Crossing project to three other large projects that scored well in the Smart Scale process. The three projects used for comparison are as follows:

- Route 286 (Fairfax County Parkway)
- RVA-I-95
- I-64 High Rise Bridge project at I-64 in Hampton Roads

Mr. Prideaux stated that the I-95 NB River Crossing project was compared to the three projects listed above and all four projects were compared against the following data:

- A.M. peak period – worst 4 hours of traffic congestion (Tues-Thursday)

- P.M. peak period – worst 4 hours of traffic congestion (Tues-Thursday)
- Saturday – worst 8 hours of traffic congestion
- Sunday – worst 8 hours of traffic congestion

Mr. Prideaux advised that, even though not selected, the study showed the I-95 NB River Crossing project had more traffic congestion totally than any of the other three projects it was compared with.

f.) State Transportation Update– Ms. Marcie Parker, Virginia Department of Transportation (VDOT) & Mr. Hap Connors, Commonwealth Transportation Board (CTB)

Ms. Parker relayed that three questions were asked that VDOT/CTB review from the January Policy Committee meeting and she will update on the findings of these questions at tonight’s meeting.

Ms. Parker stated the first question was asked by Mr. Ross regarding consideration being given to the Route 3 EB to I-95 NB loop ramp improvements remaining after the project has been completed. Ms. Parker stated that Mr. Ross had requested the Route 3 EB ramps remain in place to ensure that the new safety project enhancements do in fact work. Ms. Parker stated the east-bound ramps will remain for a short period, probably within 1-2 weeks after new project has been completed; however, will ultimately be removed.

Ms. Parker stated the pros of keeping the Route 3 EB to I-95 NB loop are the following:

- It will allow an access point to I-95 NB should there be an accident that would block the new signalized ramp
- It would provide for additional capacity of getting on to the I-95 NB ramp

Ms. Parker advised the cons of keeping the ramp are as follows:

- The project purpose would not be met
- Driver confusion would occur
- It would be difficult for the signage installation
- Environmental document may need to be revised

Ms. Parker stated the second question was also asked by Mr. Ross. This question was whether the right turn lanes on Route 3 could be converted to a continuous through right lane. Ms. Parker stated the pros would allow for more capacity. However, the cons of a continuous through right were more involved, would have an expensive price tag, and would involve securing property that belongs to both the National Park Service and on Historical Preservation and are as follows:

- An increase in accidents would be expected
- Signal pole re-locations would be needed at 6 intersections
- All intersections would need curb, gutter & sidewalk modifications
- Part of the project would entail movement of a National Park Service monument
- Part of the project would result in re-structuring of the historic property at Salem Baptist Church

Mr. Ross stated that he would request that VDOT compare the accident rates on Bragg Road to the no turning lanes. Ms. Parker stated comparing an accident rate on a road that is almost completely residential and contains little or no commercial properties versus one that is predominantly commercial would not result in the same comparisons.

Mr. Ross then asked if VDOT would explore the cost involved and a comparison done from Route 3 to the Blue/Gray Parkway in the City of Fredericksburg. Ms. Parker advised that VDOT would follow-up with the request.

Ms. Parker relayed that last question was asked by Mr. Milde and the question was if the existing ramp from the Express Lanes at Garrisonville could be extended through the Garrisonville Road interchange.

Ms. Parker stated the pro of extending the lane would allow vehicles coming from the Express lanes heading eastbound at Garrisonville would not have to merge into the I-95 mainline. However, the cons of extending the lane are as follows: during the p.m. peak hours, there would be only 5% of the traffic coming from the Express Lanes utilizing the ramp; it would require shifting of the I-95 mainline and/or re-location of the existing bridge piers and overhead sign structure; and could create additional merging concerns closer to the entrance ramp from eastbound onto Garrisonville Road.

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

Mr. Agnello advised that request to all localities for project submission is due by close of business on March 22nd. Mr. Agnello stated that probably one more Special Task Force Smart Scale meeting will be held in March.

i. Input on I-95 Corridor Study Phase 2 Draft Scope – Mr. Paul Agnello & Mr. Paul Prideaux, Baker International

Mr. Prideaux advised that I-95 Corridor Study – Phase 2 is beginning to get underway. The Phase 2 study will be conducted within the framework of the 2045 LRTP process; it will build on the Phase 1 highway work; the results of the State funded GWRC TDM study will be utilized for the transit/TDM study; staff will be gathering input from the Policy Committee in developing the scope and currently two components are planned to be included which are Transit/TDM and Highway projects.

Mr. Prideaux stated that Phase 2 efforts will focus on the following elements:

- Strengthening the case for I-95 projects for the LRTP update and Round 3 of the Smart Scale process
- To develop a phasing/implementation plan that will define interim steps to completely build-out the I-95 master plan
- To fully understand the operational “handshakes” between Express Lane extension and River Crossing projects
- Study of potential Express Lane extension further south
- Better defining of conceptual solutions south of River Crossing projects

Mr. Prideaux relayed that in efforts to strengthen the case for I-95 projects for LRTP updates and Round 3 of the Smart Scale process that the following will be implemented in Phase 2:

- Utilization of the newest version of travel forecasting models to develop future traffic demand along I-95 and the interchanges
- To highlight weekend operations and seasons variations
- To develop detailed VISSIM operational models of I-95 to illustrate problem areas and successes of proposed solutions
- To create computer animation/visualization of the major infrastructure projects along I-95
- To prepare high-level documentation of economic benefits of the I-95 proposed improvement projects

Mr. Prideaux advised that the next steps are as follows:

- Finalization of scope of work based on comments received from tonight's meeting
 - Scope approval to be presented to this committee at March 20th Policy Committee meeting
 - Completion of Phase 2 of the study will be 12 months
 - Study results will identify the I-95 corridor's multimodal needs for Round 3 of the Smart Scale process and the 2045 LRTP needs
- ii. Approval of Resolution No. 17-22, Authorizing Staff to Transfer RSTP Funding to Support the I-95 Corridor Study – Phase 2 – Mr. Nick Quint

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-22 was adopted by the FAMPO Policy Committee at the February 27th, meeting.

h.) FAMPO Committee Meetings Calendar – Mr. Nick Quint

Mr. Quint advised that revised annual upcoming FAMPO meeting calendar is available and there were two updates from last month's calendars. Mr. Quint stated that as a result of July 3rd being a holiday for some localities, the July Technical Committee meeting has been re-scheduled to July 10th. Mr. Quint stated the other amendment is in regard to the Policy Committee's vote at the January meeting that FAMPO will in fact meet in August and instead have an off-meeting night in July.

FAMPO CORRESPONDENCE

Included in agenda packet and self-explanatory.

STAFF REPORT

None

MEMBER REPORTS

None

FAMPO COMMITTEE MEETING MINUTES

The minutes from both the FAMPO CTAG meeting and the FAMPO Technical Committee meeting are included in tonight's agenda packet.

ADJOURN FAMPO MEETING/NEXT MEETING, FEBRUARY 27, 2017

The FAMPO meeting for February 27th was adjourned at 9:39 p.m. The next meeting will occur on March 20, 2017 at 7:15 p.m.