



## **FAMPO Technical Committee (FTC) Meeting Minutes**

**March 6, 2017**

[www.fampo.gwregion.org/fampo-technical-committee](http://www.fampo.gwregion.org/fampo-technical-committee)

### **Members Present:**

Erik Nelson, Chair, City of Fredericksburg  
Bassam Amin, City of Fredericksburg  
Craig Pennington, County of Caroline  
Jack Green, County of King George  
Dan Cole, County of Spotsylvania  
Doug Morgan, County of Spotsylvania  
Joey Hess, County of Stafford  
Christopher Rapp, County of Stafford  
Tim Roseboom, Department of Rail and Public Transportation (DRPT)  
Rodney White, Fredericksburg Regional Transit (FRED)  
Stephen Haynes, Virginia Department of Transportation (VDOT)  
Christine Hoeffner, Virginia Railway Express (VRE)

### **Others Present:**

Michelle Shropshire, Virginia Department of Transportation (VDOT)

### **Staff Members Present:**

Paul Agnello, FAMPO  
Lloyd Robinson, FAMPO  
Nick Quint, FAMPO  
Kari Barber, FAMPO (Intern)  
Leigh Anderson, GWRC  
JoAnna Roberson, GWRC

### **CALL TO ORDER**

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

### **APPROVAL OF TECHNICAL COMMITTEE AGENDA**

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



## **APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES FROM FEBRUARY 6, 2016**

The minutes from the February 6th Technical Committee meeting were accepted as submitted.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING ON February 27, 2017**

Mr. Agnello advised that there was discussion regarding Smart Scale and the Policy Committee asked staff to look into some things which will be presented later in the meeting.

## **PUBLIC COMMENT**

None

## **DISCUSSION/ACTION ITEMS**

- a.) Commonwealth of Virginia Transit Development Plan (TDP) Requirements – Mr. Tim Roseboom, DRPT

Mr. Roseboom advised that DRPT has updated its Transit Development Plan (TDP) requirements for FY2017. Mr. Roseboom stated that the original TDP requirements were adopted in 2008, and any transit agency receiving state aid is required to complete a six-year TDP.

Mr. Roseboom relayed that between FY2009 and FY2016, 40 TDP's were completed. Mr. Roseboom stated that all urban and rural transit agencies have completed a TDP, and the first round of full updates occurred in FY2015. Mr. Roseboom advised that there were three transit agencies that did not exist in FY2009 and these agencies completed their first TDP in FY2014 and FY2015. Mr. Roseboom stated that the agencies impacted in the Fredericksburg Region are FRED, PRTC and VRE.

Mr. Roseboom advised that FRED is close to finishing its FY2017-2022 update, which needs to be completed in 2017. Mr. Roseboom stated that there will be no delay with FRED's plan as they already have a full project draft available and are not adding any new projects. Mr. Agnello stated that to remain consistent with FAMPO's LRTP process, FRED would need to have the finalized plan submitted by November 2017.

For PRTC, Mr. Roseboom stated that the original TDP for FY2012-2017 was completed in June of 2011 and a full update is expected by FY2018. Mr. Roseboom relayed that the full update covering a four-year time frame for completion will have procurements begin after July 1st.

Mr. Roseboom relayed that for VRE, the original TDP was completed in December of 2011 for FY2013-2018, and a full update will be due in FY2018. Mr. Roseboom stated that mid-year plans and updates are discouraged.

Ms. Hoeffner stated that VRE has submitted the updated summary letter for FY2018-2023. Ms. Hoeffner advised that the budget process is beginning for FY2019-20, and VRE will be submitting this to their board in September with approval expected in December. Mr. Roseboom stated that as VRE has a valid TDP in place, an updated letter would satisfy the State requirements as well as the FAMPO requirements.

Mr. Roseboom advised that the TDP purpose is taken directly from the TDP requirements and includes:

- To serve as a planning, management and policy document for the transit operator.
- To inform DRPT of transit operator's capital, operating and maintenance needs.
- To provide the basis for inclusion of an operator's capital and operating programs in planning and programming documents as State documents are still required to include: SYIP, STIP, TIP and CLRP.
- To provide clear understandings of unmet or unfunded needs.
- To develop and track the progress of mid and long term visions for transit in the region.
- To plan to continually improve efficiency and effectiveness of public transportation services.
- To be better prepared to respond to internal and external factors.

Mr. Roseboom stated that the TDP outline and monitoring now includes six chapters, which was reduced from eight. Chapter 1 includes the history and overview of the transit system; Chapter 2 includes goals, objectives and service design standards; Chapter 3 includes the service and system evaluation; Chapter 4 includes the service and capital improvement plan; Chapter 5 will be the implementation plan; and Chapter 6 is the financial plan.

Mr. Roseboom advised that the 2017 TDP update requirements and revised changes are:

1. Focus on minimum requirements applicable to small and large agencies – can add a scope of items that would be unique to individual agency needs.
2. Update eliminates duplicate requests from DRPT and requirements that are now being served by Transit Asset Management (TAM) plans – the new federal requirement states that if a TAM is submitted this can then serve as the TDP and will include one place to enter capital and operational expenses that will be linked to the SYIP.
3. Have a better understanding of unmet and/or unfunded needs as an unconstrained element beyond six years.
4. Have a ten-year horizon in place that allows transit agencies to use TDP in preparing for discretionary funding opportunities (a 6-year to new 10-year will have a fundamental increase – i.e. Smart Scale).
5. Rolling horizon makes TDP's more useful for transit operators and planning agencies than document that sits until the next update.
6. Updates establish stronger linkages between TDP's and Transportation Improvement Programs (TIP), Constrained Long Range Plans (CLRP), etc.

**b.) Resolution No. 17-23, Directing that a Public Review and Comment Period be Held Prior to the Adoption of the Public Participation Plan (PPP) – Mr. Paul Agnello**

Mr. Agnello advised that per federal regulations, FAMPO is required to adopt a Public Participation Plan (PPP). The PPP includes outreach strategies for the underserved populations, and the Title VI Community Resource Directory was created in 2012. The PPP has been amended and requires a 45-day public comment period. (Mr. Agnello stated that most other public comment periods require 30 days). Mr. Agnello stated that the PPP will involve a three-step process and the first step is endorsement of the 45-day public comment period which will begin on March 23, 2017 and will conclude on May 6, 2017. A public hearing will be held on May 17, 2017.

There was unanimous consent from the FAMPO Technical Committee to endorse Resolution No. 17-23 with a request that it be adopted by the FAMPO Policy Committee at the upcoming March meeting.

**c.) Resolution No. 17-24, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Update UPC 101595 – Mr. Nick Quint**

Mr. Quint advised that Resolution 17-24 pertains to the I-95 Southbound Rappahannock River Crossing project, which was selected for funding in Smart Scale. Mr. Quint stated that this TIP amendment will add funding for the I-95 bridges over US 17. These bridges are slated to be replaced through the State of Good Repair (SGR) Program. However, SGR funding will not be available until a later date, and funding needs to be on the bridges in order to release the Request for Proposals for the project.

There was unanimous consent from the FAMPO Technical Committee members to endorse Resolution No. 17-24 with a request that it be adopted by the Policy Committee at the upcoming March meeting.

**d.) Resolution No. 17-25, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Update Fiscal year 2015-2018 Funding – Mr. Nick Quint**

Mr. Quint advised that Resolution No. 17-25 is a housekeeping amendment involving 11 different TIP amendments, and for the most part, does not involve any changes in funding. Most of the amendments either add maintenance funding or ungroup projects, which was a request of FAMPO staff. Mr. Quint stated that there is one amendment which adds PE funding to UPC 105464 (Mudd Tavern Road reconstruction between US 1 and I-95).

There was unanimous consent from the Technical Committee members to endorse Resolution No. 17-25 with a request that it be adopted by the Policy Committee at the upcoming March meeting.

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

Mr. Agnello advised that the recent 2045 LRTP updates include the following:

- A call for 2045 candidate projects to be submitted by the localities to Nick Quint by March 22, 2017. Mr. Agnello stated that there is no need to submit FY2017-2022 or likely FY2018-2023 SYIP projects (successful Smart Scale projects).
- The 2018-2045 revenue estimates have been received from DRPT, while VDOT (for highway/bike/ped projects) is still developing theirs. As for Local Transportation Revenues, those will be requested at the upcoming LRTP AC meeting on March 30th. Mr. Agnello stated that once the estimates are received, FAMPO will request review/approval from FHWA and FTA.
- Pending FAMPO approval on March 20th for highway and/or transit components, the I-95 Phase 2 Corridor Study will be integrated into LRTP AC in April. Mr. Agnello stated that it is not too early for consideration of I-95 corridor project concepts for Phase 2 of the LRTP process.

i. I-95 Corridor Study Phase 2

Mr. Agnello stated that the I-95 Corridor Study Phase 2 is part of the LRTP process and the plan is to build on Phase 1 of the highway work. Mr. Agnello advised that study effort will use results of the state-funded GWRC Transit/TDM Study that utilized StreetLight Data (this will be completed in April of 2017). Mr. Agnello stated that he wanted to gather input from the Policy Committee regarding the scope – initial input was received at last month’s Policy Committee meeting and additional discussion will occur at the March meeting - and that he wanted to incorporate both transit/TDM and highway improvements into the study effort.

Mr. Agnello advised that the Transit/TDM portion of the study was not included in the Phase 1 effort. Some of the objectives and motivation are:

- The Fred Ex project is moving forward, which will create additional transit/TDM opportunities for the FAMPO region.
- The I-95/I-395 Transit/TDM study will create some dedicated revenues for capital and operational transit/TDM improvements in the FAMPO region beginning in FY2019.
- There's a shortage of commuter parking spaces in the Garrisonville area which warrants study.
- There's a need to rethink transit/TDM options in light of several unsuccessful I-95 corridor Smart Scale applications.
- The opportunity to utilize results of the State-funded GWRC TDM study for I-95 Phase 2 efforts – State purchased StreetLight Data that can be utilized by any entity statewide, and this data depicts trip/purpose and is a more powerful database than what was used in Phase I.

Mr. Agnello relayed that the Phase 2 Highway portion gives the region the opportunity to re-think priorities as the following developments have occurred since Phase 1 was completed:

- Atlantic Gateway (Fred Ex) initiative is moving forward.
- Concern about the “new” southern tail congestion resulting from Fred Ex and the Southbound River Crossing project.

- Concern about the northern tail congestion resulting from the Northbound River Crossing project.
- Unsuccessful Smart Scale project applications that included the Northbound River Crossing project; the Route 610 Express Lane Direct-Connect ramp; the Mine Road Park & Ride lot; and the Harrison Road widening project.

Mr. Agnello stated that the Phase 2 Highway effort will focus on the following:

- Strengthening the case for I-95 projects for the LRTP update and Round 3 of Smart Scale.
- Developing a phasing/implementation plan defining the interim steps to fully build-out the I-95 Master Plan.
- Fully understanding the operational “handshake” between Fred Ex and the River Crossing projects.
- Studying a potential express lanes extension to Massaponax.
- Better-defining of conceptual solutions south of the River Crossing projects.

Mr. Agnello advised that the Phase 2 study will re-visit alternatives based on any and all new information. This includes a potential new interchange at Harrison Road; an improved interchange operation at Exit 126; a potential new access point between Exit 126 and Thornburg; and possible improvements at Thornburg. Mr. Agnello relayed that staff will work with the LRTP Advisory Committee throughout the process.

Mr. Roseboom stated that as the I-95 Northbound River Crossing project still remains a FAMPO priority despite not receiving funding in Smart Scale, maybe consideration of smaller projects that would ultimately become a component of the larger project should be the way to proceed with Phase 2.

Mr. Agnello stated that the next steps are to finalize the scope of work based on comments received at today’s meeting and seek approval of the scope at the March 20th Policy Committee meeting. Mr. Agnello stated that study is expected to take approximately twelve months to complete, in time for Round 3 of Smart Scale and completion of the 2045 LRTP.

#### f.) Smart Scale Update – Mr. Paul Agnello

Mr. Agnello advised that approximately \$6 million designated to the Fredericksburg District, as part of the District Grant Program, has not been allocated, and Mr. Connors controls that funding. Mr. Agnello stated that the region will probably have additional projects that will be awarded as a result of this additional funding resource.

#### i. Revised Scoring Results

Mr. Agnello advised that adjustments were made to some of the Smart Scale scores around the state. The new scores were released on February 13th, and the FAMPO region had three projects that saw changes:

- I-95 NB River Crossing Project score improved from 2.45 to 2.91 (Mr. Agnello relayed that this was the largest score increase across the state; however, even with the revised scoring, the project still did not score high enough to be considered for funding).
- I-95 Exit 126, Route 1 SB onto Southpoint Parkway Project score increased from 7.05 to 7.20.
- Route 208 and Breckenridge Drive Intersection Improvements project score decreased from 15.66 to 1.43, defunding the project.

#### ii. Smart Scale Summary

Mr. Agnello advised that the I-95 NB River Crossing project met more than 1 of the project classification criteria and was in line with the VTrans 2040 plan that defined the need for the project. Mr. Agnello stated that there are some inconsistencies in the Round 2 process, and these will be addressed at an upcoming meeting with VDOT Central Office staff. Mr. Agnello stated that the congestion management category, which is the most critical measure for this region, has a weight of 45%. Mr. Agnello reiterated that the project met a VTrans 2040 need. Mr. Agnello stated that the VTrans model included both weekday and weekend traffic counts; however, the Smart Scale process only considered projects that resulted in weekday congestion concerns. Mr. Agnello estimated that in order for the project to receive a minimum score of 4.6, an additional \$50 million in leveraged funding was needed. Mr. Agnello advised that as the Smart Scale program was underfunded for Round 2, and the number of projects submitted doubled, most of the projects that were funded were smaller.

#### iii. I-95 Northbound Rappahannock River Crossing Project

Mr. Agnello advised that INRIX data compiles vehicle speeds from local transport authorities, sensors on road networks, and fleet vehicles (such as delivery vans, taxis, etc.). Mr. Agnello stated that speed data from July to November was collected on comparable roadways for comparison. A macro was identified for the free-flow speed for each of the road segments, and heat maps were created that reflected the below free-flow speeds. Mr. Agnello stated that the INRIX data, which is real data (not projected), compared the following periods:

- A.M. peak period – worst 4 hours on a Tuesday-Thursday;
- P.M. peak period – worst 4 hours on a Tuesday-Thursday;
- The worst 10 hours of traffic congestion on a Saturday;
- The worst 12 hours of traffic congestion on a Sunday.

The comparable roadways were the top three projects statewide that received the largest amount of funding:

1. Route 286 – Fairfax County Parkway;
2. I-95 in the City of Richmond/Chesterfield County; &
3. The I-64 High Rise Bridge in Hampton Roads.

#### iv. Summary of Special FAMPO Task Force for Smart Scale Input Meeting #1

Mr. Agnello advised that copies of the minutes from the Special FAMPO Task Force meeting are included in today's agenda packet. Mr. Agnello relayed that the second meeting will be scheduled in March. Mr. Agnello advised that a final re-cap of meeting goals, objectives, concerns, feedback, etc. will be compiled at the upcoming meeting and the results of both meetings will be submitted to Mr. Hap Connors, Commonwealth Transportation Board (CTB) Representative, for his presentation to the CTB at their April meeting.

**g.) CMAQ/RSTP Program Update – Mr. Paul Agnello and Mr. Nick Quint**

Mr. Agnello advised that FAMPO leveraged CMAQ/RSTP funding for 11 Smart Scale candidate projects and the scoring results are:

- 4 Projects scored and were successful
- 1 Project scored and success status is still to be determined
- 4 Projects scored and were unsuccessful
- 2 Projects were screened out from the scoring process

Mr. Agnello stated that the four successful projects resulted in \$29.5 million in Smart Scale funding being allocated to the following projects:

- Stafford VRE Station projects for Brooke & Leeland - \$22 million
- Route 208 at Hood Drive - \$4.9 million
- Twin Lakes/Kensington Bike/Ped Connector - \$1.5 million
- Lafayette Boulevard at Harrison Road - \$1.1 million

Mr. Agnello relayed that approximately 2/3 of the draft Smart Scale projects that are funded for the GWRC region are CMAQ/RSTP projects. Mr. Agnello stated this reinforces the important of leveraged funding.

Mr. Agnello advised that because CMAQ/RSTP funding is only guaranteed for the first fiscal year, staff cannot allocate 100% of the estimated funding for the remaining fiscal years because a reserve balance needs to remain on-hand should the total amount of funding change from year to year.

Mr. Agnello relayed that the allocation of FY2018-2023 CMAQ/RSTP funding needs to be obligated by late April, and the request will be submitted to the Policy Committee on April 17th for approval. Mr. Agnello stated that each FAMPO voting member (City of Fredericksburg, County of Spotsylvania, County of Stafford, PRTC & VDOT) can submit one new project. The deadline for project submissions is March 15, 2017. Mr. Quint stated that included this year is a project submission form which is like the one being provided for LRTP project requests.

Mr. Cole asked if other localities/agencies do not submit a project for consideration does this then allow another locality to submit more than one project. Mr. Agnello stated no, that each locality/entity is only authorized to submit one project. Mr. Cole also asked for clarification purposes if a locality can submit both one CMAQ project and one RSTP project. Mr. Agnello

stated that only one project per locality/entity, whether a CMAQ or RSTP project, would be accepted.

Mr. Robinson asked how this would affect an entity such as FRED. The locality for submitting a FRED project would be the City of Fredericksburg; however, a FRED project is of regional benefit to all localities within FAMPO's jurisdiction. Mr. Agnello stated that he would need to get confirmation on how projects submitted by either FRED, PRTC or VRE would be classified.

### **CORRESPONDENCE:**

None

### **STAFF REPORT:**

Mr. Agnello advised that Ms. Donley is working from home and recovering from her foot surgery. Mr. Agnello stated that Ms. Donley is doing well and hopes to be back in the office in April.

### **MEMBER REPORTS**

**County of Spotsylvania:** Mr. Cole advised that the county has approved a study on the Route 2/Route 17 Business corridor. This will be a multimodal study that will occur between Benchmark Road and the Fredericksburg City limit at Beulah Salisbury Drive.

**DRPT:** Mr. Roseboom advised that March 6<sup>th</sup> – 10<sup>th</sup> is Virginia Telework week. Mr. Roseboom relayed that DRPT hopes to have the Draft SYIP completed by April of 2017.

**FRED:** Mr. White advised that FRED will be undergoing its federal audit and review by FTA next Thursday/Friday. Mr. White relayed that results of the audit will be shared with the committee once they are available.

**VDOT:** Ms. Shropshire advised that a public informational meeting is scheduled for Tuesday, March 14<sup>th</sup> from 6-8:00 p.m. The meeting will be held at Stafford High School and is for the purpose of receiving comments on the Fred Ex project.

**VRE:** Ms. Hoeffner advised that VRE's annual customer survey will occur in May. Ms. Hoeffner stated that exact dates are unknown at this time but she will keep the committee apprised accordingly.

### **NEXT TECHNICAL COMMITTEE MEETING, APRIL 3, 2017 at 9:30 a.m. /ADJOURN**

The next Technical Committee meeting will be held on Monday April 3, 2017. The March 6th meeting was adjourned at 11:40 a.m.