

**Technical Advisory Committee Meeting Minutes
October 9, 2018**

Members Present:

Bassam Amin, City of Fredericksburg (Alternate Chair)
Doug Morgan, Spotsylvania County
Joey Hess, Stafford County
Ciara Williams, DRPT
Diana Utz, GWRC
Stephen Haynes, VDOT
Sonali Soneji, VRE

Others Present:

David Jackson, Cambridge
Susan Gardner, VDOT

Staff Members Present:

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

Call to Order

The Technical Advisory Committee meeting was called to order at 9:35 a.m. by Alternate-Chair, Mr. Bassam Amin.

Approval of the Technical Advisory Committee Agenda

Upon motion by Mr. Morgan and seconded by Ms. Soneji, with all concurring, the October 9th TAC agenda was approved as submitted.

Approval of the September 10th, 2018 Technical Advisory Committee Meeting Minutes

Upon motion by Mr. Morgan and seconded by Mr. Hess, with all others concurring, the minutes from the September 10 TAC meeting were approved as submitted.

Review of the September 17, 2018 FAMPO Policy Committee Meeting

Mr. Agnello advised a Smart Scale presentation and a Legislative Priority Agenda were discussed at the September 17 meeting and presentations on both topics will be addressed at today's TAC meeting.

Public Comment – None

FAMPO Administrator Report

Mr. Agnello advised that major highlights include an update on Smart Scale. Mr. Agnello advised that there will be no FAMPO meetings held in November. However, an important VDOT meeting is scheduled for November 28th from 4-6:00 p.m. at the VDOT Fredericksburg Auditorium. Mr. Agnello advised this is the annual state meeting where opportunities are available to provide input to the State for the high priority regional items and he encouraged all committee members to attend if their schedule allows.

Discussion Items

a.) Performance-Based Planning Target Setting – Mr. David Jackson, Cambridge Systematics

Mr. Agnello advised that Cambridge Systematics is 1 of 2 on-call FAMPO consultants and Mr. Jackson has major and new requirements that will be applicable to all MPO's nation-wide in regard to Air Quality Conformity issues.

Mr. Jackson advised Transportation Performance Management (TPM) is a strategic approach that uses system information that informs investment and policy decisions that achieve performance goals. Mr. Jackson stated the strategic direction determines where you want to go with establishing goals and objectives and performance measures. Analysis is then done to demonstrate how we are going to get to our goals by identifying trends & targets; identifying & analyzing strategies & alternatives; & develop investment priorities.

Mr. Jackson stated the performance based planning requirements (MAP-21/FAST Act) began four years ago. Mr. Jackson stated this includes the following: planning rule; HSIP & Safety performance Management Final Rules (PM1); Pavement & Bridge Condition performance Measures Final Rule (PM2); Asset Management Plan Final Rule; System Performance/Freight/CMAQ Performance Measures Final Rule (PM3); transit Asset Management Final Rule; & Public Transit Safety Program Final Rule. Mr. Jackson stated linking of the strategic direction to the analysis of planning/policy development would be incorporated into the development of a 6-year plan & TIP and then implements the policy.

Mr. Jackson stated that the rulemaking summary from FHWA establishes goals and planning frameworks/coordinates LRTP/MTP, STIP/TIP requirements. It provides data collection, reporting, target setting, programming & funding approaches for highway safety. The data collection, reporting, target setting, programming & funding approach are also developed for highway assets. Reporting and target setting approaches for passenger & freight mobility and emissions controls would also be incorporated.

Mr. Jackson stated that safety performance measures (PM1) & pavement/bridge condition measures (PM2) are the TPM-related rulemaking summary. PMC will include the performance of the NHS, freight & CMAQ measures.

Mr. Jackson advised the TPM terminology is as follows:

- Goal – statement that describes a desired end state – this is a common goal within the LRTP that improves the reliability and connectivity of the transportation system
- Performance Measure – expression based on a metric that is used to establish targets & to assess progress toward meeting the targets – the percentage of reliable travel time based on highway speed limits
- Target – is a quantifiable level of performance or conditions that will be achieved within a set time period – 80% of travel times are met based on the existing speed limits

Mr. Jackson stated “targets” are different than “goals” and determines where we can go current and future trends within a 6-year program/plan. Mr. Jackson stated that TPM (target setting) focus is on today and is a quantifiable level of performance or condition to be achieved within a set time period.

Mr. Jackson stated that December 17th, 2017 FAMPO adopted the FY2018 fiscal targets and DRPT’s transit targets for FRED. Mr. Jackson advised the final FHWA rules have been set; compliance dates in place; & FAMPO’s current status are as follows:

- PM1 – Safety – implementation of 5 measures – need to be implemented 180 days after annual State target date that are required to be completed in HSIP by August 31s - FAMPO completed the 2018 targets that were established in the HSIP and were in Conformity by December of 2017
- PM2 – Pavement – implementation of 6 measures – MPO’s need to adopt State targets or develop/implement its own set of targets 180 days after the State target date of November 14, 2018 – FAMPO will establish either 2-year and/or 4-year target dates
- PM3 – System Performance – implementation of 3 measures – 180 days after State targeted date by November 14, 2018 – target review will establish with FAMPO 2-year & 4-year targets for eligible measures

Mr. Jackson advised the TPM review included 17 total measures; however, 14 total targeted requirements are applicable to FAMPO. The 5 PMI – Highway Safety Performance measures were adopted by the CTB on July 18, 2018 and are as follows:

1. # of fatalities
2. fatality rate (per 100m VMT)
3. # of serious injuries
4. serious injury rate (per 100m VMT)
5. # of non-motorized fatalities & serious injuries

The 6 PM2 – Pavement/Bridge Performance measures were adopted by the CTB on September 18, 2018 and are as follows:

1. % of pavements on the Interstate system that are in good condition
2. % of pavements on the Interstate system that are in poor condition
3. % of pavements on the non-interstate NHS system that are in good condition
4. % of pavements on the non-interstate NHS system that are in poor condition
5. % of NHS deck area classified as in good condition
6. % of NHS deck area classified as in poor condition

The 3 PM3 – System Performance/Freight/CMAQ Performance measures were adopted by the CTB on September 18, 2018 and are as follows:

1. % of person miles on the Interstate system that is reliable
2. % of person miles on the non-interstate NHS system that is reliable
3. % of Interstate mileage providing for reliable truck travel times

Mr. Jackson advised the other 3 performance measure components within the PM3 System apply to areas that have over 1m in population and currently, this is only applicable to Washington, DC. Mr. Jackson stated that Cambridge will continue working with both FAMPO & VDOT over the summer of 2018 and FAMPO will need to adopt by February of 2019. Mr. Jackson stated the first bill is for FY2018-2021 and potentially new/revised measurements would then be applicable to FAMPO after FY2021. Traffic congestion measures and emission reduction procedures could likely be required after FY2021.

Mr. Jackson advised that the MPO will have 2 choices & there are pros/cons to each and these are as follows:

1. agree to comply with the plan & program projects so they contribute toward the accomplishment of the relevant State DOT targets (this option makes a lot of sense as it is currently a new process) or
2. commit to a quantifiable target independently for compliance of performance measures (some MPO's have chosen this option to enforce independent targets that differ from the State standards – this is not common but some MPO's have decided to switch to independent monitoring)

Mr. Jackson stated that by supporting the VDOT targets, the MPO's agree to plan and program projects that contribute toward achievement for the State's targets. If MPO's set its own targets, MPO's are not required to plan & program projects that will contribute toward assisting the State to achieve its targets; however, MPO's will still plan & program projects toward achievement of its own targets. Mr. Jackson stated that regardless of an MPO's target preference, the MPO's will still need to evaluate system performance with respect to the performance targets within the future updates to their LRTP's.

Mr. Jackson advised the Target Schedule is as follows:

For PM2 (Bridge/Pavement Conditions) & PM3 (System Performance) Technical Advisory Committee endorsement is being asked for at today's meeting; the Policy Committee will consider at the October 15th meeting; & final action will be submitted to VDOT/OIPI prior to November 14, 2018.

Mr. Jackson relayed that regarding PM2 Pavement & Bridge MPO requirements, the State has set a 4-year target date with this date being re-visited every 2 years. The State's target dates will be adjusted in the mid-performance period progress report that will be submitted on October 1, 2020. Mr. Jackson advised the MPO's support State DOT 4-year targets or need to establish their own 180 days after the State targets are established.

Mr. Jackson stated MPO's must establish targets; however, are not subject to any of the penalties related to failure to achieve or make significant progress toward specific targets. Mr. Jackson stated that federal representatives have allowed flexibility due to the requirements implemented being new.

Mr. Jackson advised that the state-wide target rationale pavement context shows that VDOT measures more than 13 distress factors on either a semi-annual to annual basis. The federal measures apply to less than 15% of VDOT's maintained lane miles. Mr. Jackson stated that measuring differences can create challenges in the communicating of the goals.

Mr. Jackson stated the rationale will include current performances, performance trends, deterioration, and funding informed targets. There is a slight decrease in pavement conditions are consistent with trends and accounts for uncertainties such as material cost increase, heavier trucks, extreme weather conditions, etc.

In regard to existing pavement performance metrics and thresholds that the State needs to be in compliance of having no more than 5% of interstate pavements in poor condition and the State is currently well under this threshold percentage. Mr. Jackson relayed that if the minimum requirements are not met for any year, then the State must obligate NHPP funding and transfer STP funds to ensure pavement improvements occur.

For the FAMPO region, Mr. Jackson advised that most routes/roads are maintained by VDOT. Mr. Jackson relayed that pavement performance on the interstate is mostly good; however, there are some poor segments of pavement performance being poor in both the City of Fredericksburg and the County of Stafford.

Mr. Jackson advised the pavement performance FAMPO data from 2017 shows the following statistics:

- Interstate (encompassing 197 miles) – 60% are in good condition (compared to 45% statewide); 0% in poor condition (compares to greater than 3% statewide)
- Non-Interstate NHS (encompassing 368 miles) – 34.3% are in good condition (compared to 25% state-wide & 0.8% are in poor condition (compared to greater than 5% statewide). Mr. Jackson stated that it is Cambridge's recommendation that FMAPO accept the State targets. Mr. Jackson relayed that across all pavement measures, the FAMPO region is above average relative to the rest of the District and the overall state-wide averages. Mr. Jackson stated that both the State of Good Repair & Smart Scale projects will help to continue the maintenance conditions to be good.

Regarding the Statewide Target Rationale for bridges, Mr. Jackson advised that federal performance measures apply to a limited section of bridges and culverts which are those greater than 17% of all structures. Mr. Jackson stated that VDOT's definition of "good" is different than the federal definition and that condition trends include data as of December 31, 2017.

Mr. Jackson stated the rationale uses VDOT's Bridge Management database and bridge performance and deterioration rates were compared to programmed bridge work to occur over the next 4 years. Mr. Jackson advised established 2 & 4 year targets are consistent with a minor decrease in the share of good condition bridges and continuing decrease in share of poor conditioned bridges. Mr. Jackson relayed that the bridges in Virginia are in relatively good shape and VDOT is addressing those that need repairs now. In regard to PM2, bridge metrics & thresholds, the federal measures do not include the bridge deck areas. Mr. Jackson stated that no more than 10% of NHS bridges' total deck area can be classified

as “structurally deficient” which results in a poor classification rating. Mr. Jackson stated that if a 10% minimum cannot be met for 3 consecutive years then the State must obligate NHPP funding for the eligible projects on bridges in the NHS system. Mr. Jackson stated that within the State of Virginia, there are only a handful of poor bridges and handful of good bridges state-wide.

Mr. Jackson advised that bridge performance received from 2018 FAMPO data reveals that NBI bridges on the NHS showed 7.3% of deck areas in good condition (compared to 33% statewide target) & 7.2% deck areas are in poor condition (compared to 3% statewide target). Mr. Jackson stated that within the FAMPO region, there are 78 NBI NHS bridges & culverts that total 910k square feet of deck area & 8 poor bridges that equal 65k square feet of deck area. Mr. Jackson advised that even if a bridge receives a “poor” rating, this does not mean that the bridge needs to be shut down for safety reasons. It means that replacement & rehab improvements are needed. Mr. Jackson stated that VDOT is proactive in its bridge maintenance program and ensures they do not go from a fair to poor classification rating.

Mr. Jackson stated the recommendations from Cambridge are as follows:

1. accept the State targets (FAMPO is below average relative to the Statewide averages for both good & poor)
2. both the State of Good Repair projects & Smart Scale investments considered will address most of the poor bridge ratings over the next 4 years which will help the region contribute to VA targets many of the “fair” bridge ratings on I-95 will also be addressed through the Rappahannock River Crossing projects & other I-95 improvement projects that are forthcoming

Mr. Jackson stated that the 4-year considerations, with the I-95 bridge at the Rappahannock River being the largest bridge in the FAMPO region, that it is rated at 16% for regional deck area classification (currently rated 5 for sub and super, 6 for deck). Mr. Jackson stated the Rappahannock River Crossing project will enhance this current rating. Mr. Haynes advised that upcoming projects are not necessarily going to be completed within the time frame over the next 4 years so the performance tracking could become challenging.

Mr. Jackson advised with the PM3 – System Performing reliability component that a lot of measures have receive review/comments and 10 years ago there was no data even available. Mr. Jackson relayed the federal agencies track the existing data and then provides these results to all states.

Mr. Jackson advised the State target timing is set for 2 & 4 year targets; with them being re-visited every 2 years. Mr. Jackson stated the targets will be adjusted in the State’s mid-performance period progress report in October of 2020.

Mr. Jackson relayed that the MPO’s will need to either support State DOT 4-year targets or establish its own 180 days after the State DOT’s targets have been established. Mr. Jackson relayed that while MPO’s must establish targets, the MPO’s will not be subject to any penalties related to failure to achieve or to make significant progress toward meeting targets.

Mr. Jackson advised the System Performance Measures (Interstate & NHS) data determines a percent of person miles traveled that are reliable on the Interstate System (4-year target); determine a percent of person miles traveled that are reliable on the Non-Interstate NHS system (4-year target); & Truck Travel Time Reliability index on the Interstate System (4-year target).

Mr. Jackson stated the final statewide targets were adopted in May and the federal measures did not communicate “reliability” measures. The new measures were also adopted by the CTB in September of 2018.

Mr. Jackson relayed the Statewide Target Rationale which noted reliability constraints and the System Performance is based on limitations. The context had substantial data limitations; measures definition challenges & risks; & provides uncertain impacts of project completions & work zones.

Mr. Jackson stated the rationale is that target setting for reliability is particularly challenging as a result of the many external factors that influence reliability such as VMT, the economy, gas prices, land use, policy decisions, latent demand, incidents, weather, etc. Mr. Jackson advised there is a slight decrease in the statewide LOTTR and an increase in TTTR which is consistent with linear extrapolation & assumptions on borderline links moving into unreliable status.

Mr. Jackson stated the PM3 – System Performance LOTTR (Level of Travel Time Reliability) measure is combined with person miles traveled on the interstate system & non-interstate NHS separately to estimate the percent of person-miles traveled that are reliable (based on 80% percentile speed vs. 50th percentile speed). Mr. Jackson stated the data looks at the average speed on the corridor.

Mr. Jackson stated the segment is unreliable if to arrive on time 80% of the time, then one would need to budget 50% more time compared to a typical trip and the idea is to project spikes in speed accounting for the number of people who are experiencing delays. Mr. Jackson stated the TTTR (Truck Travel Time Reliability) is only for the interstate system and separate measures are implemented. This target does not look at the total number of trucks but just looks at the number of delays. The reliability measure based on the worst 95th percentile truck speed versus 50th percentile of truck speed which is averaged across the length of all interstate segments. Mr. Jackson stated this is compared to 50% across the State.

Mr. Jackson advised the Interstate LOTTR trend and regional comparisons were presented to the CTB in April of 2018. At that time, I-95 was shown to be 50% reliable versus 80% state-wide. Mr. Jackson advised measures are taken four times: a.m. peak; p.m. peak; mid-day; & any time during the weekend. The reliability takes a curve in the spring/fall and shows a decrease in the winter. Mr. Jackson stated that Cambridge is able to compile data that can be moved to peak times in the summer and can be calculated daily or monthly and current data is measured through July of 2018. Mr. Jackson advised that each measure within the region was looked at & compiled data has been completed for the new interchange access point in Stafford County. However, to date, there are no definite benefits available.

In regard to the Non-Interstate LOTTR, most data focused on week-day counts on arterial roadways. Mr. Jackson stated that it has been acknowledged by both the Federal & State representatives that the measures have a lot of challenges and that measures are still evolving.

Mr. Jackson stated that the Interstate TTTR Trends for regional comparisons show the State’s 2-year target at 1.53 & the 4-year target at 1.56. Mr. Jackson stated the FAMPO region is well above the state targets with the 2016 TTR at 2.60 & the 2017 TTR at 2.61.

Mr. Jackson advised that as no major I-95 projects are expected to be completed by FY201 so the safety & reliability issues could actually increase during the construction period and then obviously will begin to decrease as projected projects reach a completion date.

Mr. Jackson stated the recommendations from Cambridge are for FAMPO to accept the State targets. The FAMPO region is well below statewide performances for LOTTR & TTTR measures. Mr. Jackson stated the next 4-years of projects will create opportunities to significantly change performances post FY2021 that will contribute to state & regional goals. Mr. Jackson relayed the performance over the next 4 years are likely to degrade (similar to statewide performance & targets) with the continued traffic growth and the impact of the work zones. Mr. Jackson stated that both VDOT/FAMPO should proactively track reliability data & study work zone & project completion impacts along the I-95 corridor.

Mr. Jackson advised the next steps are to obtain Technical Committee approval (Resolution at today's meeting); to obtain Policy Committee approval at the October 15th meeting; & to submit to VDOT/OIPI by November 14th.

- i. Resolution 19-09, Adopting the VDOT Transportation Pavement/Bridge & System Performance Targets– Paul Agnello

Mr. Agnello advised that most MPO's to date are accepting the state-wide target requirements.

Upon motion by Mr. Morgan and seconded by Mr. Hess, with all concurring, Resolution 19-09 was endorsed by the Technical Advisory Committee at the October 9th meeting.

- ii. Safety Target Settings – Mr. David Jackson, Cambridge Systematics

Mr. Jackson advised that all MPO's must set a target for each of the 5 Safety Performance measures being implemented. The MPO's can choose to adopt & support the State's target; develop their own; or use a combination of the 2. The MPO targets are not annually assess for significant progress in meeting targets. MPO targets are then reported directly to VDOT

Mr. Jackson relayed that the target setting tools have been developed by VDOT and are online as a data tool. This data contains MPO boundaries; Urban areas; Jurisdictions; & provides Non-Motorized crash data. The VDOT data tool provides annual crashes and persons by severity and by rate (per 100m VMT). The data enables review & trend testing by severity & rate to inform target settings. Mr. Jackson stated that the incident of crashes is decreasing even in spite of VMT increasing within the FAMPO region.

Mr. Jackson advised the recommendation from Cambridge is for FAMPO to adopt the statewide targets. Mr. Jackson relayed that specific crash & VMT trends for FAMPO are consistent with the statewide trends. Mr. Jackson stated the measures the trend shows that performance within the region will help Virginia meet statewide target requirements.

Mr. Jackson relayed that HSIP, SHSP & project specific safety outcomes within the FAMPO region are anticipated to support/exceed the state targets. Mr. Jackson advised that the CTB safety target adoption

directed OIPI, VDOT & DMV to develop a more rigorous data-driven methodology data base that will be used to establish future targets for the Federal Safety Performance Measure requirements. Mr. Jackson advised that no action is to be taken today and the federal review will begin in February of 2019. Mr. Jackson stated that a system performance report will become a requirement for the region's next LRTP update.

Mr. Agnello stated that FAMPO is planning to accept the state-wide targets in a December 2018 time frame so the region will have ample time to meet the federal February 2019 deadline. Mr. Agnello asked Mr. Jackson if this will become an annual rite of passage and Mr. Jackson concurred that it would.

Ms. Soneji asked what happens if targets are not met. Mr. Jackson stated that for the 1st 4 years more data/performance will beginning to be tracked and will be similar to conformity requirements with methods of performances but none are in place now. Mr. Jackson stated as no measures are implemented at this time, it is not clear to date what thresholds will be implemented now to either the federal representatives and/or to the MPO's.

Mr. Jackson stated the next steps will include references to targets within the FAMPO TIP & LRTP. Capital investments, programs & initiatives within the TIP & LRTP will be included that will support attainment of the targets and present crash trends will also be part of documents.

b.) Resolution 19-10, Endorsing Regional Base year & Future Years Population & Employment Control totals for Use in the 2050 Long Range Transportation Plan (LRTP) - Nick Quint

Mr. Quint advised that population base year projections have been revised for utilizing in the 2050 LRTP. The reason for this is that even though the region is the fastest growing in the State; however, the population is not increasing as forecasted in the 2045 LRTP. The 2045 LRTP projected a regional population to be at 651,000 & the 2050 projections reflect 640,213, which is 11,000 less than projected for FY2045.

Mr. Quint advised that the number of households by jurisdiction also decreased by approximately 7,000 from the FY2045 LRTP to the FY2050 LRTP. Mr. Quint stated the employment projections were calculated differently than the population & households. It was determined that the work completed is still accurate; however, the exceptions are for Caroline & King George counties where the numbers appear to be slightly higher. For these counties, the employment estimates were calculated as an average between the VEC estimates and the CS estimates. These numbers were then scaled up to the new horizon year of 2050 and the base year was also adjusted to 2017.

Upon motion by Mr. Morgan and seconded by Mr. Hess, with all concurring, Resolution 19-10 was endorsed by the Technical Advisory Committee at the October 9th meeting.

c.) Smart Scale update – Nick Quint

Mr. Quint advised the Smart Scale update is based on information that was taken by the CTB at its August 2018 meeting. Mr. Quint advised that there were 468 applications submitted for Round 3 of the Smart Scale process statewide. Out of the 468, Richmond submitted 85 applications & Staunton

submitted 71. Fredericksburg District submitted 35 and is rated 8 out of 9 districts. Mr. Quint stated that numbers are likely to change as application screening and validation process is still underway. Mr. Quint advised that it is expected that at least 10% of the applications submitted will be rejected without additional review or consideration.

Mr. Quint advised that other than highway projects which accounted for 371 of the 468; the next highest project category was bicycle/pedestrian projects which counted for 70; there were 15 bus transit projects; 9 TDM projects; 2 rail transit projects & 1 rail freight project submitted for Round 3 considerations.

Mr. Quint advised that there was a total cost of \$12,389.30B for all projects submitted and the statewide Smart Scale funding allocations for FY2018 will be approximately \$7b so the needs far exceed the amount of funding that will be available. Mr. Quint stated that even though not unexpected, that both the Hampton Roads & Northern Virginia regions have the most amount of leveraged funding to be applied to the projects submitted so their projects likely will receive higher considerations based on regions who have lesser amounts of leveraged funding to be applied to the project being requested.

Mr. Haynes advised that to date, no Fredericksburg projects have been screened out; however, it is still too soon to have final data. Mr. Quint thanked VDOT for their assistance to FAMPO in the project submittal process and stated they have been valuable assets to FAMPO staff.

d.) Adopted Resolution No. 19-07, Authorizing Staff to Issue a Request for Proposals to Hire New On-Call Planning Service Consultants – Paul Agnello

Mr. Agnello advised that Resolution No. 19-07 was already approved by the Policy Committee at its July meeting. Resolution No. 19-07 authorizes staff to issue a request for proposals to hire new on-call planning consultants. Mr. Agnello advised the current on-call contracts are in the 4th year of when the contracts end. Mr. Agnello stated that FAMPO will be able to advertise for new consulting teams beginning in the fall and concluding in the spring of 2019. Mr. Agnello stated currently we have Baker International & Cambridge Systematics as the existing consulting firms. Mr. Agnello also advised that possibly the consulting team for the next 4 years would continue to include 2 firms but also could include the hiring of 3 consulting teams.

e.) King George Transit Study – Paul Agnello

Mr. Agnello advised that based on the market analysis recently completed for transit service opportunities for King George County, three recommendations were provided for further consideration. Mr. Agnello stated the 3 options are:

1. an express bus service between Dahlgren & Fredericksburg during peak periods
2. Same as Option 1 but with more express trips included
3. local circulator bus service on most trips with some local trips going to Fredericksburg via the Route 301 & 3 corridors

Mr. Agnello stated the trade-offs between these options include costs to the County and will also focus on the Dahlgren commuters versus King George County residents. Mr. Agnello advised that no

endorsement has come at this time from either King George County/GWRC/FAMPO. Resolution No. 19-11 is asking for endorsement of the 3 recommended options to move forward for further study.

- i. Resolution 19-11, endorsing the Recommendations from the King George County Transit Study – Paul Agnello

Upon motion by Mr. Morgan and seconded by Mr. Hess, with all concurring, Resolution 19-11 was endorsed by the Technical Advisory Committee at the October 9th meeting.

f.) Summary of Legislative Subcommittee – Paul Agnello

Mr. Agnello advised that the Policy Committee developed a legislative sub-committee and contains 1 member from each of the 3 FAMPO districts. The purpose of the sub-committee is to develop legislative priorities for inclusion on the GWRC legislative agenda for consideration this November. Mr. Agnello advised the sub-committee met on September 6th with State Delegates Mr. Cole & Mr. Thomas. Mr. Agnello relayed a meeting was held with Delegate Thomas on September 26th. Mr. Agnello stated the target date for the legislative agenda to be approved is at the October 15th Policy Committee meeting.

Mr. Agnello advised there were several Smart Scale items proposed for FY2019 legislative efforts, including:

- Scoring Process (HB2) – request to include traffic counts for all 7 days in the project scoring process (the State/VDOT/OIPI is required to do this for new federal performance based planning requirements for congestion) – Mr. Agnello advised this item is also endorsed by many other areas/MPO's statewide
- Total Project Cost – request to use total project cost in the scoring process rather than the Smart Scale request cost (this is the region's 2nd major component) Mr. Agnello advised that an RTA is now available in Hampton Roads & Northern Virginia that will level out the total cost to the Smart Scale scoring process
- Change accessibility measure threshold from 45 minutes to 90 minutes – Mr. Agnello stated this item arises because for our region, jobs in northern Virginia/DC are not accurately accounted for as these jobs require longer than a 45-minute commute from the Fredericksburg region
- Restrict statewide high priority program funding to highway & transit projects – Mr. Agnello stated that as there was an increase in bicycle/pedestrian projects submitted for Round 3 Smart Scale consideration, and even though the region fully supports these types of projects, FAMPO does not feel these projects should be competing with larger regional highway or transit projects

Mr. Agnello advised the proposed FY2019 legislative efforts also included the following considerations:

- Regarding funding process (HB1887) – requested a study be done to review & potentially change the District Grant Allocation formulas
- Major District Grant Formula issues are that they were created for a different purpose in 1986 for Primary-Secondary Urban allocations (40/30/30); that interstates are not included in the 40/30/30 formula but are still eligible to receive funding; they are not consistent with national standards of the FY2010 Federal Functional Classification system; & the Urban component of population based on city/town populations instated of on national standard of urbanized areas – (this

compares city/town populations and there are only 2 in the region where this would be applicable which are the City of Fredericksburg & the town of Colonial Beach)

Mr. Agnello stated the proposed FY2019 legislative efforts also address the following:

- State Transportation Funding Study request – relates to the total funding allocated to Virginia – the current system is based on gasoline taxes & is failing due to the emergence of hybrid & alternative fuel vehicles – there is a need for a new sustainable system that is less reliant on gas taxes (Mr. Agnello advised this is an important issue for FAMPO & other MPO's & that FAMPO has submitted a letter to the State asking that funding be designated to begin the study process)
- Mr. Agnello stated the FAST ACT bill expires in FY2020 & a study could take considerable time to complete – Mr. Agnello relayed the issue was discussed at the August 20th GWRC meeting and at FAMPO in early 2018 – Mr. Agnello stated a letter has been submitted by FAMPO to the Secretary of Transportation's office asking that issue be re-addressed
- Letter to the State submitted by FAMPO that requests I-95 in Stafford County, between Exit 143 & 133, be allowed to be widened from 6 to 8 lanes without I-95 Express Lane restrictions that currently requires the State to pay competition compensation – (Mr. Agnello advised current Express Lane contracts prohibit widening from TransUrban) – Mr. Agnello advised that FAMPO is planning to take action on this legislative item at the upcoming October 15th meeting
 - i. Letter to the State regarding I-95 Widening in Stafford County

Mr. Agnello advised a copy of the letter submitted by FAMPO in regard to considerations regarding widening of I-95 in Stafford County is in today's agenda packet for member review.

- ii. Letter from Senator Stuart

Mr. Agnello advised a copy of the letter received from Senator Stuart in reply to the letter submitted by FAMPO is included in today's agenda packet for member review.

Mr. Agnello advised Resolution 19-12 is directing that a public comment period and public hearing be held prior to the amendment of the FY2019 Unified Planning Work Program (UPWP). Mr. Agnello advised that Phase 2 of the I-95 highway study and final report is to be approved in December. Mr. Agnello stated the work requested has not changed; however, the budget costs have changed significantly. Mr. Agnello stated that Air Quality Conformity requirements for FY2050 LRTP requires extra task by staff and that February 2019 is the kick-off date for these updates to begin.

- g.) Resolution 19-12, Directing that a Public Comment Period and Public Hearing be held prior to Amending the FY2019 Unified Planning Work Program (UPWP) – Paul Agnello

Upon motion by Mr. Morgan and seconded by Mr. Hess, with all concurring, Resolution 19-12 was endorsed by the Technical Advisory Committee at the October 9th meeting.

Mr. Quint advised that the FY2018-2021 TIP adds right-of-way and construction funding to the phases for the Mudd Tavern Road widening project. Mr. Quint relayed \$9 million is added to FY2019 for right-of-way cost & \$4.6m added for construction cost in FY20.

h.) Resolution 19-13, Amending the Transportation Improvement Program (TIP) to update the Mudd Tavern Road Widening Project – Nick Quint

Upon motion by Mr. Morgan and seconded by Mr. Hess, with all concurring, Resolution 19-13 was endorsed by the Technical Advisory Committee at the October 9th meeting.

Correspondence – In packet and self-explanatory

Mr. Agnello advised there are 2 letters in the Correspondence category. One is in regard to memorandum from FHWA in regard to the 2020 census program. In lieu of utilizing TAZ data for census updates, the 2020 census counts will now utilize PSAP. Mr. Agnello stated that if any Technical committee members and/or GIS staff from the respective localities wish to serve on this committee to please let FAMPO staff know.

Mr. Agnello relayed the 2nd letter of correspondence is an update on the 1997 Ozone NAAQs requirements.

Member Reports

DRPT: Ms. Williams advised that there will be DRPT guarantee workshops scheduled for November 7th and November 14th. Ms. Williams relayed there also will be separate TDM workshops scheduled for November 8th from 9:30 to 12:30 p.m. at the Northern Virginia VDOT District Office and on November 15th from 12:30 to 3:30 p.m. at the DRPT office in Richmond.

Adjourn

The October 9, 2018 FAMPO Technical Advisory Committee meeting was adjourned at 11:30 a.m. and the next meeting will be held on December 3 at 9:30 a.m.