



**FAMPO Technical Committee (FTC) Meeting Minutes  
November 6, 2017**

[www.fampo.gwregion.org/fampo-technical-committee](http://www.fampo.gwregion.org/fampo-technical-committee)

**Members Present:**

Mr. Todd Horsley, Department of Rail and Public Transportation (DRPT)  
Mr. Rodney White, Fredericksburg Regional Transit (FRED)  
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)  
Ms. Christine Hoeffner, Virginia Railway Express (VRE) (via go-to call-in option)

**Others Present:**

Mr. Jeremy Latimer, Department of Rail and Public Transportation (DRPT)  
Mr. Jacob Herrman, Virginia Department of Transportation (VDOT)  
Mr. Rupert Farley, FAMPO Citizen Transportation Advisory Committee (CTAG)  
Mr. Dave McLaughlin, FAMPO Citizen Transportation Advisory Committee (CTAG)  
Mr. Samuel Hayes, Moffatt & Nichol

**Staff Members Present:**

Mr. Paul Agnello, FAMPO  
Mr. Lloyd Robinson, FAMPO  
Ms. Marti Donley, FAMPO  
Mr. Nick Quint, FAMPO  
Ms. Kari Barber, FAMPO  
Mr. John Bentley, FAMPO  
Mr. Colin Cates, FAMPO  
Ms. Diana Utz, GWRC  
Ms. Leigh Anderson, GWRC

**CALL TO ORDER**

The FAMPO Technical Committee meeting was called to order at 9:32 a.m. by FAMPO Administrator, Paul Agnello.

**APPROVAL OF TECHNICAL COMMITTEE AGENDA**

The November 6th Technical Committee agenda was approved as submitted.

**REVIEW OF FAMPO POLICY COMMITTEE MEETING OF OCTOBER 16, 2017**

Mr. Agnello advised that at the October Policy Committee meeting they endorsed spending \$50,000 in Regional Surface Transportation Program (RSTP) funding for Interchange Modification Report (IMR) efforts VDOT will be undertaking between now and spring of 2018 regarding the I-95 Northbound River Crossing project. Mr. Agnello relayed that before this project can move forward, an IMR is required. The cost of the IMR is approximately \$250,000,

\$200,000 of which VDOT has. Mr. Agnello relayed the request was unanimously endorsed by the Policy Committee.

Mr. Agnello stated that VDOT will move quickly on completing the study so the I-95 Northbound River Crossing project can be submitted for Smart Scale, should this be the recommendation from the Policy Committee.

Mr. Agnello relayed the other topic of interest was discussion on the Round 3 Smart Scale changes and edits that have been recommended this year. Mr. Agnello stated this topic will be discussed further in today's meeting.

### **PUBLIC COMMENT**

None

### **CONSENT AGENDA**

- a.) Approval of FAMPO Technical Committee Meeting Minutes of October 2, 2017
- b.) Resolution No. 18-05, Endorsing Stafford County's Application to the Virginia Department of Transportation for Fiscal Year 2019 Transportation Alternatives Program Funding
- c.) Resolution No. 18-06, Amending the FY2018-2021 Transportation Improvement Program (TIP) for UPC #13558

The three consent agenda items listed above were unanimously endorsed by the FAMPO Technical Committee meeting at the November 6<sup>th</sup> meeting.

### **Discussion/Action Items**

- a.) State Rail Presentation – Mr. Jeremy Latimer, Department of Rail and Public Transportation (DRPT)

Mr. Latimer advised the public comment period ended last Friday; however, DRPT will still accept any additional comments from this committee today. Mr. Latimer stated today's presentation will be a summary of the DRPT rail plan. Mr. Latimer stated that Federal Railroad Administration (FRA) is very descriptive on what a rail plan needs to include and what the entities need to be in compliance with in order to be eligible to receive federal rail funding. Mr. Latimer advised the plan needs to be updated every four years; however, DRPT meets with the Commonwealth Transportation Board (CTB) Rail Committee monthly and due to the changes within the industry, the request was made for DRPT to complete the updates before the original anticipated date for updates was in effect.

Mr. Latimer stated the vision for the Virginia Rail Plan highlights the benefits of rail and the need for further investments and correlates with Virginia's VTrans initiatives. Mr. Latimer advised a benefit cost analysis model was used for rail enhancement funding programs and metric were developed and then prioritized by the CTB Rail Committee.

Mr. Latimer advised some criteria that resulted from the benefit cost analysis are the following: continued investments in rail improvements achieves multimodal components for VTrans; helps to grow the economy; adds environmental improvements; provides for a safer mode of travel for both passengers and hazardous materials; and also avoids highway maintenance funds which results in a public savings to the Commonwealth.

Regarding existing conditions, Mr. Latimer stated that Virginia is part of a larger network, and a lot of what draws planning decisions for the rail network is beyond the realm of the Commonwealth of Virginia. Mr. Latimer stated we have the port of Virginia which is a major source of the freight network that goes from Virginia to Chicago.

Mr. Latimer advised that for existing conditions, we have both Amtrak and freight on Virginia's privately-held rail lines. We have long-distance services being run by Amtrak that travel more than 750 miles; regional services that travel less than 750 miles; and VRE that provides commuter rail services. Mr. Latimer stated that on the I-95 corridor, up to the Long Bridge in Northern Virginia, Amtrak/VRE services compile 2/3 of the traffic on the rail networks. The freight network consists of CSX/Norfolk Southern as well as nine short-line networks that encompass the Commonwealth of Virginia. Mr. Latimer stated that all of the short-line networks have very specific roles either at the port or traversing across the State.

Mr. Latimer stated the question is then asked – what is the future for rail in Virginia? The driving factors provide outlook for future goals, objectives and investments. The rail industry drivers are growth in intermodal traffic (currently only a growing segment for rail industry); energy production; congestion; environmental/demographic changes; aging infrastructures; changes in rail governance frameworks; and increase/demand for Amtrak in the NE corridor.

Mr. Latimer stated the rail plan is tied to the 2040 VTrans vision plan and the specific goals/objectives are incorporated into the plan. Mr. Latimer relayed the objectives included were as a result of feedback received from the public hearings, stakeholder meetings and public outreach. Mr. Latimer relayed some of the objectives are support of "State of Good" repair projects; technology for truck traffic to make it more competitive with the rail industry; implementation of a passenger rail station/stop policy; promotion of rail industrial access programs, etc.

Mr. Latimer advised that there are priority improvements/investments in place with VTrans on all corridors of statewide significance. Mr. Latimer stated that different driving forces affect each corridor and some impact all corridors. For example, the DC to North Carolina corridor has congestion as its number one driver and is the busiest corridor in Virginia. The Crescent corridor in Norfolk has growth in intermodal traffic as its top driver; the East/West corridor's number one driver is the changes in energy products; & the Norfolk/Southern Heartland corridor has growth in intermodal traffic from getting to Norfolk to Chicago as a top driver.

Mr. Latimer advised that short-line tracks are customer-service oriented and can bring in a lot of small to mid-size businesses into the Commonwealth; whereas CSX & Norfolk Southern focus only on the big traffic numbers.

Mr. Latimer stated that expansion and improvement are priorities for both the FRA rail plan and VTrans and funding concerns are always a factor; however, at this time Mr. Latimer stated that rail funding has not been affected to date.

Mr. Latimer asked if the committee members have any additional questions or comments to please forward them to his attention so answers and feedback can be provided.

**b.) Resolution No. 18-07, Amending the FY2018-2021 Transportation Improvement Program (TIP) UPC to Add UPC 112046 – Mr. Nick Quint**

Mr. Quint advised that this TIP amendment is for \$4,000,000 in bridge work for an additional lane on I-95 southbound over US17. Mr. Quint stated this project is for the connection from Fred Ex to the I-95 mainline. Mr. Quint stated the TIP amendment is a little unusual as it is a placeholder funding request so that VDOT can move forward in awarding the construction bid.

There was unanimous concurrence from the FAMPO Technical Committee members to move Resolution No. 18-07 forward with a request that it be adopted by the FAMPO Policy Committee at the upcoming November meeting.

**c.) Critical Freight Corridors – Mr. Lloyd Robinson**

Mr. Robinson advised that several months ago staff was asked by the State to do a couple of things: 1 – it wanted FAMPO to tell it what the regional highway freight network should look like. Mr. Robinson stated that a map was distributed that shows what the regional network system is. Mr. Robinson stated the proposed network system will be submitted to the FAMPO Policy Committee for adoption; 2 – the State then asked FAMPO to recommend a design for critical rural/urban freight corridors.

Mr. Robinson stated that regional freight corridors are a federal term, and in order to receive federal funding we need to be on a designated critical freight corridor. Mr. Robinson stated that the Commonwealth of Virginia has 250 miles of designated freight corridors. Of the 250 miles, there are 3 large metropolitan areas that include Norfolk, Richmond and Washington, DC. Mr. Robinson stated that VDOT feels they will choose ½ of the 250 miles. Mr. Robinson stated that staff has chosen to be as opportunistic as possible with the request made by the Commonwealth. Mr. Robinson stated that staff has looked at the projects in need of funding; took a limited number of routes along the corridor, and then designated it as a new critical corridor area for Fredericksburg.

Mr. Robinson stated that included in today's agenda packet is a regional project sheet that includes 19 projects for a total of 16.25 miles being designated as critical freight corridor projects. Mr. Robinson stated that in concurrence with the Commonwealth, once a project is built you can then shift project needs to another project on the critical freight corridor. Mr. Robinson stated that today he is looking for consent that staff is on the right track; that projects recommended previously are still the region's first choices; that the regional freight network system that is provided is acceptable; etc.

Mr. Robinson stated that even though locality representation is not available at today's meeting, the project list has been sent to the FAMPO localities asking for review/feedback and with a request that the project list be approved for submission to the Policy Committee. Mr. Robinson stated the amount of annual funding is \$28 million; however, a portion of the \$28 million goes to Smart Scale so approximately \$14 million will remain available for statewide critical freight corridor projects.

Mr. Agnello asked Mr. Haynes is response is expected soon from VDOT. Mr. Haynes stated that he thinks responses are forthcoming. Mr. Agnello stated that additional follow-up will be provided by staff to the FAMPO localities to get concurrence/feedback and that plans are to submit this to the Policy Committee for their review/endorsement at the November Policy Committee meeting.

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

Mr. Agnello advised that new federal performance measure requirements from Map-21/FAST Act have been implemented that all MPO's will need to comply with. Mr. Agnello stated that FAMPO is the first MPO to go through the new process with the measures being incorporated into the LRTP. Mr. Agnello stated the timing for the performance measures will not be implemented until mid-year of 2018. There are 7 new performance measures and each measure has multiple requirements – i.e. safety is first measure and this has 5 different components. Mr. Agnello stated the 7 measures are as follows:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

Mr. Agnello advised that both Safety & Infrastructure performances will be included in the current LRTP update that is being addressed now. The remaining 5 measures will be addressed in a mini 2019 LRTP update. Mr. Agnello stated there are 15 MPO's in the State; however, most of the other MPO's LRTP updates are not due until next spring and they will be able to comply with all of the new performance measures at one time. Mr. Agnello stated that staff is working with the Secretary's Office, with VDOT & with DRPT to ensure the performance measure requirements are being met.

In regard to the I-95 Phase 2 highway study, this has been delayed by a month. Mr. Agnello stated that new information has been provided from VDOT in regard to Exit 126 traffic and potential improvements that will likely be connections between FREDEX and the Rappahannock River Crossing projects. Mr. Agnello stated an LRTP advisory committee meeting is scheduled for November 16<sup>th</sup> and results will be available that will show the new existing and no build traffic results and some additional build analysis data.

Mr. Agnello stated the 2045 LRTP revised financial forecasts were received in late September. The financial allocation assumptions for the current Six Year Improvement Program (SYIP) period (FY2018-2023) were higher than expected. However, lower financial allocation assumptions are cited for Constrained Long Range Plan (CLRP) FY2024-2045 and this will likely cause fewer projects to be included in the 2045 CLRP.

Mr. Agnello advised the expected highway capacity expansion funding allocations are as follows:

- Existing 2040 CLRP - \$946 million
- New available funding only \$761 million
- FY2018-2023 - \$310 million(\$52 million a year which is mostly committed funding)
- FY2024-FY2030 - \$232 million(\$33 million a year)
- FY2031-FY2045 - \$219 million(\$15 million a year – Mr. Agnello stated that \$15 million for a region the size of the FAMPO, with a population expected to double in size is an insignificant amount of funding)

In regard to transit funding, there is \$112 million to be allocated; however, most of this funding will be needed for existing services and there will be limited funding available for new transit capital or additional transit operating expenses.

Mr. Agnello stated the FAMPO region will receive an additional \$30 million from the GWRC 5307 NTD funding source and the local funding from the City of Fredericksburg and the Counties of Spotsylvania and Stafford is expected to be \$463 million.

Mr. Agnello advised that of the \$761 million from the highway expansion funding allocations approximately \$451 million will be available for new projects as \$310 million is already committed to the I-95 Southbound Rappahannock River Crossing project.

Mr. Agnello stated there are also potential revenues above CLRP allocations that equate to an additional \$2 billion. These revenues are from a variety of sources to include: federal, state, local and private sources. Mr. Agnello stated the Unconstrained Needs Plan is expected to be \$10 billion for the 2040 LRTP.

Mr. Agnello advised that the Policy Committee directed FAMPO staff from their August meeting to have available a listing of projects that are ready to go should any potential additional revenues become available.

Mr. Agnello advised the following schedule update is as follows:

#### November

- Alternatives development and analysis for I-95 Phase 2 highway study
- Completion of Transit/TDM & Bike/Ped analysis
- Highway Advisory Committee meeting on November 16<sup>th</sup>

#### December

- LRTP documentation will be available for review
- Highway analysis for CLRP will be completed

- December 11<sup>th</sup> – FAMPO Technical Committee meeting (approval of LRTP items)
- December 11<sup>th</sup> – LRTP Advisory Committee Meeting #8
- December 18<sup>th</sup> – FAMPO Policy Committee (approval of LRTP items)

#### January

- Additional analysis for I-95 Phase 2 Highway study for Smart Scale Round 3
- LRTP Draft documentation

#### February – April

- Public Involvement

#### May

- MPO Action on approval of CLRP for FAMPO
- PDC Action on approval of LRTP for GWRC

#### June

- June 1<sup>st</sup> – Smart Scale Round 3 deadline for initial application information submission in Smart Scale portal

#### August

- August 1<sup>st</sup> Smart Scale Round 3 Submission project deadline

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

Mr. Agnello advised that as a result of feedback that had been submitted by FAMPO as well as other MPO's across the State in regard to request for changes to be made to the Round 3 Smart Scale process the Secretary of Transportation's office has provided the following updates:

Regarding the Congestion Mitigation & Accessibility categories, which have significant impact to this region, the recommended changes will not be advanced. Mr. Agnello stated the six Smart Scale factors are weighted differently from region to region. Mr. Agnello advised the congestion category for adjusting person throughput calculation to better reflect the size of project improvements remained unchanged as well as the elimination of the 46/60-minute caps for auto and transit job access respectively.

Mr. Agnello stated that previously there was no limit set on the number of applications an entity could submit for consideration under the Smart Scale process. However, now populations over 500 million can submit up to 10 applications but those regions with less than 500 can only submit up to four. This number applies to FAMPO, GWRC and the localities. Mr. Agnello stated the only entity in the region who qualifies for submitting up to 10 applications is PRTC.

Mr. Agnello stated that FAMPO was opposed to the data used by the State in the modeling analysis as only weekday data was used. Mr. Agnello stated that as this region has the worst traffic congestions in the nation during both the weekday and weekend travel by not using the data for seven days hurts this region. The State advised that data statewide only took into account

weekday travel forecasts and in order to keep the state consistent they would not consider weekend travel counts for this region.

The accessibility category currently uses a 45-minute cap on auto trips and a 60-minute cap on transit trips for access to job sites. Mr. Agnello stated that statewide, most areas meet these caps without any problems. However, again in this region, this negatively affects us as the commuting trips within the FAMPO region are much higher than the overall state averages.

Mr. Agnello stated that due to the State rulings on both of the above categories, these had negative impacts to our region and resulted in us not being as competitive statewide for Smart Scale applications that were approved. Mr. Agnello advised that as FAMPO and its entities can only submit up to four applications from each agency, coordination with VDOT and locality staff needs to be a priority to ensure duplicate projects are not being submitted.

i. FAMPO letter regarding Accessibility Measure Change

Mr. Agnello advised that on October 16, FAMPO submitted a letter to the Secretary of Transportation regarding proposed Smart Scale Accessibility Measure changes. Mr. Agnello stated the letter is included in today's agenda packet, and to date there has been no additional follow-up/response from the Secretary's office.

## **CORRESPONDENCE**

In Packet and self-explanatory

## **STAFF REPORT**

Mr. Agnello advised that Colin Cate, who was a FAMPO intern, will be leaving his position and assuming a position in Washington, DC. Mr. Agnello stated that Colin's tenure at FAMPO was greatly appreciated and staff wishes him well on his new endeavor.

## **MEMBER REPORTS**

None

## **ADJOURN**

The FAMPO Technical Committee on November 6th adjourned at 11:00 a.m. The next Technical Committee meeting is scheduled for December 11, 2017 beginning at 10:30 a.m.