



**Technical Advisory Committee (TAC) Meeting Minutes  
May 7, 2018**

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

**Members Present:**

Joey Hess, Chairman, Stafford County  
Erik Nelson, City of Fredericksburg  
Craig Pennington, Caroline County  
Doug Morgan, Spotsylvania County  
Ciara Williams, Department of Rail and Public Transportation (DRPT)  
Arnold Levine, Fredericksburg Regional Transit (FRED)  
Diana Utz, George Washington Regional Commission (GWRC)  
Stephen Haynes, Virginia Department of Transportation (VDOT)  
Sonali Soneji, Virginia Railway Express (VRE)

**Others Present:**

Paul Prideaux, Michael Baker International  
Todd Horsley, Department of Rail and Public Transportation (DRPT)  
Dave McLaughlin, Citizens Transportation Advisory Committee (CTAC)

**Staff Members Present:**

Paul Agnello, FAMPO  
Marti Donley, FAMPO  
Nick Quint, FAMPO  
Kari Barber, FAMPO  
John Bentley, FAMPO  
Colin Cate, FAMPO  
Leigh Anderson, GWRC  
JoAnna Roberson, GWRC

**CALL TO ORDER**

The Technical Advisory Committee (TAC) meeting was called to order at 9:30 a.m. by Vice-Chair, Mr. Erik Nelson.

**APPROVAL OF TAC AGENDA**

Upon request from Mr. Agnello, item 6g, US 301/Rte 207 Study Update, was moved for discussion before 6a. This request was unanimously endorsed by TAC.

**APPROVAL OF THE APRIL 9TH, 2018 TAC MEETING MINUTES**

Upon unanimous consent, the April 9th minutes were approved as submitted.

## **REVIEW OF THE APRIL 16, 2018 POLICY COMMITTEE MEETING**

Mr. Agnello advised that the FAMPO 2045 LRTP was approved. Mr. Agnello also relayed that updates were given to the Policy Committee on the I-95 Phase 2 study and the Smart Scale Round 3 application process.

### **PUBLIC COMMENT**

None

### **DISCUSSION ITEMS**

- a.) Resolution No. 18-27, Adopting the Fiscal Year 2019 Unified Planning Work Program (UPWP) – Mr. Paul Agnello

Upon motion by Mr. Nelson and seconded by Ms. Soneji, with all concurring, Resolution No. 18-27 was endorsed with a request that the Policy Committee adopt it.

- b.) VDOT Draft Six-Year Improvement Program Public Hearings – Mr. Paul Agnello

Mr. Agnello advised that the VDOT Public Hearings have begun, and the meeting for the Fredericksburg District is scheduled for Tuesday, May 8, at 4:00 p.m. Mr. Agnello relayed that the meeting will be held at the Fredericksburg-Germanna Community College site.

- c.) VAMPO/VAPDC Joint Training Conference – Mr. Paul Agnello

Mr. Agnello advised that the Joint Training Conference for VAMPO/VAPDC, which is held annually across the state, is being held in Fredericksburg this year. The meeting will be held on June 8 from 9-3 at the Fredericksburg County Club with lunch provided. Mr. Agnello stated there are 15 MPOs and 21 PDCs in Virginia. Mr. Agnello stated that 75+ planners are expected to attend. Mr. Agnello stated the transportation highlights include state & federal transportation updates, a Smart Scale panel, and a bike/ped panel.

Mr. Agnello relayed that FAMPO will be providing up to ten slots free for TAC members:

- one for each GWRC locality
- one each for PRTC and VDOT
- three at-large registrations available on a first come, first serve basis

Additional registrations are available at a cost of \$35/person. Mr. Agnello advised that registration needs to be coordinated through Marti Donley and received by close of business on May 21.

- i. Agenda – June 8, 2018

Mr. Agnello advised that a copy of the agenda for the VAMPO/VAPDC conference is included in today's agenda packet for member review.

**d.) State Transit Funding Reform – Mr. Todd Horsley, DRPT**

Mr. Horsley advised that the transit funding reform has been implemented by the General Assembly. Mr. Horsley stated that the first thing the General Assembly did was continue the annual operating and capital funds totaling 53.5% (\$153 million) to WMATA. Mr. Horsley relayed that this allocation is designated specifically and directly to WMATA and is not a new allocation.

Mr. Horsley stated that the restructured funding allocations implemented this year include 31% for statewide operating expenses; 12.5% for statewide capital expenses; and 3% (\$9 million) for special projects. Mr. Horsley relayed that these new allocations were not included in DRPT's budget previously.

Mr. Horsley also advised that the CPR bonds do not address the statewide revenue loss from the reauthorization of the bonds. Mr. Horsley stated that the current bonds were a ten-year bond period and will be expiring in 2019. Mr. Horsley relayed that a one-time \$50 million reauthorization for the federal match required for the PRIIA grants was implemented. Ms. Soneji asked if the PRIIA bonds can be extended and reauthorized. Mr. Horsley advised that this request has been made to the federal representatives; however, to date, no action/response has been received.

Mr. Horsley advised that the statewide transit capital prioritization plan has been approved and will become effective July 1, 2019 which will then be applicable to FY2020 funding allocations. Mr. Horsley stated that FRED, PRTC and VRE will be affected in the Fredericksburg Region. Mr. Horsley relayed that the federal agencies are moving forward to funding State of Good repair projects. Mr. Horsley advised that funding would also be allocated to minor enhancement projects or major expansion projects. Mr. Horsley stated that the major expansion projects will be utilizing the Smart Scale guidelines and criteria for determining project priorities, including scoring on congestion mitigation, economic development, accessibility, safety, environmental quality & land use. Mr. Horsley advised that WMATA is exempt from this process.

Mr. Horsley advised that the new guidelines need to be in place by December 2018 and will contain the following four prioritization principles: program priorities (to reduce backlogs and to maintain a state of good repair); match rate (single rate for all assets at 68%, with a 32% match); program structure (to separate funding for state of good repair, minor enhancements and major expansion projects); and to have the plan be transparent.

Mr. Levine stated that initially FRED stayed out of the regional allocation process, but they have now opted in. Mr. Levine stated that FRED has an excellent record of implementing state of good repair initiatives and asked if FRED would now be penalized when compared to other regions that have not shown positive steps in this direction. Mr. Levine stated that FRED had been advised that they would not be penalized. Mr. Horsley stated this is being reviewed by the Transit Service Delivery Advisory Committee (TSDAC) and to date, no feedback has been provided.

Mr. Horsley stated that transit agencies will be required to submit an urban transit strategic plan every five or six years, and these will be applicable to FRED and VRE. Mr. Horsley stated entities will submit either a TDP (every 5 years) or a TSP (every 6 years). Mr. Horsley also advised that VRE will be exempt from the plan being implemented every 5 years. Mr. Levine asked when the FY2019

allocations would be available. Mr. Horsley stated these allocations are already released and available on the website.

Mr. Horsley stated the plan guidelines will include the following items: assessment of state of good repair needs; review of performance of fixed-route bus services; evaluation of opportunities that will improve operating efficiency of the transit network; examination and identification of opportunities where shared services with multiple transit providers overlap; and examination of opportunities to improve service within the underserved rural areas.

- e.) Resolution No. 18-28, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Adjust Various Department of Rail and Public Transportation (DRPT) Grants – Mr. Nick Quint

Mr. Quint advised there have been three adjustments and three amendments to the FY2018-2021 TIP. Upon motion by Mr. Nelson and seconded by Morgan, with all concurring, Resolution No. 18-28 was endorsed with a request the Policy Committee adopt it.

- f.) CMAQ/RSTP Funding Trends: 2006 to 2024 – Mr. Nick Quint

Mr. Quint advised that per request from the Policy Committee, staff was asked to review the funding trends in CMAQ/RSTP budgets over the last several years to see if/how they changed. Mr. Quint advised that staff completed a trend for a 15-year period, from FY2006 to FY2024. Mr. Quint stated that the budget is subject to change beyond FY2020.

Mr. Quint relayed that the trend showed that in FY2010 there was an increase in CMAQ/RSTP funding because of unspent surplus monies that were re-allocated by VDOT. In FY2013, there was another spike due to adjustments resulting from the 2010 Census. These adjustments were incorrect, so VDOT changed them the following fiscal year.

Mr. Quint advised that even though funding allocations for FY2019 have been released, some changes could still occur in July based on cost estimates being amended from VDOT to better position projects for consideration in the Smart Scale process.

- g.) US 301/Rte 207 Study Update – Mr. Paul Prideaux, Baker International

Mr. Prideaux advised that they are finalizing a 42-mile corridor study for US 301/Rte 207 in King George and Caroline counties. Mr. Prideaux advised the study was requested by VDOT and public meetings have been held over the last several weeks. Mr. Prideaux stated that VDOT has a new statewide program called the Arterial Preservation Program. Mr. Prideaux stated that the US 301/Rte. 207 corridor is one that meets the criteria within the Arterial Preservation Program.

Mr. Prideaux advised that Virginia's arterial roads have become "main streets" for local growth patterns. Mr. Prideaux stated that placing direct access and traffic signals at every business or residential area has added to the congestion on the primary roads.

Mr. Prideaux stated that use of the arterial roads has served the local economy with tax revenues; however, over time, the expenses of safety, capacity and mobility have been affected. Mr. Prideaux

stated this does matter for preparing for future traffic and economic development projects as it will reduce the need for expensive and disruptive “retrofit” projects.

Mr. Prideaux relayed that the corridor is anticipated to see additional commercial and residential developments, resulting in more demand and greater traffic congestion. With the widening of the Harry Nice Bridge, daily traffic is expected to double.

Mr. Prideaux stated the Arterial Preservation Program will be able to make the arterial roadways more efficient and safer by implementing smaller improvement projects and utilizing access management. Mr. Prideaux advised access management involves the location, re-location, spacing & design of driveways, medians, median openings, traffic signals, etc. Mr. Prideaux stated the number of conflict points are limited, which reduces the number of median openings needed.

Mr. Prideaux stated that innovative intersections improve safety, reduce delays & increase efficiency and can reduce delays and crashes by as much as 50%. Mr. Prideaux stated this concept is also known as alternative, non-traditional, unconventional & reduced-conflict designs.

Mr. Prideaux advised the study area goes from the Potomac River at the Harry Nice Bridge in King George County to the Carmel Church area in Caroline County. Mr. Prideaux relayed the stakeholders’ working group consists of the following entities: FAMPO, VDOT, Caroline County, King George County, Department of Defense; and the towns of Bowling Green & Port Royal.

Mr. Prideaux stated that the key challenges are: safety concerns (lack of adequate shoulders & poor sight distance in certain locations); operational challenges (high number of crossovers & new signals – too many within specific number of miles; weekend congestion near Nice Bridge; & weekday congestion near military facilities); and future traffic growths (continued development, widening of Nice Bridge & diversion to 301/207 as construction occurs along I-95).

Mr. Prideaux stated that the current 2016 traffic data shows there are 8,000 vehicles utilizing this corridor today, and it is expected to more than double to 26,000 vehicles daily over the next 25 years. Mr. Prideaux stated that there are currently 81 crossovers and 37 intersections along the 42-mile corridor. Mr. Prideaux stated that every location within the 42 miles was studied. Mr. Prideaux stated that no recommendations are being presented; the study is for stakeholder informational purposes only.

Mr. Prideaux stated that the study should be finalized and completed by month-end. The study is being presented as a master plan of ideas and alternatives. Mr. Prideaux stated that as development continues to occur, VDOT and the localities can work together to determine the most-needed improvements along the corridor. The entities can work together to implement improvements and determine where potential funding could be obtained.

Mr. Nelson asked if the study recommended removing existing lights. Mr. Prideaux replied that no lights were removed; however, many were modified to make them more efficient.

Mr. Agnello asked if the innovative intersection concept is a new idea. Mr. Prideaux stated the concept has been around the world for decades and currently is in place in much of the Northeast, Maryland and North Carolina.

**h.) I-95 Phase 2 Highway Study Update – Mr. Paul Agnello**

Mr. Agnello advised that recent activity on the I-95 Phase 2 Highway Study has resulted in further investigation of the four new or modified interstate access points. Mr. Agnello stated that revised traffic forecasting and operational analysis has been completed to determine deficiencies. Mr. Agnello stated that data has been tested for remaining chokepoints and unexpected consequences for 2030 and 2045.

Mr. Agnello advised that the study team is testing four new or modified I-95 access scenarios at the following locations and these will be presented to the Policy Committee at their May meeting:

- MP 131 (Central Park) – new full interchange access
- MP 128 (Harrison Road) – new full interchange access
- Exit 126 (Rte 1/Rte 17) – new improved access
- MP 124 (Alexander’s Crossing) – new full interchange access

**i. Regional Smart Scale Candidate Projects – Paul Agnello**

Mr. Agnello advised that we are in the middle of the application process and all projects need to be submitted by June 1st. Mr. Agnello relayed that the June 1st deadline is critical, and projects will not be accepted after that date.

Ms. Soneji advised that VRE is also preparing to submit potentially two applications for Smart Scale Round 3. Ms. Soneji stated that the recommendations are being submitted to the VRE Board on May 18, and she will provide follow-up to TAC at the June meeting.

Ms. Soneji stated the projects are:

1. Fredericksburg Line expansion project – this project will be smaller than the one submitted last round – will include an expansion of the Leeland Road parking lot, platform improvements at the Woodbridge station and rolling stock for 5 new rail cars
2. Broad Run Park & Ride Lot – this project may be removed from Round 3 Smart Scale process

Mr. Agnello advised that the budget received in March is still current; however, it is still subject to change. Currently, the budget is \$940 million (split evenly between the Statewide High Priority and District Grant programs). There will be \$32-34 million available for the Fredericksburg District Grant program.

Mr. Agnello advised that on May 14, FAMPO will be hosting a Smart Scale Regional Forum, and on May 21 the Policy Committee will be taking action on the regional Smart Scale projects.

**1. Regional Smart Scale Priorities Workshop – May 14,2018**

Mr. Agnello advised that included in today’s agenda packet is the agenda for the Regional Smart Scale Priority Workshop that will be held on May 14 at the VDOT Fredericksburg District Auditorium from 6-8 p.m. Mr. Agnello advised that Mr. Chad Tucker with VDOT Central Office will be making a Smart Scale presentation during the meeting.

## **CORRESPONDENCE**

In packet & self-explanatory

## **STAFF REPORT**

Mr. Agnello advised that final interviews will be held later today regarding Ms. Donley's position. Mr. Agnello advised that Ms. Donley is retiring at the end of June and FAMPO thanks her for all her efforts. Mr. Agnello advised that the new staff member will hopefully be on board by June 1.

## **MEMBER REPORTS**

DRPT: Ms. Williams advised the May 10 TSDAC meeting will be webinar-based. Ms. Williams relayed that the SYIP will be submitted for approval in May. Also, May 18 is Bike to Work Day. Ms. Williams stated her previous position has been posted, as well as two other planning positions in the Richmond office. Ms. Williams stated these job postings are listed on the DRPT website.

FRED: Mr. Levine advised that tomorrow night a public hearing will be scheduled in Caroline County for making changes to the existing FRED service in the County. Mr. Levine stated that FRED's Transit Development Plan has been completed and a briefing will be presented to the Fredericksburg City Council on May 22.

VDOT: Mr. Haynes advised that to date, VDOT has received 19 Smart Scale applications district-wide. Mr. Haynes relayed that currently zero have been initiated from Caroline County; however, as a result of the Rt. 301/207 study being completed, VDOT expects to receive at least one project from Caroline. Mr. Haynes stated that FAMPO has created one project; the City of Fredericksburg has created four projects; King George County has created four projects but have not submitted them to date for VDOT review; Spotsylvania County has to date not submitted any projects for review; & Stafford County has also submitted four. Mr. Haynes stated that he and other VDOT staff are available to provide assistance to any locality who may need it to ensure the best projects are submitted that could likely be selected to receive funding.

VRE: Ms. Soneji advised that the second VRE workshop meeting is scheduled to occur on June 5th from 9:00 a.m. to 12:00 noon. Ms. Soneji stated more information will be forwarded to TAC members.

## **ADJOURN**

The Technical Advisory Committee meeting adjourned at 11:32 a.m. The next meeting is scheduled for June 4, 2018 beginning at 9:30 a.m.