



FAMPO Technical Committee(FTC) MeetingMinutes

September 11, 2017

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Members Present:

Dan Cole, Vice-Chair, County of Spotsylvania
Erik Nelson, City of Fredericksburg
Bassam Amin, City of Fredericksburg
Doug Morgan, County of Spotsylvania
Christopher Rapp, County of Stafford
Tim Roseboom, Department of Rail and Public Transportation (DRPT)
Rodney White, Fredericksburg Regional Transit (FRED)
Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Stephen Haynes, Virginia Department of Transportation (VDOT)
Sonali Soneji, Virginia Railway Express (VRE)

Others Present:

Carey Burch, DC2RVA
Randy Selleck, Department of Rail and Public Transportation (DRPT)
Samuel Hayes, Moffatt & Nichol
Susan Gardner, Virginia Department of TransportationVDOT
Jake Herman, Virginia Department of TransportationVDOT
Gregory Burnside, Citizen

Staff Members Present:

Paul Agnello, FAMPO
Lloyd Robinson, FAMPO
Marti Donley, FAMPO
Nick Quint, FAMPO
Kari Barber, FAMPO
John Bentley, FAMPO
Collin Cate, FAMPO
Diana Utz, GWRC
Leigh Anderson, GWRC

CALL TO ORDER

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

APPROVAL OF TECHNICAL COMMITTEE AGENDA

The September 11th Technical Committee agenda was approved as submitted.

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES FROM JUNE 5, 2017

The minutes from the June 5th, 2017, Technical Committee meeting were accepted as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING ON JUNE 19, 2017 & AUGUST 21, 2017

Mr. Agnello advised that a lot of discussion at both meetings occurred on potential sources for obtaining additional revenue for the region. Mr. Agnello stated that one option was consideration of forming a regional transportation authority (RTA). Mr. Agnello stated that at the August meeting, the Policy Committee decided to not pursue establishing an RTA at this time.

Mr. Agnello relayed there was also considerable discussion on the upcoming Smart Scale process as to what types of projects the region could submit for Round 3 consideration from FAMPO/GWRC. Coupled with this, has been the discussion of the status of the I-95 NB Rappahannock River Crossing project. As this project has been submitted in both Round 1 and Round 2 for Smart Scale consideration, and was unsuccessful both times, discussion now involves whether FAMPO should re-submit the project for consideration in Round 3 of the Smart Scale process.

Mr. Agnello stated that from the August meeting, local officials are going to take this item back to their respective Boards for input and comments. Mr. Agnello advised that all comments from the localities will be brought back to the Policy Committee's September meeting for final resolution and direction.

Mr. Agnello advised that the presentation at today's meeting on the DC2RVA update was given to the Policy Committee at the August 21st meeting.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

- a.) DC2RVA Update - Mr. Randy Selleck, Department of Rail and Public Transportation (DRPT)

Mr. Selleck advised that as of September 8th, the draft EIS is now out for public review. Mr. Selleck advised that DRPT will be meeting with the individual MPO's and jurisdictions over the next several months to discuss the recommended alternatives.

Mr. Selleck stated the recommended alternatives have not changed from those presented previously. Mr. Selleck relayed a 60-day public comment period began on September 8th. In early October, public meetings will be scheduled in Alexandria, Ashland, Fredericksburg,

Quantico and Richmond. Mr. Selleck advised the final EIS will be completed in 2019 and a Record of Decision (ROD) will also be available in 2019.

Mr. Selleck reiterated that the purpose and need for the DC2RVA project is to improve reliability; decrease travel time; and increase the frequency of service. Mr. Selleck advised that DRPT's recommendations for DC2RVA are that additional track capacity is needed to support passenger, commuter and freight growth throughout the corridor. Mr. Selleck stated that the Northern Virginia area is the most congested region and the Commonwealth will be focusing on funding this region first. Mr. Selleck stated that funding is already in place for some Northern Virginia improvements.

Mr. Selleck advised that DRPT's recommendations for the 14-mile area through the City of Fredericksburg will include adding a third track through the City of Fredericksburg. This project will occur on existing right-of-way and has a project cost of \$507 million, which includes a new train station in Fredericksburg.

Mr. Selleck stated that there is support for adding a third track. Mr. Selleck stated that in March there will be existing right-of-way discussion, detailed mapping, and the EIS out that will draw additional questions. Mr. Selleck stated the third track improvement project will also include a new bridge parallel to the existing rail bridge.

Mr. Selleck relayed that recommended grade separations/closures for the FAMPO region are scheduled to occur in the following localities:

Stafford County

- Mount Hope Church Road – closure with new construction to Andrew Chapel Road

City of Fredericksburg

- Lansdowne Road – grade separation

Caroline County

- Coleman's Mill Road – closure with new access via Dry Bridge Road

Mr. Morgan with Spotsylvania County advised Mr. Selleck that even though Lansdowne Road has a Fredericksburg address, this property is actually in Spotsylvania County. Mr. Selleck relayed that the presentation materials will be updated accordingly.

Mr. Selleck advised that the next steps for the DC2RVA project will include the following items:

- Publishing the Draft EIS in early September (already released on Sept. 8th)
- 60-Day Public Comment period (began on Sept. 8th)
- Public hearings in early October
- CTB decision on preferred alternative
- Preliminary engineering on preferred alternative
- Final EIS and ROD in 2019

Mr. Agnello advised that the next FAMPO Technical Committee meeting will be held on October 2nd and requested that the meeting in Fredericksburg be scheduled for this day. There was consent from the committee, so it was decided that the Technical Committee will begin at 9:30

a.m. and conclude around 10:45. The DC2RVA meeting will begin at 10:45 and conclude at noon.

Mr. Agnello asked Mr. Selleck if any funding has been allocated to the improvement projects in the FAMPO region. Mr. Selleck stated that no funding has been allocated at this time.

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

i. Freight and Aviation Component – Mr. Lloyd Robinson

Mr. Robinson advised that the Freight and Aviation components were first introduced into FAMPO's 2040 LRTP. Mr. Robinson stated that the introduction was not as detailed as the data for highways and transit. Mr. Robinson relayed that these components will be included in the 2045 LRTP and will continue to be updated as more data becomes available for future LRTP updates.

Mr. Robinson stated that the Federal Directions component includes an overall national freight policy. The policy then includes a national multimodal freight network; freight performance measures; and identification of critical urban and freight corridors.

Mr. Robinson relayed the hierarchy breakdown is as follows:

- National Multimodal Freight Network (NMFN)
- Ports and Rail which are self-explanatory and National Highway Freight Network (NHFN)
- PHFS and Non-PHFS Interstates (this includes I-95 but not Route 17); Critical Rural Freight Corridors (CRF); and Critical Urban Freight Corridors (CUF)

Mr. Robinson stated that in regard to the regional freight profile, within the FAMPO region there are 3,073 total network of roadway miles. Mr. Nelson stated 3,073 total roadway miles sounded high within the region. Mr. Robinson advised mileage network includes lane miles. Mr. Nelson asked who ultimately adopts the plan. Mr. Robinson stated the plan is expected to be adopted in December by the following entities: FHWA, FRA & USDOT.

The 3,073 total network of roadway miles includes the following data:

- I-95 between I-495 and the City of Fredericksburg facilitates freight valued at \$180 b annually
- US Route 17 is an alternative route for terminal facilities in the Hampton Roads area
- Region averages 150 truck accidents annually
- Congestion concerns with freight delays along I-95 and US Rt 17
- National Highway Freight Network (NHFN) is to be adopted in December of 2017
- Work will begin at the end of this month on the designations of Critical Urban Freight Corridors that will be coordinated with VDOT

The region has 516 bridges. Of the 516, there are 22 bridges within the region that have either height or weight restrictions. The posted bridges create lengthy detours which add to the shipping costs. Mr. Robinson stated that CSX is the primary provider for rail freight services. CSX serves

as the National Gateway Corridor traversing throughout the region. Since 2002, there have been six rail crashes in the region.

Mr. Robinson stated the FAMPO region has two public-use airports; however, neither handles air cargo freights. The two regional airports are Shannon Airport in Spotsylvania County and Stafford Regional Airport in Stafford County.

Regarding the Commodity Flow component, Mr. Robinson advised that the region is a net importer of freight. In 2012, the region imported \$3.3 billion in goods and exported \$1.8 billion.

Mr. Robinson advised the Regional Freight Strategies (selected) will include the following:

- Work with VDOT in designating the Critical Urban and Rural Freight corridors
- Precursors to investment are critical first and then will include last mile connections
- Freight connections for the region's major shippers and receivers to be improved

- Incorporate freight concerns into a project prioritization process
- Due to the improvements in the Panama Canal, east coast ports will get busier so the region will need to ensure its road and rail connections to the Virginia ports are in optimal condition

- Support the viability of rail freight corridors
- Improvements will need to have regional support to the National Gateway corridor

- Improve Land Use management
- Land Use planning can help a region to mitigate unwanted conflicts between communities, shippers and haulers

- Implementation of the investment plan for the LRTP
- Continued and on-going improvements to I-95
- Construction of 3rd track on CSX lines in the Fredericksburg region (included as an Alternative in the DC2RVA rail project)

Mr. Roseboom advised that the CTB Rail Sub-committee will be meeting later this month and there is a CTB workshop scheduled in October. Mr. Roseboom stated the CTB is expected to adopt the freight plan in November.

Mr. Roseboom asked how the state is being incorporated into the section in the LRTP. Mr. Robinson advised the section is being referenced in the plan as the State Rail Plan affecting us in regard to the CSX lines.

Mr. Nelson stated that as this is a new addition to the LRTP, that more specific detail may be helpful. Mr. Robinson stated that currently staff is at the mid-way point of enhancing what is currently in the plan. These updates will be ongoing and will serve as a compliment to the state plan and are not designed to be a stand-alone regional plan. Mr. Robinson relayed that future

updates will include narrative discussions, where the commodity flows are, and where the employers are, etc. but we are not at that point in the process at this time.

Regarding the aviation component, Mr. Robinson advised there are 66 public-use airports in Virginia. Of the 66, nine serve as Commercial Service Airports which includes Dulles, Reagan, Charlottesville and Richmond airports. Eight serve as reliever airports including those in Stafford, Warrenton, Manassas, Leesburg, etc. There are 19 regional General Aviation airports that include Culpeper, Tappahannock, etc. Mr. Robinson advised there are 16 Community General Aviation airports that include those like Shannon Airport. Lastly, there are 14 Local Service airports like the airport at Lake Anna.

Ms. Utz asked what a reliever airport is. Mr. Robinson stated this would be the Stafford Regional Airport as it could serve as an alternative landing site should there be a national emergency occurring at either National or Dulles airports in Washington, DC.

There are two public-use airports located in the George Washington Region (Shannon – Community General Aviation Airport & Stafford – Reliever Airport). Mr. Robinson stated that currently there is no passenger service available at either of the airports within our region.

Mr. Robinson provided the following data on the region’s two airports:

Stafford Regional Airport

This airport is classified as a Reliever airport. It is owned by the Stafford County Regional Airport Authority and not by the elected officials. As previously stated, Reliever airports are in place to assist when airports like National cannot accommodate needs in a national emergency. Mr. Robinson advised that the most recent data available for the Stafford Regional Airport is from May 31, 2013.

Mr. Robinson stated the Regional Airport Authority board consists of 7 members; 4 from Stafford County; 2 from Prince William County; and 1 from the City of Fredericksburg. There have been 23,659 annual operations in the twelve months ending May 31, 2013. Mr. Robinson advised that operations are defined as either departures or arrivals.

Mr. Robinson relayed there are 69 based aircraft at the Stafford Airport which comes from data reported on May 11, 2016. This includes the total number of aircraft that is stored at the facility, either tied down or hangered. Mr. Robinson advised the airport opened in 2002.

Mr. Robinson sated the new terminal building opened in January of 2014. The airport currently has one runway which is 5,000 by 100 feet in size. Lastly, Mr. Robinson stated that in the 6-Year Airport CIP an additional 1,000 foot runway is planned.

Mr. Robinson stated Stafford Regional Airport is listed in the National Plan of Integrated Airport Systems (NPIAS) and plays an important role in the state and local aviation systems. Mr. Robinson advised the Virginia Air Transportation System 2011 Statewide Economic Impact

Study created 107 jobs; had an annual payroll of \$4.44 m; and generated \$18.41 m in total economic activity state-wide.

Mr. Robinson relayed the regional airport brings considerable quality benefits to a local community such as law enforcement support, flight training, air ambulance service, gateway for many VIPs traveling to the region, and home to several community events annually.

Mr. Robinson stated that future demand for the Stafford Regional Airport will include construction of runway extension; installation of new hangers; and other capital projects that are shown in the CIP.

Shannon Airport

Shannon Airport is classified as a General Aviation Community Airport. It is owned by Shannon Airport, LLC. (Mr. Robinson advised that there is now a new owner since previously mentioned in FAMPO's LRTP). Mr. Robinson stated that data from 2013 shows there were 31,593 annual operations, either departures or arrivals. As of report from May 11, 2016, there are 91 based aircraft at Shannon which includes all aircraft either tied down or hangered.

Mr. Robinson stated Shannon Airport opened in 1950 and the terminal building and airport museum have recently been renovated. There are currently two runways, 2,999' by 100' paved; 1,500' by 150' turf.

Mr. Robinson stated there are plans for a new taxiway, lighting upgrades, and obstruction removal within the 6-Year Airport CIP. Mr. Robinson advised there is a conflict on the runway extensions because of proximity of development to the railroad.

Mr. Robinson advised that the Shannon Airport is not in the National Plan of Integrated Airport Systems (NPIAS) so therefore relies on funding from: the State of Virginia, the Virginia Department of Aviation, or revenues generated at the airport.

Mr. Robinson advised that data obtained from the 2011 Virginia Air Transportation System Statewide Economic Impact study shows the following information:

- 83 jobs created
- \$3.04 m annual payroll
- \$11.83 m in economic activity statewide

Mr. Robinson advised the quality benefits to the community are: flight training; air ambulance service; gateway for VIPs traveling to the region; and aircraft maintenance. In regard to preparations for future demands, Mr. Robinson advised that the recent ownership change has resulted in refurbishment and upgrades to the airfield and landside pavements; refurbished terminal upgrades; and expanded services. Mr. Robinson advised that runway expansion is not feasible now due to adjacent constraints, both highway and railroad, and the airport could use improved access from Route 2 to include turn lanes, markings, signage, etc.

ii. Fiscal Constraint – Mr. Paul Agnello

Mr. Agnello advised that there is not as much funding available to the region that we would like and funding allocations are scarce. Mr. Agnello provided a funding breakdown for the 2045 CLRP which is for the FY2018-2045 timeframe.

Mr. Agnello stated in the Highway Capacity Expansion category the following funding is allocated:

Highway Capacity Expansion

Available Funding - \$706 m

Critical needs from I-95 Phase 1 & Unfunded Smart Scale - \$1.1 b (includes I-95 NB

River

Crossing project)

All unfunded needs from 2040 LRTP effort - \$10 b

Mr. Nelson stated that this funding deficit already suggests that our planning efforts reflect relative shortfall needs that cannot be sustained. Mr. Nelson stated even though these are system shortfalls he does not think this is a good message to the public. Mr. Nelson stated he does not want this to be perceived as a negative reflection on the region/staff.

Transit

Mr. Agnello advised there is \$111 m in available funding and most of this funding is needed for existing service. There is limited funding for new transit capital and limited funding for additional transit operating costs. Mr. Agnello stated that there are still some unknowns that remain to be allocated in this category so possibly the region will receive some additional funding but at this time the amount, if any, is unknown.

Additional Funding

Mr. Agnello advised the Atlantic Gateway FASTLANE Grant (Fred Ex) will be \$165m; the GWRC 5307 National Transit Database funding is \$30 m; and locality funding is \$463 m (Mr. Agnello stated the amount of local funding last time was \$250 m).

Mr. Agnello advised there are three proposed funding scenarios which include: Constrained Long Range Transportation Plan (CLRP); Additional Potential Revenues above CLRP (Additional \$2 b); and Unconstrained Needs Plan (approximately \$10 b for 2040 LRTP). Mr. Agnello stated that traditionally FAMPO has completed scenarios 1 and 3 and this round FAMPO is recommending completion of all three scenarios.

Constrained Long Range Transportation Plan (CLRP)

Highway Funding - \$706 m

Transit Funding - \$111 m

Mr. Agnello advised that the State used conservative numbers in both the allocations in Highway and Transit funding categories so the total allocations are expected to be greater but how much greater at this time is unknown.

Local Funding - \$463 m
Additional Funding - \$195 m (Atlantic Gateway & GWRC 5307)
Total - \$1.475 b + VRE

Additional Potential Revenues above CLRP (additional \$2 b)

Mr. Agnello stated that if additional state/federal funding becomes available that staff is including Scenario #2 so if any additional funding is allocated eligible projects will already be in place to submit for funding considerations.

Potential Sources
Regional Motor Fuels Tax Floor
Additional Local Revenue
Additional Federal/State Revenue
Volkswagen Settlement funding
I-95/I-395 Express Lanes Transit/TDM funding
DC2RVA Rail funding
Other

Unconstrained Needs Plan (Approximately \$10 b for 2040 LRTP)

Ms. Soneji asked what is the DC2RVA funding category. Mr. Agnello stated that is why he asked the question to Mr. Selleck on how much funding has been allocated to the Fredericksburg region. Mr. Selleck stated in his earlier presentation that at this time nothing has been allocated to the Fredericksburg region. However, the Fredericksburg project costs are \$507 m so if ever allocated, the FAMPO region would have an additional \$507 m added to the CLRP.

Ms. Soneji asked if the DC2RVA program is applying for other funding sources – i.e. Smart Scale, FRA, REF, etc. Mr. Roseboom stated that the majority of funding is for Northern Virginia; however, VRE funding could be applicable. Mr. Roseboom stated that DRPT did not project any potential forecasts.

iii. MAP-21/FAST Act Performance Measures Requirements – Mr. Paul Agnello

Mr. Agnello advised that in regard to the MAP-21/FASTACT Performance Measure requirements that there are new federal requirements implemented for MPO's to comply with. The seven performance measure areas are:

1. National Highway System Performance – Freight Movement on the Interstate System
2. National Highway System Performance – Congestion Mitigation & Air Quality Improvement Programs
3. Highway Safety Improvement Program (HSIP)

4. National Highway System – Asset Management Pavement and Bridges
5. National Highway System – Asset Management Transit Asset Management Plans and Emergency Relief Program
6. Transit Asset Management – National Transit Database
7. Transit Safety

Mr. Agnello stated the seven areas above are general areas and within each area there are different performance measures that need to be met as well. For example, the Safety measure has five different areas of compliance requirements. Mr. Agnello stated there are 15 MPO's in the State and FAMPO is the first MPO to be required to comply with the new measurements. FAMPO will continue working with the Secretary's Office, VDOT and DRPT to ensure the process, requirements and deadlines are met.

Mr. Agnello stated the requirements for the State to set targets and then the MPO's need to either accept or reject a target. Mr. Agnello advised that this region will need to be in coordination with the Washington, DC MPO.

Mr. Agnello stated that if an MPO completes its CLRP/TIP under SAFETEA-LU regulations before May 27, 2018, it is acceptable; however, CLRP/TIP amendments made after May 27, 2018 could trigger the need for compliance with MAP21/FAST ACT performance measure requirements. Mr. Agnello stated that staff is attempting to be proactive in the CLRP update so TIP amendments would not be necessary and complete the plan by May, 2018. Mr. Agnello stated the first goal is to make the 2045 FAMPO CLRP as compliant as possible with meeting first deadline performance measures.

Mr. Agnello stated the second goal is to meet all MAP-21/FAST ACT Performance measure requirements by second deadline. Mr. Agnello advised that a mini/condensed 20454 LRTP update in FY2018 will need to be completed by May 20, 2019. Mr. Agnello stated that the schedule for the federal process does not allow this to be done in time for the April, 2018 FAMPO 2045 LRTP update approval time frame.

a. August 10, 2017 – VDOT Letter – Mr. Paul Agnello

Mr. Agnello advised that included in today's packet is a copy of a letter written from VDOT to FAMPO which serves as the update on developing performance targets to be in compliance with federal regulations.

Mr. Agnello advised that schedule-wise, during September/October draft results and additional analysis will be completed. In November, completion of the I-95 Phase 2 Transit/TDM study will be finalized. In November/December, final results submitted to MPO committees for review. In December/January, a draft report will be available for review by MPO committees on the LRTP.

Mr. Agnello stated in 2018, January 25th to March 22nd the public involvement period will occur. In March of 2018, Smart Scale Round 3 process begins. In March/April of 2018, completion of the I-95 Phase 2 Highway study will be finalized. In late March/early April, LRTP revisions will be

made based on public comments received during public comment period. In April, 2018, CLRP/LRTP will be approved by FAMPO and GWRC committees.

Mr. Nelson stated that it appears that new performance measures relate more to the National Highway system so a lot of our existing performance measures will remain valid within our own network. Mr. Agnello stated that a lot of performance measures that are in place are coordinated with VDOT/DRPT and these will remain so will not be a new creation of the wheel.

Mr. Agnello stated there will be a number of performance measures being utilized by the MPO's and these efforts are being implemented by the update efforts. Mr. Agnello stated that there will be some tweaks needed and facets required that will not be covered before the plan will be adopted in April of 2018. Mr. Agnello stated that from a federal perspective, this is brand new and is more of an effort to retro-fit the State's plan into the federal process. Mr. Agnello stated this is probably the most significant changes for compliance by the State with the federal requirements in many years.

iv. I-95 Corridor Study Presentation – Mr. Paul Agnello

Mr. Agnello advised that the Phase II study objective is to develop a revised master plan for I-95 between mileposts 145 and 110 that takes into consideration weekday and weekend travel conditions. The study will provide projects that can be phased into smaller projects that could be considered for approval under the Smart Scale application process and/or other grant funding programs.

Mr. Agnello advised that the development of potential build alternatives are various ideas that have been recommended from the Advisory Committee. The alternatives are being tested to see the pros/cons of a project.

Mr. Agnello advised that recommendations have been received from the Advisory Committee and both the FAMPO Technical Committee and FAMPO CTAG will be asked to provide recommendations for testing as well. Mr. Agnello relayed that project recommendations can be submitted up to September 20th and that the Advisory Committee can submit up to three improvement projects for consideration.

v. Summary of 2045 LRTP Advisory Committee Meeting of June 22, 2017 and August 2, 2017 – Mr. Paul Agnello

Mr. Agnello advised that minutes from the June 22nd and August 2nd 2045 LRTP Advisory Committee meetings are included in today's agenda packet.

c.) Update on Smart Scale Round 3 – Mr. Paul Agnello

Mr. Agnello advised that since the last meeting, the State response to FAMPO Smart Scale Task Force recommendations has been received. The summary of State staff recommended changes to the Smart Scale process will be discussed. Discussion to occur on potential regional candidate projects to be submitted for Round 3 of the Smart Scale application process.

Mr. Agnello advised that FAMPO submitted 27 recommendations as input to the State in March of 2017. The State response accepted parts or all of 9 of the 27 recommendations submitted. Four of the ten recommendations on process changes were accepted and five of seventeen recommendations on prioritization methodology changes were accepted.

Mr. Agnello advised that in regard to significant changes based on FAMPO input in the process is that the Smart Scale Technical Guide will be made available before the start-up of the pre-application process. Also, improved application intake process that will provide reliable feedback on project applications was implemented. In regard to the scoring metrics Accessibility Factor the 45-minute threshold for highway trips was addressed. In both Round 1 and Round 2, it was implied that no one would commute further than 45 minutes. This region definitely exceeds the 45-minute commute time.

Mr. Agnello stated the second biggest issue is not including weekend traffic counts. The third issue is that the State is looking at using existing traffic updates rather than projected traffic data when looking at a project need. Mr. Agnello stated he is not sure if this if finalized at this time with the CTB; however, if implemented, this could benefit our region within the scoring metric process. The State has indicated they will not make any changes in regard to the weekend traffic congestion issues. GWRC, through its legislative agenda, is advancing this request to the General Assembly Committee for review in 2018.

Mr. Agnello advised that some major staff recommend changes from Round 1 & 2 to Round 3 in the application process are:

- Application period moved from August 1st to March 1st
- Limit on number of applications an MPO, locality or other entity can submit
- Limit on how far apart multimodal projects in the same application can be – decision still pending on this request

Mr. Agnello advised that at the July CTB meeting it was determined that localities with less than 200k in population and MPO's with less than 500k in population could only submit a maximum of four projects for consideration under Smart Scale. This threshold is the population number FAMPO, GWRC, and the localities qualify for. For populations greater than 500k, like VRE, these entities are eligible to submit eight applications for consideration.

Mr. Agnello advised that some projects do not require FAMPO/GWRC approval – these are some specific locality projects. However, in the past, FAMPO/GWRC has submitted Resolutions of Support for all projects.

Mr. Agnello stated that it is important for projects to be coordinated within the region to ensure that project applications are not duplicated. Mr. Agnello advised that even though the I-95 NB Rappahannock River Crossing project has been submitted as the number one project for project selection in both Round 1 and Round 2; however, there is discussion for Round 3 that the project may be removed and not re-submitted. This will be determined later in the process as the projects for consideration are submitted.

i. Potential List of Regional Smart Scale Projects – Mr. Paul Agnello

Mr. Agnello advised that included in today's packet, there are a list of potential projects that could be considered for submission for the Round 3 Smart Scale application process. The project list is just recommendation only at this time and is not considered to be the final projects the region will submit. Mr. Agnello stated that each locality can submit up to three projects for consideration and then staff will score the projects received and present the top three to the committee for recommendations of moving forward. Mr. Agnello asked for all project submissions to be submitted to him by September 20th.

CORRESPONDENCE

Mr. Agnello advised the committee that VDOT's design public hearing on the 95 Express Lanes Fredericksburg Extension will be held on Monday, September 25th. Mr. Agnello advised the meeting will be held at Stafford High School and will begin at 6:00 p.m. with a presentation at 7:00. Mr. Agnello stated that FAMPO staff would be attending and encouraged all members to attend.

STAFF REPORT

None

MEMBER REPORTS

City of Fredericksburg: Mr. Nelson asked if the power point presentation from the last Advisory Committee meeting from VISSIM is now available. Mr. Agnello relayed that the power point presentation is on the website.

County of Spotsylvania: Mr. Cole advised that the Transportation Advisory Committee will be meeting in Spotsylvania County on Thursday. Mr. Cole stated the purpose of this meeting is to discuss revenues and how the county can go about saving/securing projects.

Mr. Cole relayed that the county has hired a consultant who will be providing a corridor study within the county. Mr. Cole stated this study is expected to be completed in November and once the report is available, the contents will be relayed to the Technical Committee.

DRPT: Mr. Roseboom advised that the Advisory Board completed the final review/report in June and this report is now currently available on the website. Mr. Roseboom relayed the report will be submitted to the CTB in the fall as a legislative assembly action item.

Mr. Roseboom relayed that "Try Transit" week is occurring the week of September 18th through September 21st. Mr. Roseboom advised that FRED, PRTC and VRE are all participating and are offering drawings, giveaways, etc. Mr. Roseboom stated that DRPT will be giving away two round-trip Amtrak tickets.

FRED: Mr. White advised that FRED has undergone its two-day audit and all files/records, etc. have been submitted for review. Mr. White relayed that all of the new FRED buses are now on-line and fully operational.

GWRC: Ms. Utz advised that GWRC has re-newed the lease agreement in Ladysmith for the use of 25 spaces for commuter parking. Ms. Utz relayed that beginning this week, the fall advertising campaign is underway. Ms. Utz stated the fall advertising campaign is using multiple types of media advertising and the campaign will run through the second week in November.

VRE: Ms. Soneji advised that the first Wednesday in October VRE will be conducting its annual ridership survey. Ms. Soneji stated this survey is an important survey and the data is used for ridership forecasting. Ms. Soneji stated that VRE appreciates the help from localities and FAMPO staff in assisting with compiling the ridership data from the Fredericksburg region.

NEXT TECHNICAL COMMITTEE MEETING, October 2nd, 2017 at 9:30 a.m.
/ADJOURN

The next Technical Committee meeting will be held on Monday October 2nd, 2017. The September 11th meeting was adjourned at 11:32 a.m.