



**Technical Advisory Committee Meeting Minutes**  
**August 08, 2018**  
**Adopted September 10, 2018**

**Members Present:**

Daniel Cole, Chair, Spotsylvania County  
Erik Nelson, City of Fredericksburg  
Doug Morgan, Spotsylvania County  
Joey Hess, Stafford County  
Ciara Williams, DRPT  
Diana Utz, GWRC  
Chuck Steigerwald, PRTC  
Stephen Haynes, VDOT  
Sonali Soneji, VRE

**Others Present:**

Sonya Lewis-Cheatham, DEQ  
Cindy Shelton, Stafford County BOS  
Dan Grinnell, VDOT  
Jim Ponticello, VDOT  
Michelle Shropshire, VDOT  
Chris Gay, WSP  
Rupert Farley, CTAG  
Dave McLaughlin, CTAG (In at 10:20)

**Staff Members Present:**

Paul Agnello, FAMPO  
Briana Hairfield, FAMPO  
Nick Quint, FAMPO  
Kari Barber, FAMPO (In at 9:50)  
John Bentley, FAMPO  
Colin Cate, FAMPO  
Briana Hairfield, FAMPO  
Leigh Anderson, GWRC  
JoAnna Roberson, GWRC

**Call to Order**

The Technical Advisory Committee (TAC) meeting was called to order at 9:32 a.m. by Chair, Mr. Daniel Cole.

## **Approval of Technical Advisory Committee Agenda**

Upon motion by Mr. Nelson and seconded by Mr. Hess, with all concurring, the August 8<sup>th</sup> TAC agenda was approved as submitted.

## **Approval of Technical Advisory Committee Meeting Minutes of June 4th, 2018**

Upon motion by Mr. Nelson and seconded by Mr. Morgan, with Ms. Shelton abstaining and all others concurring, the minutes from the June 4 meeting were approved as submitted.

## **Review of FAMPO Policy Committee Meeting Of June 18, 2018 & July 16, 2018**

Mr. Agnello advised at the June 18<sup>th</sup> meeting, a presentation was given to the Policy Committee from Mr. Tim White with Kimley-Horn regarding the STARS I-95 Exit 126 recommendations. Mr. Agnello advised an update on this will be given to the Technical Advisory Committee at today's meeting.

Mr. Agnello advised at the July 16<sup>th</sup> meeting, a presentation was given to the Policy Committee from Mr. Paul Prideaux with Baker International regarding the I-95 Phase 2 Analysis results. Mr. Agnello relayed an update on this analysis will also be given to the Technical Advisory Committee at today's meeting.

**Public Comment** – None

## **Discussion Items**

a.) Air Quality Conformity Update – Mr. Jim Ponticello, VDOT

Mr. Ponticello advised the data utilized in determining the region's conformity requirements has come from data in FAMPO's FY18-21 TIP and 2045 LRTP. Mr. Ponticello stated some recent updates have occurred regarding the reasons for the analysis and these will be provided at today's meeting.

Mr. Ponticello stated in February of 2018, the US Court of Appeals for the DC Circuit ruled that "the revocation of the 1997 NAAQS does not waive the unambiguous mandate that conformity requirements apply to orphan maintenance areas." Mr. Ponticello relayed this is the ruling that was re-instated.

On April 23, FHWA/FTA issued an interim guidance on Conformity that places TIP/STIP/LRTP updates and amendments including non-exempt projects "on hold" until conformity is demonstrated or until EPA provides further clarification. Mr. Ponticello relayed that as of today, EPA has not provided any additional clarification.

Mr. Ponticello stated the FAMPO region was previously in a non-attainment region per the rulings from 2008 & 2015. However, this ruling has been re-evaluated and is now referring to the 1997 ruling for regions being in conformance. Mr. Ponticello stated the environmental group filed a response on September 1, 2017 with a petition for review. Mr. Ponticello relayed there is a glimmer of hope that the Court will approve the demand portion of the performance criteria and additional performance criteria could be eliminated.

Mr. Ponticello stated that at the FAMPO ICG meeting that was held on June 4, approval was obtained for the following: models, methods, planning assumptions, schedule, and conformity project list. Mr. Ponticello stated the Draft Conformity Report is now complete and is included in today's agenda packet for review.

Mr. Ponticello stated the Fredericksburg 8-Hour Ozone maintenance area includes the City of Fredericksburg and the Counties of Spotsylvania and Stafford. Mr. Ponticello advised that on September 26, 2011, DEQ submitted an 8-hour ozone maintenance plan revision that was submitted to EPA which updated the NOx motor vehicle emissions budget for 2015 by using the MOVES model.

On December 20, 2012, EPA approved the NOx motor vehicle emissions budget and updated it in the Federal Register. At this time, no transportation control measures (TCMs) were included within the Fredericksburg region's maintenance plan.

Mr. Ponticello stated the ICG committee agreed on the first analysis year to be FY2021. There was to be a 10-year interval limit period which covered it in FY2025 and FY2035. Mr. Ponticello stated the horizon year of the LRTP is 2045.

Also at the June ICG meeting, Mr. Ponticello stated the following models, methods and assumptions were agreed on that include the following:

- Using EPA's latest MOVES2014a Motor Vehicle Emissions Simulator (MOVES) model
- Meteorological Data that is consistent with the 1997 8-hour Ozone Maintenance Plan
- Fuel data was obtained from VDEQ (MOVES2014a default model (this included RFG fuel in Stafford County & Conventional gasoline in the City of Fredericksburg and County of Spotsylvania
- Inspection & Maintenance program implemented for Stafford County

Mr. Ponticello stated that DEQ is asking today that the Technical Advisory Committee approve the draft conformity report and that it be scheduled for public review on behalf of the FAMPO Policy Committee for submittal to FHWA providing no adverse comments are received. Mr. Ponticello stated if approved today by the Technical Advisory Committee, the 14-day public comment period will run from August 9<sup>th</sup> through August 23. Mr. Ponticello stated that if any adverse comments are received, that VDOT/FAMPO staff will review and address each comment.

Mr. Ponticello stated that should adverse comments be received by August 23, then a special called TAC meeting will need to be held to address the adverse comments. If no adverse comments are received the special meeting will not need to occur and on August 28, VDOT will submit the final Conformity Report to FHWA.

Mr. Ponticello relayed that once the final report is received by FHWA, and then FHWA will have a 45-day federal review period. Mr. Ponticello stated he Federal Conformity determination and final report from FHWA will be received on October 12.

Ms. Hairfield advised there is an on-line public format available through the FAMPO website for public comments to be made as well as an option to forward any comments to FAMPO via email. Ms. Shelton asked what the history is of adverse comments. Mr. Ponticello stated that to date, no adverse comments have been received from the public. Mr. Ponticello stated a draft has already been forwarded to the 3 agencies that perform the final reviews, so they have the initial drafts to review prior to the 45-day public comment period beginning.

- i. Approval of Resolution No. 19-04, Approving Air Quality Conformity Report – Paul Agnello

Upon motion by Mr. Nelson and seconded by Mr. Steigerwald, with all concurring, Resolution No. 19-04 was adopted by the Technical Advisory Committee at the August 8 meeting.

- ii. Adopted Resolution No. 19-01, Authorizing the Technical Advisory Committee to approve for submittal to the Federal Highway Administration, the Fiscal Years 2018-2021 Transportation Improvement Program and 2045 Long Range Transportation Plan Air Quality Conformity Report on behalf of the Policy Committee – Nick Quint

Mr. Quint advised Resolution No. 19-01 was adopted by the FAMPO Policy Committee at the July 16<sup>th</sup> meeting and is included in today's agenda packet for informational purposes only.

- iii. FAMPO Interagency Consultation Group (ICG) Meeting Minutes – Paul Agnello

Mr. Agnello advised that copies of the minutes from the ICG meetings are included in today's agenda packet for informational purposes only.

b.) Route 1 STARS Study – Mr. Chris Gay, WSP

Mr. Gay advised the VDOT STARS study is a study of the US Route 1 Corridor for minor improvements that could occur north of the Rappahannock River to southbound on Route 3 within the City of Fredericksburg.

Mr. Gay stated the program goals of the STARS efforts are to develop comprehensive and innovative transportation alternatives that will both relieve congestion bottlenecks and also solve critical safety challenges. Mr. Gay stated these efforts have involved planners, traffic engineers, safety engineers, roadway design specialists and local stakeholders and are projects designed to be completed within VDOT's 6-year improvement program.

Mr. Gay advised that if nothing is done the future FY2030 no-build traffic conditions showed the following: increased & significant delay during the PM peak periods at the streets mentioned above; that queuing issues significantly worsen at the points mentioned above; & the weaving issue nb from the Route 3 off-ramp remains. Mr. Gay stated the road segment crash rate data was studied both locally and state-wide. Mr. Gay relayed that the areas mentioned above are already high and currently exceed the state-wide crash data rates for the State of Virginia.

Mr. Gay stated the STARS program would allow for lesser expensive improvements to be made which could include the following: Crash Mitigation Measures; Innovative Intersection Concepts; Intersection Geometry; Signal Operations; Turn Restrictions; & Access Management.

Mr. Gay advised that a public information meeting will be held at 5:00 p.m. on August 27<sup>th</sup> at the James Monroe High School. The final report will be completed in September.

- c.) Adopted Resolution No. 19-02, Adopting Traffic Congestion and On-Road Emissions Performance Targets for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Paul Agnello

Mr. Agnello advised that Resolution No. 19-02 was adopted by the FAMPO Policy Committee at the July 16<sup>th</sup> meeting and is in today's agenda packet for informational purposes only.

- d.) Adopted Resolution No. 19-03, Amending the FY2018-2021 Transportation Improvement Program to add UPC113936 – Nick Quint

Mr. Quint advised that Resolution No. 19-03 was also adopted by the FAMPO Policy Committee at the July 16<sup>th</sup> meeting and is in today's agenda packet for informational purposes only.

- e.) Smart Scale Round 3 Update – Nick Quint

Mr. Quint advised that included in today's agenda packet is an updated regional Smart Scale project listing. Mr. Quint relayed the nine projects adopted by FAMPO/GWRC are showing the current cost estimates. Mr. Quint stated some slightly increased and some slightly decreased.

- f.) Future Planning Study Discussions – Paul Agnello & Stephen Haynes, VDOT

Mr. Agnello advised that recently completed planning studies which include studies from FAMPO, VDOT (STARS), and localities have proposed a potential recommendation for four new STARS studies to be submitted to VDOT for consideration.

Mr. Agnello stated the benefits of planning studies are that they help create a pool of potential candidate projects that could receive funding considerations from state/federal programs. Mr. Agnello relayed that in the past, both STARS and Arterial Preservation study recommendations have been successful in producing a high success rate when submitted to Smart Scale. Mr. Agnello stated this has been successful in rounds one and two of Smart Scale.

MR. Agnello stated that August 17 is the VDOT District deadline for submitting STARS study requests to VDOT Central Office. Mr. Agnello stated there are currently three corridors being considered. Mr. Agnello relayed STARS needs to define troublesome intersections and short corridors (usually under two miles) where short-term improvements can be implemented that result in both traffic congestion relief and an increase in safety reduction hotspots. Mr. Agnello stated the STARS studies being considered are:

- Rt. 610/Rt 1 in Garrisonville/Aqua area (Stafford County)
- Rt 1 from Rt 3 to Rt 208 (City/Spotsylvania County)

- Rt. 1 from Exit 126 to Massaponax (Spotsylvania County)
  - i. Map of recent Planning Studies

Mr. Agnello stated that maps of the recent planning studies are included in today's agenda packet. Mr. Agnello stated that staff would be working with VDOT to determine if studies can possibly be combined; how much leveraged funding would be needed; and if FAMPO is able to provide any financial assistance to the study costs. Mr. Agnello stated more information would be forthcoming at the September TAC meeting; however, asked for an endorsement today from the committee if the three recommendations noted above are ones to pursue for VDOT consideration for FY2019. There was consensus from the committee to proceed accordingly. Mr. Haynes stated he would contact VDOT Central office staff to ask if an extension can be given for application submittals beyond the August 17<sup>th</sup> time frame.

- ii. STARS Program website

Mr. Haynes advised the STARS program website is up and functional and can be assessed through the VDOT website.

- iii. Arterial Preservation Program website

Mr. Haynes advised the Arterial Preservation Program website is up and functional and can be assessed through the VDOT website.

- g.) 2050 Long Range Transportation Plan (LRTP) Update and Draft SE Data Projections – Nick Quint & John Bentley

Mr. Quint advised the 2050 GWRC socioeconomic data projections will be kicking off soon. Mr. Quint stated that included in today's agenda packet is a draft and is asking that members provide any feedback by the end of August, so a final could be approved in September.

Mr. Quint stated the 2050 projections for population data include employment, number of households and retail employment per jurisdiction. Mr. Quint stated the projections are based from TAZs created by Cambridge Systematics with their design for the GWRC region. Mr. Quint stated a base year of 2015 was utilized with future year projections made for 2025, 2035 & 2045. Mr. Quint stated the projections involve using percentage growths per jurisdiction and include a linear estimate that determines the potential increases within the socio-economic aspects for the region. Mr. Quint advised the process is beginning now as it will need to be updated to include new performance measures that will be due by May, 2019.

Mr. Quint stated the 2050 projections include the four major areas covered by Cambridge Systematics which are population, employment, retail employment and number of households. Mr. Agnello stated the population growth estimates came from the 2015 Weldon-Cooper data and no new data will be used for the 2045 linear projection data.

Ms. Shelton asked if staff corresponds with the localities and with the economic development plans. Mr. Quint stated in the past this effort has not been pursued but contact can be made to reach out to the localities this year.

Mr. Quint stated the 2050 projections follow similar conventions for the projections to 2045; however, even though accurate to a degree, there are additional factors not accounted for such as future roadway developments that to date are not planned or designed. Mr. Quint stated there also is a discrepancy between the employment statistics and the household and population data which will need to be re-addressed.

Mr. Quint relayed the population and household statistics were mainly consistent and showed that both Spotsylvania and Stafford counties will have the highest amount of population growth occur and overall numbers far exceed totals within the other three jurisdictions within the GWRC region.

#### h.) I-95 Phase 2 Analysis Results – Paul Agnello

Mr. Agnello advised at the upcoming September meeting staff is expecting to be in receipt of the final I-95 Phase 2 study results. Mr. Agnello stated that there was 80% focus on I-95 improvements between Exits 136 and 124. Mr. Agnello stated Phase 2 study recommendations will be used to help support Smart Scale applications within the FAMPO region. Mr. Agnello relayed the final report will include information regarding the assumed future no-build corridor conditions which will include the following: Northbound Rappahannock River Crossing project; Southbound Rappahannock River Crossing project; & the FedEx lane extension project south to Exit 133.

Mr. Agnello relayed the final report will also document recommendations beyond the no-build conditions to address future travel demands such as the following: Widening of I-95 to 4 lanes northbound between Exits 126 & 130; widening of I-95 to 4 lanes southbound between Exits 130 & 126; southbound off-ramp improvements at Exit 126; & other interchange ramp improvements at Exit 126 (STARS) & Exit 136 (sb off-ramp).

Mr. Agnello advised the final report will also acknowledge that the region is considering the addition of a new or modified access point along the I-95 corridor; however, will not take a position on which change(s) would be recommended. Mr. Agnello stated that further study would be necessary for fully understanding the consequences of new or modified access changes.

Mr. Agnello stated the study team performed additional study into possible new interstate access points within the FAMPO region that include the following potential projects for future consideration:

New full interchange access at Exit 131 (Rest Area)

New full interchange access at Exit 128 (Harrison Road)

Improved interchange access at Exit 126 (Route 1)

Mr. Agnello stated that both new interchange access points at Exit 131 & 128 would require an IJR being completed and the modifications at Exit 126 would require an IMR being completed. Mr. Agnello stated

that either of these 2 documents required would result in at least a year's time period before they would be completed.

Mr. Agnello advised the existing data and cost estimates show that Exit 126 improvements would be the costliest of the three interchange improvement project recommendations to move forward. Mr. Agnello stated that current data shows the new interchange at Harrison Road would provide great benefits; however, is at least double the cost of the new interchange at Exit 131. Mr. Agnello stated data shows that if a new interchange access point is approved at Exit 131 the data does show that it will also be a benefit to reduction of traffic congestion on Rt. 3.

Mr. Agnello stated the Phase 2 Technical Report for inclusion into the Smart Scale applications has been completed. Mr. Agnello relayed follow-up with answers to questions regarding high-level access analysis will be due by month-end.

Mr. Agnello stated more detailed technical analysis in the form of an IJR on one of more of the three proposals discussed above has been an on-going discussion at the FAMPO Policy Committee. MR. Agnello stated the Policy Committee has decided at this time to wait to pursue additional analysis until after the Smart Scale results for Round 3 of the Smart Scale process are received (results are expected in January of 2019).

Mr. Agnello stated that additional improvements that will be needed at Exit 133 after the details of the northbound river crossing project are still unknown to date. Mr. Agnello relayed that the final design concept is forthcoming from VDOT and staff is expected to receive this information by the fall of 2018.

i. StreetLight Origin-Destination Results for Central Park area – John Bentley

Mr. Bentley advised that FAMPO has obtained 2017 StreetLight Data regarding where traffic in Central Park goes to next. Mr. Bentley stated the StreetLight Data is collected from GPS and Bluetooth data and collects a sample of traffic origin-destination data. Mr. Bentley stated the data is compiled when a phone is on and takes a sampling of the data provided. Mr. Bentley advised the StreetLight data was based on analysis that calculated the I-95 southbound traffic into Central Park during the PM peak period between 3-8:00 p.m.

Mr. Bentley relayed the inflow traffic utilized the GWRC/FAMPO TAZ and NoVA counties as the origin of start point. The outflow data utilized Central Park as the destination point. Mr. Bentley advised the data was taken from the January to August time periods and showed most of the traffic was coming from Route 17 in Stafford County, heading south to Celebrate Virginia.

Mr. Bentley stated the data collected showed that 40% of the stops were going to the Best Buy and Lowes retail stores with 12% going to Wegmans. Mr. Bentley relayed there were 2,428 trip counts taken that reflected the following results: 40.2% (978 trips) going to Best Buy/Lowe's; 31.5% (766 trips) going to the farthest east parcel with most of the retail density area; 16.1% (389 trips) going to the farthest west parcels; & 12.2% (295 trips) going to the parcel north of Fall Hill Avenue.



Mr. Bentley stated the outflow data which used Central Park as the origin showed 12.3% were coming from Stafford; a small percentage heading southbound on I-95; and a relatively small percentage (5.1%) of trips from Central Park heading to either River Road or the Spotsylvania Town Center.

Mr. Nelson asked what this analysis shows that previous analysis did not show. Mr. Morgan stated that he thinks in order for the data to be the most accurate that all vehicles on Route 3 should be captured as this analysis does not reflect the number of drivers exiting off of I-95 and then heading west (or east) onto Route 3. Mr. Hess stated this analysis shows that most of the traffic exiting into Central Park is actually coming from Route 17 in Stafford County. Ms. Shropshire stated this analysis did reinforce the need for a regional/interstate traffic improvement being made from I-95. Mr. Agnello relayed the analysis request was made from the County of Spotsylvania at a recent Policy Committee meeting to determine where people go into Central Park and where they go after the retail shopping trip has been completed.

ii. Interchange Analysis – Paul Agnello

Mr. Agnello advised that as part of the analysis of future build scenarios for the I-95 corridor, four scenarios were identified for the development of potential benefits and costs. These scenarios are as follows: new interchange at Exit 131 (Rest Area), at Exit 128 (Harrison Road), & Exit 124 (Jackson Village). Scenario four was an improvement at Exit 126 (super ramp).

Mr. Agnello advised that for comparison of the access scenarios, the following assumptions were included within the 2045 no-build network: the I-95 SB Rappahannock River Crossing project, the I-95 NB Rappahannock River Crossing project, and a widening of I-95 to 8 lanes between Exits 130 & 126.

Mr. Agnello relayed the Exit 131 scenario proposes a new/full interchange access providing direct access to Celebrate Virginia South. The project will also include new ramps to and from I-95 southbound and northbound and will connect to Carl D. Silver Parkway & Gordon W. Shelton Boulevard.

Mr. Agnello stated the Exit 128 scenario proposes a new/full interchange access at Harrison Road between Route 3 and Route 208 (Courthouse Road). This project scenario also includes the widening of Harrison Road from 2 to 4 lanes from I-95 to Salem Church Road.

Mr. Agnello advised the proposed changes to Exit 126 include a new Super Ramp connecting I-95 southbound to Route 17 eastbound. This project also includes an additional ramp that will provide access to southbound Route 1. Also included will be a northbound CD lane facility being added along I-95 from south of Mills Drive to south of Courthouse Road. A new on-ramp will allow for westbound traffic on US Route 17 to access the northbound CD lanes. Mr. Agnello stated the preliminary analysis estimated that two CD lanes will be needed to accommodate the future traffic demands. Mr. Agnello stated that additional improvements that were recommended by the VDOT STARS study would include a second lane on the northbound on-ramp at Exit 126 as well as a second lane on the southbound off-ramp to be supplemented by a 5' southbound deceleration lane on I-95.

Mr. Agnello advised the Exit 124 scenario would include a new and full access point at Exit 124. This new interchange would provide access to a new roadway crossing over I-95 and would be planned to connect future development at Jackson Village and Alexander's Crossing.

iii. FAMPO Benefit-Cost Analysis Memorandum – Paul Agnello

Mr. Agnello advised a methodology was developed to quantify the benefits and costs associated with each of the four scenarios. Mr. Agnello stated the reduction of hours of delay was chosen as the most meaningful criteria to be converted to an equivalent value of benefit. (Delay is defined as the difference between congested travel time and free-flow travel time).

iv. FAMPO Benefit-Cost Calculation Worksheet – Paul Agnello

Mr. Agnello advised the opinion of cost was developed using VDOT’s cost estimates where available and then adjusted to 2025 inflation dollars. Mr. Agnello stated that if VDOT planning level estimates were not available, then planning level estimates were developed by utilizing the 2015 VDOT Planning Level Cost spreadsheet tool with costs and inflation adjusted to 2025 dollars.

Mr. Agnello stated the cost estimated represent surface street and interchange ramp improvements needed for each interchange. Mr. Agnello stated the I-95 mainline improvements needed between Exits 130 & 126 to accommodate the Exit 128, Exit 126, & Exit 124 interchange improvements are not included in the cost figures given at today’s meeting. Mr. Agnello advised the most recent VDOT cost estimates for the I-95 mainline improvements to widen I-95 from 6 to 8 lanes between Exits 130 & 126 is \$72m.

Mr. Agnello stated the project cost estimates based on 2025 dollars for the four scenarios are as follows:

Exit 131 -	\$53,675,052
Exit 128 -	\$160,929,808
Exit 126 -	\$211,706,540
Exit 124 -	\$141,435,000

v. Discussion of Next Steps – Paul Agnello

Mr. Agnello advised this item will continually be discussed at upcoming Policy Committee and Technical Advisory Committee meetings.

**Correspondence** – In packet and self-explanatory

**Staff Report** - None

**Member Report**

GWRC:

Ms. Utz advised that GWRideConnect is continuing to promote the newly implemented FRED bus service in Caroline County. Ms. Utz relayed that as additional routes are added within the region that this information will be relayed to our commuters registered in our data bases.

Ms. Utz advised that GWRideConnect is gearing up to begin the promotion of the fall 2018 marketing program and will focus on a variety of advertising and social contact modes.

Spotsylvania:

Mr. Cole advised that there is a transportation committee meeting in Spotsylvania County on Thursday and the Harrison Road intersection project at Exit 128 is going to be discussed.

### **Adjourn**

The August 8, 2018 Technical Advisory Committee meeting was adjourned at 11:50 a.m. and the next meeting will be held on September 10.