



**Technical Advisory Committee (TAC) Minutes
June 04, 2018**

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Members Present:

Joey Hess, Chairman, Stafford County
Erik Nelson, City of Frederickburg
Bassam Amin, City of Frederickburg
Dan Cole, Spotsylvania County
Doug Morgan, Spotsylvania County
Ciara Williams, Department of Rail and Public Transportation (DRPT)
Rodney White, Frederickburg Regional Transit (FRED)
Diana Utz, George Washington Regional Commission (GWRC)
Chuck Steigerwald, PRTC (Remote Call-In)
Stephen Haynes, VDOT
Sonali Soneji, VRE

Others Present:

Sonya Lewis-Cheatham, DEQ
Doris McLeod, DEQ
Tim White, Kimley-Horn
J. Bradley Hudson, King George County
Bryon Counsell, Stafford County
Susan Gardner, VDOT
Dan Grinnell, VDOT
Jim Ponticello, VDOT
Chris Salzand, VRE
Reinaldo Germano, VRE

Staff Members Present:

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

Call to Order

The Technical Advisory Committee meeting was called to order at 9:52 a.m. by Chair, Mr. Joey Hess.

Approval of Technical Advisory Committee (TAC) Agenda

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, the June 4 TAC agenda was approved as submitted.

Approval of TAC Meeting Minutes of May 7th, 2018

Upon motion by Mr. Cole and seconded by Mr. Nelson, with all concurring, the minutes from the May TAC meeting were approved as submitted.

Review of May 21, 2018 Policy Committee Meeting

Mr. Agnello advised a presentation was given by DRPT on the latest transit reform updates. Mr. Agnello stated the Smart Scale projects and project list applications to be submitted by the region were approved. Mr. Agnello relayed an update was given on the I-95 Phase 2 Highway Study and this update will also be given to the TAC at today's meeting.

Public Comment – None

Discussion Items

a.) Fiscal Year 2019 Election of Officers – Paul Agnello

Mr. Agnello advised the regular rotation for TAC officers will fall to Spotsylvania County as Chair; City of Fredericksburg as Vice-Chair; and County of Stafford as 2nd Vice-Chair. Mr. Agnello advised the recommendations are as follows: Dan Cole, Erik Nelson & Joey Hess.

Upon motion by Ms. Soneji and seconded by Mr. Morgan, with all concurring, the slate of officers for FY2019 were approved as submitted.

b.) Air Quality Conformity Update – Paul Agnello

Mr. Agnello advised that at the May Policy Committee approval was given to appoint the FAMPO Technical Advisory Committee to approval submittals to FHWA for the FY2018-2021 TIP and 2045 Air Quality Conformity Report on the Policy Committee's behalf.

- i. Resolution No. 18-34, Endorsing the FAMPO Technical Advisory Committee to Approve for Submittal to FHWA the FY2018-2021 TIP and 2045 Air Quality Conformity Report on Behalf of the FAMPO Policy Committee

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolution No. 18-34 endorsing the FAMPO Technical Advisory Committee to report to FHWA on behalf of the FAMPO Policy Committee an Air Quality Conformity report was approved.

c.) STARS I-95 Northbound at US 1 (Exit 126) Alternatives Design Analysis – Tim White, Kimley-Horn

Mr. White advised Kimley-Horn has been working with VDOT on a STARS study with recommendations being made for affordable roadway solutions that could potentially result in candidate projects being submitted by the region for Smart Scale application process considerations.

Mr. White stated the STARS program is a state-wide VDOT program and is a Strategically Targeted and Affordable Roadway Solution (STARS) program that can be utilized for smaller and less costly roadway improvement projects. Mr. White stated where this could be applicable in the FAMPO region is study analysis on I-95 northbound at US Route 1 (Exit 126). Ms. Gardner stated the program is evaluated for congested and troubled areas state-wide and VDOT initiated the planning study to see if the US Route 1 at Exit 126 would be a project that could be considered for STARS funding. Mr. Nelson asked if proposed recommendations move forward, then how long before the interchange would need to be re-designed. Mr. Haynes stated there are still many long-term needs that would ultimately be addressed; however, some smaller and less costly projects could be implemented now that would provide for traffic relief along the highly congested corridor. Mr. Agnello stated that also the STARS program helps to position larger projects for future Smart Scale considerations.

Mr. White stated the STARS program is a program that develops solutions that will reduce crashes and bottleneck congestion points by using a data-driven approach. Mr. White stated the overall goal of STARS is to develop solutions that can be programmed into VDOT's six-year improvement program (SYIP). Mr. White advised the data-driven approach studies crash hotspots, speed data & AADT data.

Mr. White advised the project purposed northbound on I-95 at Exit 126 would be to increase the capacity on US Route 1 and on the I-95 northbound entrance ramp for 2040 expected conditions. Mr. White stated recommended improvements would reduce the northbound queue length on US Route 1 in the a.m. hours based on a study completed in 2015.

d.) I-95 Phase 2 Highway Study Update – Paul Agnello

Mr. Agnello advised the I-95 Phase 2 Highway Study update presentation was given to the Policy Committee at the May meeting. Mr. Agnello stated the operational analysis has been completed and additional analysis has been completed on recommendations/improvements for four new access points (131, 128, 126, or 124). Mr. Agnello relayed the Policy Committee asked for more information to be presented at the June meeting in regard to the benefit cost of each of the new access points and the modeling that was used in making the recommendations.

Mr. Agnello stated the operational analysis study results produced the following recommendations:

- 4th lane nb & sb on I-95 between Exits 126/130 are pre-requisites and will be needed for any interchange improvements
- 5th sb deceleration lane for I-95 off-ramp at Exit 126 is a pre-requisite
- If bullets 1 & 2 are included, then all four interchange access points can be installed without adverse impacts to adjacent segments or other I-95 interchanges
- 2-lane CD section is needed at Exit 126 to handle future traffic demands
- Exit 128 vehicles could connect to both the CD lanes & GP lanes or only to CD lanes

Mr. Agnello relayed a fourth GP lane is already being proposed for the Harrison Road interchange (Exit 128).

Exit 131 vehicles could connect to both CD lanes and GP lanes or only to CD lanes from future CD lanes with both the nb & sb river crossing projects

Mr. Agnello advised the study team tested four new or modified I-95 access scenarios and these are:

- New full access near milepost 131 (Rest Area)
- New full access near milepost 128 (Harrison Road)
- Improved Access at Existing 126 (Massaponax Super – Ramp – previously referred to as the J-Ramp but now being referred to as the U-Ramp concept)
- New full access near milepost 124 (Jackson Village)

Mr. Agnello stated the assumptions above are based on the no-build network assumptions that are either completed and/or funded but not completed. These assumptions include: the i-95 southbound river crossing project; the I-95 northbound river crossing project; & 4 lanes both in sb/nb directions on I-95 between Exits 126 and 130.

Mr. Agnello stated the 4th lane in both directions is a Smart Scale project being submitted for consideration in Round 3 of the Smart Scale process and also hope to have surplus funds remaining from the FRED Ex projects.

Mr. Nelson asked how can you make assumptions if it is classified as a no-build scenario. Mr. Agnello stated this could be changed to state base-line scenarios and eliminates the no-build scenario clause. Mr. Agnello stated the study corridor runs from the Rappahannock River to Thornburg and for each proposed improvement along the I-95 corridor access points that changes in congestion levels and average delays were computed for the study area.

Mr. Agnello stated that utilizing the projected 2045 traffic impacts and the daily congested vehicle miles of travel (VMT) that Route 3 proved to be the most congested arterial road along the corridor. However, with the 2045 traffic impacts the daily vehicle delay (vehicular hours) showed that Harrison Road would provide the greatest benefits. Mr. Agnello relayed the key roadways (I-95, Route 1 & Route 3) with each proposed improvement scenarios that delays and average speeds were computed for each of the individual roadways.

Mr. Agnello stated that Exit 126 seems to be superior to Exit 124. Mr. Haynes stated that a new access point at Exit 128 (Harrison Road) would also be of benefit to Route 3 and anything other than this would be a negative detriment to I-95. Mr. Agnello stated the study shows that Exit 126 is the larger need; however, this option actually causes increases to I-95.

Mr. Agnello stated the scenario impacts to roadway performances showed the following results:

- Route 3 will experience the most delay along the corridor so any alternative that benefits Route 3 will yield the greatest decrease in travel delays
- Alternatives that will draw traffic to I-95 tend to increase I-95 delays and will result in a lower reduction with total delays along the I-95 corridor study
- Speeds will generally stay the same or improve on the key roadways with the exception of I-95 at the 126 Exit alternative

Mr. Agnello stated that conversion benefits (time savings) of proposed or new and improved I-95 access points is being compared to dollar cost that will allow for comparisons for planning level construction costs and right-of-way costs and will be used to develop a benefit/cost quotient.

Mr. Agnello stated the Policy Committee requested a b/c quotient methodology summary to be presented to them at the upcoming June Policy Committee meeting. Mr. Agnello stated this has been completed and the costs are counted by VDOT 2015 project costs with inflation factors included.

Mr. Agnello stated “delay” is defined as the difference between a congested travel time and a free-flow travel time within the defined study areas. Mr. Agnello stated the forecasted reduction in daily delay for each of the proposed access points was converted to equivalent dollars that considered the following items: number of weekdays & weekend days per year; value of time for workdays & weekends; consumer price index; 30-year lifespan of improvements for infrastructure; & regular background for traffic growth.

Mr. Agnello stated the cost was developed through coordination with VDOT and other sources and used 2015 VDOT cost with inflation factors included. Mr. Agnello relayed the resulting ration between benefit and cost is not a comprehensive Benefit/Cost analysis study; however, is instead a relative quotient between the items identified above.

Mr. Agnello stated the study showed that a new interchange access point at Exit 131 (Rest Area) had the minimal cost associated & would provide benefits; however, the greatest need and most costly project is a new interchange at Harrison Road (Exit 128).

Mr. Morgan stated a Diversion Diamond concept has been studied by Spotsylvania County and has shown to be a beneficial improvement. Mr. Morgan relayed the County is planning to submit a Smart Scale application for Harrison Road that will actually result in 2 separate & smaller projects being planned. Mr. Agnello relayed that based on VDOT recommendation, Harrison Road needs to be improved to a 4-lane roadway from Harrison Road to Route 1. Mr. Agnello stated that an updated IJR would be available for Exit 131; however, a new IJR would be required for interchange access points at 128, 126 or 124 and these costs are not included nor are the I-95 main line improvement projects included in the recent cost estimates received from VDOT.

Mr. Agnello stated that before any of the 4 proposed scenarios could move forward, that it will require regional support from the FAMPO Policy Committee. Mr. Agnello stated the Policy Committee will be reviewing and discussing the recommendations again at both the June/July meetings.

Mr. Agnello stated that additional comments and feedback from the Policy Committee were requested to be received by May 30th. Mr. Agnello relayed technical support will be provided to VDOT to FHWA regarding various proposed changes along the existing interstate system. Mr. Agnello stated documentation of all study results will be compiled into a finalized Phase 2 study report. Mr. Agnello stated staff is also preparing for possible additional studies of new or modified access points along the I-95 corridor that will also include more extensive study into the arterial roadway performances.

e.) Smart Scale Regional and Local Project Updates – Paul Agnello

Mr. Agnello advised the top eight FAMPO/GWRC regional projects for consideration under Round 3 of this Smart Scale application process are as follows:

- I-95 widening to 4 lanes from Mpt 128.7 to Exit 126 – previously estimated to cost \$15m; however, new VDOT cost indicate the project cost is \$30m
- I-95 sb widening to 4 lanes from Mpt 128.7 to Exit 126 and a5th auxiliary off-ramp lane at Exit 126
- Ext 126 STARS study improvement project
- I-95 sb widening to 4 lanes from Mpt. 128.7 to Exit 126, I-95 nb widening to 4 lanes from Exit 126 to Exit 130; & Exit 126 STARS improvement project (this is a combination of both a & b above and 4th nb lane to Route 3

Mr. Agnello stated that Project D listed above has little to no chance of being accepted within the Smart Scale project application process due to the estimate project cost is \$107m and the region has no leveraged funding being applied to the project.

US 17 STARS study improvements and park & ride lot improvement project

Exit 136 ramp improvements & Enon Road intersection improvements

Route 3 STARS study improvements & I-95 nb to Route 3 eb ramp improvements

Route 3 STARS study improvements (above project & additional project improvements) – Gateway Boulevard extension from Route 3 to Cowan Boulevard

Mr. Agnello advised that a change from last month is previously GWRC was going to submit a project for consideration under Round 3 of the Smart Scale process for a Route 3 east park & ride lot. This will be construction of a new lot with 156 spaces at a cost of \$6.2m that will be utilized by the region's commuters going to Dahlgren. Mr. Agnello stated this project has leveraged funded from FAMPO CMAQ for \$4.5 m and an additional \$1m is being applied by GWRC. Mr. Agnello stated this project has now been removed from one of the eight being submitted by either FAMPO/GWRC and will now be submitted for the region by FRED. Mr. Agnello advised that FAMPO/GWRC will be endorsing the locality smart scale projects at the upcoming June 18th meetings.

- i. Resolution No. 18-35, Supporting Stafford County, City of Fredericksburg, Spotsylvania County and Fredericksburg Regional Transit Smart Scale Project Applications

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolution No. 18-35 supporting the locality Smart Scale project applications was adopted at the June 4th TAC meeting.

- ii. Regional Smart Scale Workshop Meeting Minutes of May 14, 2018

Mr. Agnello advised that FAMPO hosted a regional Smart Scale Workshop meeting at the VDOT District Auditorium on May 14th and copies of the minutes from that meeting are included in today's agenda packet.

- f.) FAMPO Meeting Calendar – Nick Quint

Mr. Quint advised the FAMPO meeting calendar has been updated for FY2019 and copies are available for members to pick-up. Mr. Quint relayed the following changes are:

- July 2018 – No TAC meeting
- August 8, 2018 – TAC meeting for purpose of endorsing Air Quality requirements
- September 2018 – TAC Meeting – 2nd Monday in September (September 10th) instead of meeting on 1st Monday (September 3rd which is Labor Day)
- October 2018 – TAC Meeting- 2nd Tuesday in October (October 9th) instead of meeting on October 8th which is Columbus Day

Correspondence – In packet and self-explanatory

Staff Report

Mr. Agnello introduced Ms. Briana Hairfield as a new FAMPO employee. Mr. Agnello advised Ms. Hairfield will be replacing Ms. Donley, who after 12 year of service to FAMPO, will be retiring on June 30th. Mr. Agnello thanked Ms. Donley for all of her efforts and work to FAMPO over the years.

Member Reports

DRPT: Ms. Williams advised DRPT will be hosting a grants webinar workshop on June 19th and all members are able to participate. Ms. Williams stated an email was sent out last week but if anyone needs the web-link re-submitted to them to please let her know at the conclusion of today's meeting.

VDOT: Mr. Haynes advised that there is one week remaining for localities or entities to submit Smart Scale project applications for consideration of project approval for Round 3 of the Smart Scale process. Mr. Haynes relayed that he will be out of the office the end of this week and will forward via email to all members the contact name and email address for the VDOT staff member who will be filling in for him.

VRE: Ms. Soneji advised that VRE's TBP workshop and survey will be underway this week and several committee members are participating and she thanked them in advance for their assistance.

Adjourn

The June 4, 2018 Technical Advisory Committee meeting was adjourned at 11:17 a.m. and the next meeting will be held on August 8th.