



FAMPO Technical Committee(FTC) MeetingMinutes

October 2, 2017

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Members Present:

Joey Hess, Chair, County of Stafford
Erik Nelson, City of Fredericksburg
Bassam Amin, City of Fredericksburg
Craig Pennington, County of Caroline
Dan Cole, County of Spotsylvania
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:

Susan Gardner, VDOT
Dave McLaughlin, Citizen

Staff Members Present:

Paul Agnello, FAMPO
Lloyd Robinson, FAMPO
Marti Donley, FAMPO
Kari Barber, FAMPO
John Bentley, FAMPO
JoAnna Roberson, GWRC

CALL TO ORDER

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

APPROVAL OF TECHNICAL COMMITTEE AGENDA

The October Technical Committee agenda was approved as submitted.

**APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES FROM
SEPTEMBER 11, 2017**

The minutes from the September 11, 2017, Technical Committee meeting were accepted as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING ON SEPTEMBER 18, 2017

Mr. Agnello advised that per request from King George County at the August meeting, FAMPO was asked to submit a letter opposing the downsizing now being planned for the Harry Nice Bridge replacement project. The King George Board of Supervisors had already submitted letters of opposition and asked that FAMPO do the same. The request was to send the letters to the governors in Maryland and Virginia. The original project was to widen the bridge from two to four lanes with wide shoulders and a 10ft shared-use path. What is currently being proposed is the lane increase from two to four with narrower shoulders and no bicycle and pedestrian accommodations.

Mr. Agnello stated that there was opposition from Policy Committee members regarding the number of applications FAMPO, GWRC and the localities can submit for Smart Scale. The current limit is four per entity. Even though FRED is a City of Fredericksburg entity, they too can submit up to four applications. There was discussion that the number of applications transit agencies can submit is disproportionate to the localities. The committee requested that staff draft a letter asking that the application limit be increased for MPO's, PDC's and localities and decreased for transit agencies. The letter was sent to the State and the Commonwealth Transportation Board (CTB).

Mr. Agnello advised that at the upcoming November Policy Committee meeting, a final vote will be taken on the following items: whether to form an RTA and whether to submit the I-95 NB River Crossing project for consideration in Round 3 of Smart Scale.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

Mr. Agnello advised that the TAP funding resource is larger this year, so if localities still have eligible projects they can still be accepted. Mr. Agnello stated this funding source requires a 20% local match.

To date, Mr. Agnello advised that staff has received TAP applications from Stafford County and the City of Fredericksburg. Resolutions No. 18-03 and 18-04 are asking for committee endorsement that will be forwarded to the Policy Committee for approval.

- a.) Resolution No. 18-03, Endorsing County of Stafford's Grant to the Virginia Department of Transportation for Fiscal Year 2018 Transportation Alternatives Program (TAP) Funding - Mr. Paul Agnello
- b.) Resolution No. 18-04, Endorsing City of Fredericksburg's Grant to the Virginia Department of Transportation for Fiscal Year 2018 Transportation Alternatives Program (TAP) Funding – Mr. Paul Agnello

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolutions No. 18-03 and 18-04 were endorsed by the FAMPO Technical Committee.

Mr. Rapp asked when the TAP application deadline date is. Ms. Gardner stated the application deadline is November 1. Ms. Gardner advised that December 1 is the deadline for FAMPO support in the form of a resolution. Ms. Gardner stated that leftover TAP funding is still available, and if localities need help on whether a project is eligible to please contact her. Mr. Rapp asked if after the application process has ended and funding is still available can projects be submitted after the November 1 deadline. Ms. Gardner stated that approvals for projects after the deadlines have been met have been approved in the past; however, she could not guarantee that the State would make the same provisions this year.

c.) Virginia Critical Rural and Urban Freight Corridor Designation Information Item –
Mr. Lloyd Robinson

Mr. Robinson advised that there are components to the National Highway Freight Network (NHFN) that are established by the FAST Act:

- Primary Highway Freight System (PHFS)
- Other interstate portions not on the PHFS
- Critical Rural Freight Corridors (CRFC)
- Critical Urban Freight Corridors (CUFC)

Mr. Robinson relayed the NHFN is established to direct federal resources and policies toward improving the performance of the overall network. Mr. Robinson relayed that with the National Highway Freight program, funding goes to states for the improvement of freight movement on the NHFN. Mr. Robinson advised that Virginia will receive an estimated \$28million annually with the new federal formula funds during FY2018-2023. Mr. Robinson stated the FASTLANE grant program that provides funding for highway freight projects on the NHFN and NHS provides over \$4.5billion over a five-year period of time which averages \$800million annually.

Mr. Robinson stated that for this region the critical rural freight corridors and the critical urban corridors encompass 250 miles. Mr. Robinson advised this is applicable to MPO regions that have population less than 500,000, which applies to all regions in the State with the exception of Hampton Roads.

Mr. Robinson relayed the eligibility requirements to the Critical Rural Freight Corridor are that a state can designate a public road as a critical rural freight corridor if the public road is not in an urbanized area and meets one or more of the following seven elements:

1. A rural principal arterial roadway that has a minimum of 25% daily average truck traffic
2. Provides access to energy exploration, development, installation or production areas
3. Connects a primary highway freight system to facilities that handle more than 50,000 20' units per year or 500,000 tons per year of bulk commodities
4. Provides access to: grain elevator, agricultural facility, mining facility, forestry facility, or an intermodal facility
5. Connects to an international port of entry
6. Provides access to air, rail, water or other freight facilities in the State

7. In the determination of the State, is vital to improving the efficient movement of freight of importance to the economy of the State

Regarding Critical Urban Freight corridors, Mr. Robinson advised a public road designated as a CUFC must be in an urbanized area, regardless of whether the population is above or below 500,000 and needs to meet one or more of the following four elements:

1. Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
2. Located within a corridor of a route on the PHFS that provides an alternative highway option important to goods movement
3. Serves a major freight generator, logistic center or manufacturing and warehouse industrial land
4. As determined by the MPO or the State, is important to the movement of freight throughout the region

Mr. Robinson relayed that the recommended process will be to coordinate recommendations with FTC and submit these recommendations to VDOT by December 1. Mr. Robinson advised that the next steps will be to review the freight data and call to the FAMPO committees for questions.

Mr. Robinson stated that some potential additional funding associated with discretionary funding outside of Smart Scale could become available for the State. Mr. Robinson stated the available funding to Virginia will be approximately \$28million, so how much would come to this region is unknown. Even though not a huge amount of money, if connectable projects are present within the region, such as connecting Route 3 to the City of Fredericksburg, connecting Route 2 to Route 3/17, connecting Route 207 to Route 301, etc. funding of these projects could be utilized from this funding source.

Mr. Robinson advised that VDOT is asking the Region to determine what the freight network is; what the recommendation are for critical/urban corridors; what projects we might have; etc. Mr. Robinson stated that VDOT has requested this information be provided by November 1; however, Mr. Robinson stated that a December 1 timeframe is more realistic.

Mr. Nelson asked how this concept is integrated with the railroad system. Mr. Robinson stated that a project could be a multimodal facility; however, he does not think we have any of these in our region. Mr. Robinson stated that DRPT has a 2040 freight plan that would need to be updated.

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

Mr. Agnello advised that the new Map-21/FAST Act performance measure requirements have been implemented. Mr. Agnello stated that all Virginia MPO's will need to be in compliance with the new measures, and the FAMPO region is the first MPO needing to be in compliance.

Mr. Agnello stated the most significant changes are that our CLRP/TIP Compliance for Safety, Transit Asset Management and other measures needs to be completed by May 27, 2018. This requirement involves seven performance measure areas that include: safety, infrastructure

condition, congestion reduction, system reliability, freight movement/economic vitality, environmental sustainability and reduced project delivery delays. Mr. Agnello stated that the CLRP/TIP compliance for PM-2 & PM-3 measures (CMAQ/RSTP) will need to be in compliance by May 20, 2019.

Mr. Agnello stated that staff is working towards MPO action on Safety, Transit Asset Management and some other Map-21/FAST Act CLRP requirements/recommendations for MPO action in December. Mr. Agnello advised that a mini update will also occur in May.

Mr. Agnello stated that in order to meet the performance requirement deadlines, a Technical Committee meeting will need to occur in December. Mr. Agnello stated the date for the December meeting is scheduled for December 11 from 11:00 a.m. to noon. Mr. Agnello stated this date is already set aside for the LRTP Advisory Committee meeting scheduled for 12:30 to 3:00 p.m. with lunch being provided. Mr. Agnello relayed the FAMPO Policy Committee will be meeting on December 18 at 6:00 p.m. Mr. Agnello stated the reasons for the special meetings are to approve the Map-21 FAST Act performance measures for the CLRP and any possible action that may be needed on FAST Act Freight Corridors that would be a new action.

Mr. Agnello advised that the expected timeframes for completion of the I-95 Phase 2 study results are:

- October/November – Transit/TDM – Foursquare is expected to give its final presentation at the November 1 Advisory Committee meeting.
- November/January – Highway – major recommendations should be available in time for this LRTP update & any recommendations not in time for this update can be included in the FY2019-2045 LRTP update – recommendations will be in time for Smart Scale Round 3.

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

Mr. Agnello advised that included in today's agenda packet is a draft list of potential candidate projects for Smart Scale Round 3. Mr. Agnello stated this is a draft and could be changed before the final is submitted. Mr. Agnello stated changes could occur from a project being removed, new projects added, or projects that could be requested for funding from other studies that are now ongoing and will be finalized prior to application process deadline.

Mr. Agnello advised that October 20 is the deadline to submit comments on the Draft Smart Scale Technical Guide. Mr. Agnello stated that at the upcoming October CTB meeting, the revised Smart Scale Technical and Policy Guides will be adopted.

f.) FY2018 FAMPO Committee Meeting Calendar – Mr. Paul Agnello

Mr. Agnello advised that the FY2018 FAMPO Committee Meetings Calendar has been updated to include the December 11 Technical Committee and December 18 Policy Committee meetings.

Correspondence

Mr. Agnello advised that the Fredericksburg Region public hearing for the DC2RVA Draft EIS is October 18 from 7-10:00 p.m. at James Monroe High School. A presentation will begin at 7:30 p.m.

STAFF REPORT

None

MEMBER REPORTS

County of Spotsylvania: Mr. Cole advised that Spotsylvania's Smart Scale Round 3 applications have been finalized and will be forwarded for approval by the Board of Supervisors at next week's board meeting.

DRPT: Mr. Roseboom advised that the new Amtrak line from Roanoke to DC, New York, & Boston begins on October 31, 2017.

ADJOURN

The FAMPO Technical Committee meeting was adjourned at 10:52 a.m. The next meeting is scheduled for November 6, 2017 at 9:30 a.m.