



**FAMPO Technical Committee Meeting Minutes
May 9, 2016**

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Members Present:

Mr. Dan Cole, Chair, County of Spotsylvania (In at 9:45)
Mr. Bassam Amin, City of Fredericksburg
Mr. Erik Nelson, City of Fredericksburg
Mr. Jack Green, County of King George
Mr. Joey Hess, County of Stafford (In at 9:12)
Mr. Tim Roseboom, Department of Rail and Public Transportation (DRPT)
Mr. Rodney White, Fredericksburg Regional Transit (FRED)
Ms. Cynthia Porter Johnson, Potomac and Rappahannock Transportation Commission (PRTC)
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)
Ms. Nutan Pande, Virginia Department of Transportation (VDOT)
Ms. Sonali Soneji, Virginia Railway Express (VRE)

Others Present:

Ms. Doris McLeod, Department of Environmental Quality (DEQ)
Mr. Todd Horsley, Department of Rail and Public Transportation (DRPT)
Mr. Dan Grinnell, Virginia Department of Transportation (VDOT)
Mr. Jim Ponticello, Virginia Department of Transportation (VDOT)
Mr. Rupert Farley, Citizen

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Lloyd Robinson, FAMPO
Ms. Marti Donley, FAMPO
Mr. Daniel Reese, FAMPO
Mr. Nicholas Quint, FAMPO
Ms. Fiona Curtis, FAMPO
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 9:02 a.m. by Vice-Chair, Mr. Nelson.

APPROVAL OF TECHNICAL COMMITTEE AGENDA

The May 9th FAMPO Technical Committee agenda was approved, with a request from Mr. Agnello that Item #6F be moved for presentation after Item #6B.

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES OF APRIL 11, 2016

The minutes from the April 11, 2016, Technical Committee meeting were accepted as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING ON APRIL 18, 2016

Mr. Agnello advised that the Policy Committee minutes are included in today's agenda packet.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

a.) Discussion of Possibly Changing FAMPO Technical Committee Meeting Date/Time - Mr. Paul Agnello

Mr. Agnello advised that the Policy Committee has requested that they receive meeting materials earlier and the bylaws state seven days in advance of the scheduled monthly meeting. Mr. Agnello stated that in order to accommodate this request, that consideration of changing the monthly Technical Committee meeting dates earlier needs to be addressed. Mr. Agnello stated that staff recommendation is to schedule the Technical Committee meetings for the first week of each month instead of the second week. Mr. Agnello advised that staff would accommodate the Technical Committee if a meeting day other than a Monday works better. There was committee consensus that the first Monday/Tuesday of each month works better than either a Wednesday/Thursday/Friday. Mr. Agnello stated that as some members were not in attendance today that he would email everyone for concurrence, but tentatively beginning in July, the Technical Committee meetings will move to the first Monday of each month. (Mr. Agnello stated that for the upcoming June meeting, this meeting will meet on the second Monday of the month as already scheduled).

b.) May Transportation Update – Mr. Paul Agnello

Mr. Agnello advised that the spring public meeting for the Fredericksburg VDOT District is scheduled for May 10th at 5:30 p.m. The meeting will be held at the Germanna Community College Spotsylvania Campus. Mr. Agnello stated that as the Draft Six Year Improvement Program (SYIP) release date is not until May 17th, the May 10th meeting will be to accept feedback on the Draft HB2 funding plan. Mr. Agnello stated that the deadline for submitting comments on the SYIP ends on May 27th, so there will be time to provide comment from when the plan is released on the 17th to when it closes on the 27th.

Mr. Agnello advised that staff is now in receipt of the Congestion Mitigation and Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP) funding allocations for the FY 2017-2022 and that there was a significant decrease in CMAQ funding but a significant increase in RSTP funding. Mr. Agnello advised that Mr. Reese would be discussing this in greater detail later in the meeting.

In regard to the I-95 Phase 1 Corridor Study, Mr. Agnello stated that draft results should be available by the June Technical Committee meeting and that the second round of locality meetings are planned

to occur in May. Mr. Agnello stated that May 18th is the deadline for staff to receive candidate projects for both the 2040 CLRP amendments and for the New Regional Economic Development Plan.

c.) Discussion of Resolution 16-31 Transportation Improvement Program (TIP) Amendment for UPC 105463 – Mr. Paul Agnello

Mr. Agnello advised that Resolution 16-31 was already approved by the FAMPO Policy Committee at the April 16th meeting and is included in today's agenda packet for informational purposes only. Mr. Agnello relayed that a TIP amendment was required for the Mudd Tavern Road project in Spotsylvania County. Mr. Agnello stated that the original resolution was for right-of-way only and it actually should have been for right-of-way and construction.

d.) Resolution 16-32, Adopting the FY2017 Unified Planning Work Program (UPWP) – Mr. Paul Agnello

Mr. Agnello stated that Resolution 16-32 is for adoption of the FY2017 Unified Planning Work Program (UPWP). Mr. Agnello advised that a public hearing and public comment period began on April 20th and will end on May 19th. Mr. Agnello relayed that to date, we have received one requested change from FHWA and this request was to include start and end dates to the projects included. Mr. Agnello advised that staff has amended the UPWP as requested.

There was committee concurrence for endorsement of Resolution 16-32, with a request that it be adopted by the FAMPO Policy Committee at the upcoming May 16th meeting.

e.) State Presentation on Air Quality Conformity Updates – Ms. Doris McLeod, Department of Environmental Quality (DEQ)

Ms. McLeod with DEQ provided an air quality update for the Fredericksburg region. Ms. McLeod advised that ozone is an air pollutant that is a lung irritant formed within the atmosphere. Ms. McLeod stated that this is mainly a summertime pollutant and the primary component comes from smog. Ms. McLeod stated that ozone levels are heavily regulated and monitored by the Clean Air Act.

Ms. McLeod advised that the ozone requirement levels are established by the Federal Government and the ratings from 2015 have a standard rate to meet that is 0.070 ppm averaged over an eight-hour period. Ms. McLeod provided ozone history for the Fredericksburg area which is as follows:

- 1991 – the most impacted county within the Fredericksburg region was Stafford County – As Stafford was a part of the Washington, DC conformity area the region received a fail grade.
- 1997 – the 2004 results assesses this region as being a moderately nonattainment area. At this time, Stafford County became a part of the ratings assigned to the City of Fredericksburg and Spotsylvania County. Due to air quality improvements made within the region, in 2006 the Fredericksburg region was re-designated and classified as an attainment area.
- 2008 – the 2012 results showed that the Fredericksburg region was a designated attainment area. In 2013, ozone advance action plans were submitted by the City of Fredericksburg and the Counties of: Caroline, Spotsylvania and Stafford.

- 2015 – the 2017 designations for the Fredericksburg area are currently projected to be an attainment area. Ms. McLeod stated that there are two ozone monitoring stations within the region; one in Stafford County and one in Caroline County. The results currently show that Caroline County has a rating of 62% and Stafford County a rating of 63% so the region again should be classified as an attainment area.

Ms. McLeod advised that the region has created two ozone advance action plans; one that is applicable to the City of Fredericksburg and to Spotsylvania and Stafford counties; and the second one that applies to Caroline County.

Ms. McLeod stated that this region has implemented advance action plan control programs which have played a large factor in the region reaching and sustaining an attainment classification. Ms. McLeod stated that some of the programs that have been implemented include things such as: GWRideConnect, CMAQ projects, A.P. Hill sustainability programs, DMME Energy Efficiency programs, Virginia Clean Cities EV programs, and VDEQ-RapidPass program (RapidPass program is now established in Stafford County). Ms. McLeod stated that this region is fortunate in that it does not have large industries or large power stations that cause ozone levels to escalate.

f.) Department of Rail and Public Transportation (DRPT) Update on I-95/I-395 Study Process – Mr. Tim Roseboom and Mr. Todd Horsley, DRPT

Mr. Todd Horsley provided an update on the I-95/I-395 Study Process. Mr. Horsley advised that the regional express lane network includes six fully-funded projects. Mr. Horsley stated that four of the projects will occur along the I-95 corridor and two will be on I-66. The two projects for I-66 are outside of the beltway projects. Mr. Horsley relayed that all beltway projects inside the beltway at this time are expected to be funded with both private/public funds. Mr. Horsley stated that, if approved, a seventh project would be included. This project is for express lanes to Fredericksburg and is currently unfunded; however, funding has been applied for.

Mr. Horsley stated that by 2021 there is to be an 84-mile seamless network of express lanes that will provide for faster and more reliable trips for single occupancy drivers, carpoolers, and transit vanpool users in Northern Virginia. The express lane projects currently planned are:

- I-95 Express Lanes (operational) with a 2-mile southern extension
- I-495 Express Lanes (operational)
- I-395 Express Lanes Northern Extension (planned)
- Transformation of I-66 – inside the beltway (planned)
- Transformation of I-66 – outside the beltway (planned)

Mr. Horsley stated that the goal of the network is to maximize person throughput versus vehicular throughput. Guaranteed funding from toll revenues will be spent on multimodal solutions in Northern Virginia. The benefits of these multimodal improvements include: improved mobility along the corridors; new and diverse travel options; and enhanced transportation safety and travel reliability.

Mr. Horsley stated that the amount of the annual transit investment has not yet been determined; however, a guaranteed annual transit investment payment from the new I-395 Express Lane toll

revenues will be submitted to the Commonwealth. This revenue is for multimodal improvements along the I-95 and I-395 corridors. Mr. Horsley stated that the preliminary estimates of the revenues to be received will be available in September of 2016. Mr. Horsley advised that the annual transit investments will escalate annually and the funding generated will come from revenues on the new I-395 Express Lanes only.

Mr. Horsley advised that the DRPT has been designated as the lead in the development of the new I-95/I-395 Transit/Transportation Demand Management (TDM) study in coordination with the stakeholders. Mr. Horsley stated that the five original stakeholders included: Alexandria, Arlington, Fairfax, Northern Virginia Transportation Commission (NVTC) and PRTC. Mr. Horsley stated that the stakeholders committee has now been expanded to include representation from the following: City of Fredericksburg, Prince William County; Spotsylvania County; Stafford County and VRE.

Mr. Horsley stated that the study will identify transit services and TDM enhancement programs that could be funded by the Annual Transit Investment revenue payments the Commonwealth will receive. The stakeholder group will not be making the decisions on projects that will be funded by the Annual Transit Investment payments. The Commonwealth will make future determinations on who will ultimately make decisions on projects that will be funded by the Annual Transit Investment revenues.

Mr. Horsley advised that projects that are eligible for funding are those that increase mobility and person throughput along the I-95 and I-395 corridors and the project must benefit those paying tolls along the I-395 corridor.

Mr. Horsley stated that the types of projects that would be eligible for funding would include new bus and rail services, new and improved park and ride lots, and new TDM program enhancements. Mr. Horsley advised that the study area will extend the entire length of the I-95/I-395 network of Express Lanes from Arlington to Stafford. Mr. Horsley advised that the study will include parallel commuting corridors, routes and multimodal transportation. Mr. Horsley stated that Cambridge Systematics will serve as the consultant, and the task order was signed in April with a study completion date of December, 2016.

Mr. Horsley stated that the next stakeholder meeting will be held on May 24th in Fredericksburg at the VDOT District Office. Public outreach will begin during the summer and end in the fall/winter time frame. A draft report of the study findings will be provided by November 15th, with a final report due by December 15th.

Mr. Robinson asked if the Annual Transit Investment funds apply to both capital and operating expenses. Mr. Horsley advised that it can be applied to both; however, it is likely that a cap will be applied to the capital expenses. Mr. Horsley stated that this percentage amount has not been finalized to date; however, in reference to the I-66 project, a 20% allocation to capital funds has been designated. Mr. Horsley stated that DRPT will come back late this year with updates to the study.

g.) Update of FY2017-2022 Congestion Mitigation and Air Quality Improvement (CMAQ)/Regional Surface Transportation Program (RSTP) Process – Mr. Daniel Reese

Mr. Reese advised that the draft CMAQ/RSTP budgets for FY2017-2022 were received on April 18th. The resolution was adopted approving allocations for the FY2017-2022 year by the FAMPO Policy Committee on April 18th.

Mr. Reese advised that the funding allocations to the CMAQ budgets were less than anticipated; however, the projected RSTP budgets were greater than anticipated. Mr. Reese stated that the revised changes were made following the April Policy Committee meeting for preparation for inclusion of the funds into VDOT's SYIP.

Mr. Reese advised that staff reallocated the funding and all projects that were already fully funded remained fully funded. Even though the funding changed from fiscal year to fiscal year the overall funding allocated to projects either stayed the same or increased. Mr. Reese stated that VDOT requested that phases of projects become fully funded with any remaining funding allocations.

Mr. Reese advised that at least one phase of each of the seven operational study projects was fully funded, and a contingency fund was created including ~\$200,000 in RSTP and ~\$150,000 in CMAQ. The majority of the contingency funds will be allocated once the results of the operational studies are known. The seven operational studies are for the following projects:

- Roundabout for Lafayette @ Kenmore/Charles Street
- Butler Road widening from 2 to 4 lanes
- Route 628 Intersection improvements
- Beulah/Salisbury Drive Intersection improvements (this is a new project submitted by the City of Fredericksburg)
- Route 208 – Courthouse Road/Route 636 Intersection improvements
- Harrison Road and Lafayette Boulevard for turn lane improvements (new project)
- Courthouse Road and Breckenridge Drive Intersection improvements (new project)

Mr. Reese stated that staff anticipates hearing back from VDOT regarding the operational studies in late May/early June and will make changes to funding allocations as necessary. Each of the seven projects will be fully funded for at least one project phase.

h.) Resolution 16-33, letter, TIGER Grant application for the Commonwealth of Virginia's Atlantic Gateway Program – Mr. Paul Agnello

Mr. Agnello advised that Resolution 16-33 is an endorsement of the TIGER grant application being submitted by VDOT for the Atlantic Gateway Program. Upon motion by Mr. Nelson and seconded by Mr. Roseboom, with all in concurrence, resolution 16-33 was endorsed with a recommendation that it be adopted by the Policy Committee at the upcoming May 16th meeting.

i.) Update on HB2 Preparations – Mr. Paul Agnello

Mr. Agnello advised that staff is preparing for the next round of HB2 and the next Constrained Long Range Plan (CLRP) update. Mr. Agnello stated that staff is working on how to best position the region's projects so that the project scores assigned can potentially rank higher than some did in round one of the HB2 project application process.

Mr. Agnello stated that for round two of the HB2 process, that the Virginia MPO's have been advised that any large statewide project also be included within that MPO's CLRP. Mr. Agnello stated that the localities are also encouraged to include projects for HB2 consideration within their comprehensive plan, whether the project is a large or small one.

Mr. Agnello stated that for FAMPO's CLRP, all statewide high priority candidate projects within the City of Fredericksburg, and the Counties of Spotsylvania and Stafford need to be fiscally constrained. However, projects in the Counties of Caroline and King George are not fiscally constrained.

Mr. Agnello advised that some regions that had higher scores for round one of the HB2 process received credit for having their projects in a Regional Economic Development Plan. Mr. Agnello stated that staff is preparing a Regional Economic Development Plan for the FAMPO region for round two of the HB2 process. Mr. Agnello advised that the Regional Economic Development Plan is not fiscally constrained. Mr. Agnello advised that the local comprehensive plans are also not fiscally constrained. The goal for completion of these preparations is by June/July and staff will be coordinating efforts with the localities to gather the necessary information.

Mr. Agnello relayed that staff is reviewing the existing projects in FAMPO's 2040 CLRP and a planned amendment is expected to be available for review in either June/July. Staff will also be removing any projects that are no longer planned for moving forward. Staff will be including any new and committed projects that will be included in the Draft FY2017-2022 SYIP and possibly any new projects to be added that are subject to fiscal constraints. Mr. Agnello stated that the deadline for submitting new candidate projects that would amend the existing 2040 CLRP is May 18th. Mr. Agnello relayed that the points of contact for submission of new projects are Mr. Danny Reese and Mr. Nick Quint. Mr. Agnello stated that to date, no new projects have been submitted.

Mr. Agnello stated that candidate projects for FAMPO's next CLRP for the 2045 horizon year do not need to have committed funding allocated in order for the project to be considered. Mr. Agnello advised that inclusion into the CLRP would be subject to prioritization and fiscal constraints. Mr. Agnello relayed that the points of contact for submitting any 2045 CLRP project are Mr. Reese and Mr. Quint, and the deadline for submittal is May 31st.

Mr. Agnello stated that for round two of the HB2 project process considerations, a Regional Economic Development Plan will be submitted in order for the region to receive additional credit in the project selection process. Mr. Agnello relayed that a draft Regional Economic Development Plan is included in today's agenda packet. Mr. Agnello stated that the intent of the Regional Economic Development Plan is to develop a plan that has goals consistent with those already developed by GWRC/FAMPO, the jurisdictions, and the Fredericksburg Regional Alliance (FRA). Mr. Agnello stated that projects in this plan are not fiscally constrained and the project list will include all projects that are currently in the 2040 CLRP and any committed projects that are in the Draft 2017-2022 SYIP. Mr. Agnello stated that the deadline for projects to be considered in the Regional Economic

Development Plan is May 18th and again any project submissions need to be forwarded to Mr. Reese and Mr. Quint. Mr. Agnello requested that the Technical Committee review the draft goals for the Regional Economic Development Plan and provide comments to Mr. Quint by May 23rd.

Mr. Agnello stated that the localities' HB2 candidate projects need to be determined by August 1st. Mr. Agnello stated that staff will be working with each of the localities to ensure that any potential HB2 candidate projects are also included in the specific locality's comprehensive plan. Mr. Agnello reiterated that maximizing project scores by including projects in the Regional Economic Development Plan can make a significant difference in the Economic Development score a project receives. Based on the last round of HB2 project scores, a project specifically mentioned in a local comprehensive plan received full credit; a project consistent with the local comprehensive plan received half credit; and a project inconsistent with the local comprehensive plan received no credit.

j.) Draft Results from I-95 Phase 1 Corridor Study – Mr. Paul Agnello

Mr. Agnello advised that six alternatives have been modeled. Alternative 1 is the base-line no-build alternative. This alternative includes the I-95 Express Lane extension; a fourth southbound general purpose lane in segment 2; reconstruction of Courthouse Road widening project (Exit 140); the I-95 southbound Rappahannock River Crossing Collector-Distributor (CD) lane project; and the Route 3 interchange Highway Safety Improvement Program (HSIP) project.

Mr. Agnello stated that Alternative 3C is the bi-directional general purpose widening project. This alternative widens I-95 in the general purposes lanes in both directions and results in one additional lane of capacity. This alternative would occur between Exit 126 and the new Express Lane extension south of Exit 143. This alternative would utilize the full-depth inside shoulders between mileposts 138 and 145 in both directions, to help minimize costs.

Mr. Agnello advised that Alternative 4 (the northbound Rappahannock River Crossing project) is the only one that has not changed. This project would construct CD lanes in the northbound direction from Exit 130 to Exit 133. The CD lanes would also serve as a companion to the southbound CD lanes that are a part of the future No-Build alternative. There are no new access points assumed as part of this alternative. The specific functional details of this northbound CD lane alternative are described in the Interchange Modification Report. This alternative will include implementation of a directional flyover that will serve the Route 3 eastbound to I-95 northbound CD lane movement.

Mr. Agnello relayed that Alternative 7A has been requested by the Spotsylvania Board of Supervisors and would provide new access points at both the Harrison Road and Courthouse Road interchanges. This alternative will provide north-facing connections with Harrison Road and Courthouse Road. This alternative includes a southbound off-ramp and a northbound on-ramp but no southbound on-ramp or northbound off-ramp. This alternative requires CD lanes in both directions between Exit 130 and the two new access points at Harrison/Courthouse. The CD lanes will not extend south of Courthouse Road, but the southbound deceleration lane going to Exit 126 would be lengthened. All elements of Alternative 4 are also included in this alternative. Alternative 7A would result in the widening of Harrison Road to four lanes east of I-95 and possibly more than four lanes west of I-95. There is no significant widening of Courthouse Road being assumed as part of this alternative.

Mr. Agnello advised that Alternative 9A is the reversible Express Lane extension to Route 3. This alternative also includes the elements described in Alternative 4. This alternative will also include a

north-facing direct connection point from the Route 610 corridor to the I-95 Express Lanes. The Express Lane access assumptions are consistent with those included in FAMPO's current CLRP.

Mr. Agnello stated that Alternative 11 is the reversible Express Lane extension to Route 17. This alternative will have reversible express lanes south of Exit 143 to south of Exit 133. This alternative also includes the elements described within Alternative 4. This alternative also includes a north-facing direct connection point from the Route 610 corridor to the I-95 Express Lanes. The Express Lane access assumptions are consistent with those included in FAMPO's current CLRP.

Mr. Agnello stated that VDOT has requested modeling data be performed that depicts the weekend travel. VDOT stated that the preliminary data shows that a general purpose lane widening is better than Express Lanes on the weekends; whereas Express Lanes are probably better for the commuters during the week.

Mr. Agnello stated that Alternative 3C is the only alternative that covers the entire I-95 corridor. Mr. Agnello relayed that the current study work has shown that Alternatives 9A and 11 are the highest performing alternatives in throughput and delay for both AM and PM. Alternative 3C is also effective but due to the design, this alternative would provide only one new lane of capacity in any peak direction during any peak time. Mr. Agnello relayed that Alternatives 4 and 7A are valuable in the segments where they exist but they are penalized by the fact that they do not include improvements to the northern segments and thus result in built-in choke points.

Mr. Agnello stated that when focusing on the combination of I-95 and US 1, there is less differentiation between the alternatives from a person-movement standpoint and more from a delay reduction standpoint. Mr. Agnello relayed that alternatives 9A and 11 still continue to perform the best.

Mr. Agnello stated that the Advisory Committee will need to select two alternatives for further study by May 12th. Mr. Agnello stated that possibly two hybrid alternatives will be the final outcomes submitted. These are Alternative 3C7A and Alternative 7A11.

Mr. Agnello relayed that Alternative 3C7A is the general purpose widening project, the northbound Rappahannock River Crossing project, CD lanes, and new access points at both Harrison Road and Courthouse Road. Mr. Agnello advised that Alternative 7A11 would be for express lane extension to Exit 133, the northbound Rappahannock River Crossing project, CD lanes, and new access points at Harrison Road and Courthouse Road with CD lanes.

Mr. Agnello stated that outreach to the three FAMPO committees will occur in May (Tech on May 9th; CTAG on May 11th and Policy on May 16th), and staff will have meetings with the localities by month-end. The next Advisory Committee meeting will be scheduled for late May/early June

CORRESPONDENCE

In packet and self-explanatory

STAFF REPORT

Mr. Agnello stated that staff is glad to have Marti Donley back.

MEMBER REPORTS

DRPT: Mr. Roseboom stated that the 5303 grant applications were received by DRPT on time and that the SYIP should be adopted at the upcoming June CTB meeting.

VRE: Ms. Soneji stated that VRE has completed a customer service survey and they will be having upcoming events over the next several months. Ms. Soneji stated that a new customer service survey that will now include feedback from the new Spotsylvania Station is scheduled to take place on June 8th.

Spotsylvania County: Mr. Cole advised that Spotsylvania County is in the process of revising its comprehensive plan to better position the County for the upcoming round of HB2.

NEXT TECHNICAL COMMITTEE MEETING, JUNE 13th, 2016/ADJOURN

The next Technical Committee meeting will be held on Monday June 13th at 9:00. The Technical Committee meeting for May 9th was adjourned at 11:15 a.m.