

FAMPO Technical Committee Meeting Summary
December 3, 2018
<http://www.fampo.gwregion.org/technicalcommittee.html>

Adopted January 7, 2019

Members Present:

Erik Nelson, City of Fredericksburg (Vice-Chair)
Doug Morgan, Spotsylvania County
Joey Hess, Stafford County
Todd Horsley, DRPT
Diana Utz, GWRC
Chuck Steigerwald, PRTC
Stephen Haynes, VDOT
Sonali Soneji, VRE

Others Present:

Chris Wickman, OIPI
Michelle Shropshire, VDOT

Staff Members Present:

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

Call to Order

The FAMPO Technical Committee meeting was called to order at 9:32 a.m. by Vice-Chair, Mr. Erik Nelson.

Approval of FAMPO Technical Committee Agenda

With all concurring, the December 3rd TAC agenda was approved as submitted.

Approval of FAMPO Technical Committee Meeting Minutes of October 9th, 2018

With all concurring, the minutes from the October 9th TAC meeting were approved as submitted.

Review of FAMPO Policy Committee Meeting Of October 15, 2018

Mr. Agnello advised that FAMPO did not meet in November and the highlights from the October 15th meeting are as follows: Discussion & presentation from Mr. Harrington with Cambridge Systematics on the Performance-Based Planning Target Setting measures; and 2 letters to the State that were requesting consideration of a 95 Express Lane Southbound Access Point be considered & request for comment on the FAMPO Legislative Agenda.

Public Comment – None

FAMPO Administrator Report

a.) FAMPO's 25th Anniversary

Mr. Agnello advised that FAMPO will be celebrating its 25th anniversary and that FAMPO was formed in 1993. A slide presentation was given that showed previous FAMPO Chairs, previous & current FAMPO staff, major projects that have been approved, budget comparisons, etc. Mr. Agnello stated the FY1994 UPWP had a budget of \$132,486; in FY2006, the UPWP budget was \$299,300 & the FY2019 UPWP budget is \$1,773,883 (almost \$1.8 m). Mr. Agnello stated the allocated budgets are based on the population growths the region experiences. Mr. Agnello stated that projects in the original 1993 plan that were presented as a regional need 25 years ago are now actually underway. Mr. Agnello advised the population growth that was predicted in 1990 actually showed a 33% increase above what was originally projected for the FY2019 population within the region.

Discussion Items

a.) Summer 2019 WMATA Shutdowns, Mr. Todd Horsley, DRPT

Mr. Horsley advised that for a 90-day period of time from Memorial Day through Labor Day in FY2019 there will be major station platform re-construction occurring on the metro lines. These disruptions will not affect the RE service; however, will result in the 6 most southern metrorail stations on the blue & yellow lines in Virginia being completely shut-down during the re-construction process. Mr. Horsley stated that for this region & its commuters, there will be no metro service south of Reagan National Airport during the shutdown and will affect the following 6 metro stations: Braddock Road, King Street, Eisenhower Avenue, Huntington, Van Dorn & Franconia/Springfield.

Mr. Horsley stated the existing metro stations are still safe to use and most repairs needed are beneath the stations and will result in very little being visible to the commuters/citizens. Mr. Horsley stated that concrete platforms have been exposed to weather and de-icing agents for decades and the existing 35-40 year old platforms are deteriorating. Mr. Horsley advised there are 45 outdoor metrorail stations system wide and 17 of these stations are in Virginia.

To date, Mr. Horsley advised that 10 of the 45 stations have already been completed; 15 of the remaining stations have platforms that are in good condition; & 20 stations have platforms that require

attention – temporary measures to be installed where needed to stabilize & ensure safety until the complete re-construction occurs.

Mr. Horsley advised the construction will begin in 2019 and will be totally completed in 3 years. Mr. Horsley advised the 90-day shut-down period for the 6 most southern stations will occur from Memorial Day to Labor Day. Mr. Horsley stated the data usage showed this time period as being the least utilized time frame for metro usage, so this is why the construction period is scheduled to occur then. Mr. Horsley stated the 20 station re-constructions will occur between May 2019 until September 2021 and the work will be a continuous work plan. Mr. Horsley advised that the General Assembly has designated \$500 m in funding resources towards the platform re-construction projects.

Mr. Horsley advised that WMATA will begin making the public aware of the upcoming shutdowns & mitigation strategies beginning in early 2019. Mr. Horsley stated a metrobus shuttle will be in place with 4 shuttles serving the 6 closed metro stations. Mr. Horsley advised that additional supplemental metrobus service on existing routes will likely occur; local transit service enhancements on DASH will become more accessible; & VRE is likely to see a significant ridership increase.

Mr. Nelson stated the metro shutdown will have significant impacts to commuters from this region so is there any way issues can be addressed now before moving forward with the project. Ms. Utz concurred and stated the slugging community relies heavily on metro stations. Mr. Horsley stated WMATA is starting the process in early 2019 of getting the information out to the users so hopefully with 90 days of pre-advertising the shutdowns will not come as a surprise to the commuters and will allow for ample time for them to obtain temporary & alternative transportation modes.

b.) VTrans Kickoff Presentation - Mr. Chris Wichman, OIPI

Mr. Wichman advised that the beginning of the VTrans plan and outline starts today. Mr. Wichman stated VTrans is Virginia's Multimodal Transportation Plan. Mr. Wichman advised that the VTrans plan is in line with the State's plan and is what is utilized by the CTB in making project selection decisions.

Mr. Wichman stated VTrans provides a backdrop for consistent & coordinated performance-based transportation planning efforts to occur between all entities to include: federal, state, regional & local agencies. Mr. Wichman relayed VTrans is a performance-based multimodal long-range plan that is coordinated with the MPO's and other stakeholders. Mr. Wichman stated the VTrans plan will include a Needs Assessment and will be updated at least every 4 years. Mr. Wichman stated that there is an understanding that all regional needs will be reviewed; however, the plan will be based on a statewide perspective for what the State of Virginia needs and not necessarily on what a particular region or agency needs.

Mr. Wichman advised that OIPI's role in the VTrans process is that they will report all findings to the Secretary of Transportation. Mr. Wichman stated VTrans assists the state in the development of a VTrans plan and its mission is for collaboration & comprehensive project reviews state-wide.

Mr. Wichman advised the 2040 VTrans plan has been reviewed and recently adopted and the vision, goals objectives & guiding principles were approved by the CTB in December of 2015. Mr. Wichman

stated the needs that were approved by the CTB in December 2015 are still in accordance with Rounds 1, 2 & 3 of the Smart Scale process. The recommendations approved by the CTB in January 2018, had a previous administration focus of economic development and economic pro-active projects. Mr. Wichman advised the implementation plan went to the CTB for review in November of 2018 and included the internal guidance of both VDOT/OIPI needs.

Mr. Wichman advised the VTrans 2040 review was in compliance with the first 3 rounds of Smart Scale and the Needs Assessment used a 10-year horizon and identified needs by travel markets. This included corridors of statewide significance; regional networks; urban development areas (UDA's) & safety (PSI's) (this factor was currently not included within the previous plans). The recommendations as a result of the review process are that needs from the above categories would be consolidated into 1 set of needs & projects/studies were identified accordingly that could address the needs. The needs were prioritized based on analysis and local input.

Mr. Wichman advised the 2040 VTrans review showed the following regional network needs within the FAMPO region to be as follows: I-95 Corridor Reliability; north/south rail reliability; Rappahannock River Crossing projects; VRE Connectivity & Mode Choices; Fredericksburg to Spotsylvania Connectivity & Mode Choices; Route 3 Corridor Connectivity, TDM & Mode Choices; Route 17 Corridor Connectivity, TDM & Mode Choices; Various Activity Centers – walkable places for the region; & Regional Need – TDM alternatives.

Mr. Wichman stated the CTB defined corridors of statewide significance across the Commonwealth and chose 12 corridors that would be in the process. For the FAMPO region, based on CoSS & UDA needs, combined with locally driven efforts, I-95 & Route 1 were 2 of the 12 corridors selected by the CTB. Mr. Wichman stated that Smart Scale applications must now show that they address at least 1 (or more) of the VTrans needs in order to be screened and moved on to the scoring process in Smart Scale

Mr. Wichman advised the major components agreed on by the CTB for VTrans needs has the following 4 steps: 1st – CTB's vision, goals & objectives; 2nd – mid-term needs identification & currently are 10 years out for Smart Scale eligibility; long term needs identification involves how the world will be changing in 10 years and how to begin to proactive now; & strategic actions which would be the implementation process.

Mr. Wichman stated the major components will be for the CTB to review & reaffirm its overall direction for transportation planning & policy making. The vision is to be informed by: public surveys, vulnerability assessments; demographic & land use trends, opportunities & challenges; & financial trends for new opportunities & challenges. Mr. Wichman stated that OIPI is looking at a May/June timeframe to meet with the CTB to re-address the 2040 needs.

Mr. Wichman stated the major components for mid-term needs is to have a planning horizon for 0-10 years; have the CTB adopt a policy for needs identification & prepare for adoption of the mid-term needs by December 2019 to have the regions ready for Round 4 of the Smart Scale application process.

The major components for the long-term needs includes a planning horizon of 10+ years; is focused on an attempt to predict but to also be prepared; to develop 3 scenarios, associated needs & revenue

impacts; to establish connection between mid-term & long-term needs & to have the plan finalized by FY2020.

Mr. Wichman stated the final piece of the process is the strategic actions for the major components. The CTB will develop strategic actions for consideration; policy options & recommendations will be implemented; & priorities for project planning activities will occur.

Mr. Wichman advised the key modifications have been discussed with the CTB members for them to see the value on issues but to date nothing has materialized. Mr. Wichman stated the VTrans updates aim to: identify challenges & opportunities associated with trends; to provide a more complete picture for transportation investments; to convey trade-offs & opportunity costs associated with policy options & to gain relative returns on investments. Mr. Wichman advised the VTrans 2040 construction plan did not as fully engage VDOT in the past as it should have and the return of investments will be further checked with this update.

Mr. Wichman stated that VTrans updates aim to provide compelling & user-friendly snapshots of existing & envisioned transportation needs in Virginia. Mr. Wichman stated the conveyance of economic benefits associated with transportation investments will be submitted to CTB for region-wide, jurisdictional, & state-wide concurrence. Mr. Wichman stated that VTrans will show result in true dollar formats.

Mr. Wichman advised that VTrans is looking for the availability for resilient transportation infrastructure; for smart transportation infrastructure by implementing new ways to think; & to have smarter investments with potentially more trade-offs. Mr. Wichman stated there is an overall approach and them to increase awareness among public & local agencies;

Mr. Nelson stated that the system created in the past is not enough to be sustainable so how will VTrans effect economic development expectations now. Mr. Wichman stated the purse strings are always held by the General Assembly and outcomes should not say State is poor but to focus more on being good stewards of what is available. Mr. Wichman stated the expected outcomes are to lay all cards out on the table and make the best decisions in moving forward. Mr. Wichman stated VTrans will provide policy options for investment decisions that will prepare the region for the future such as to determine which transportation investments will support desired growth & economic development; determine opportunity costs associated with delaying or not pursuing certain investments; to explore potential technological changes & associated revenue impacts to be prepared for; & for planning considerations to make transportation infrastructure less vulnerable to extreme natural events.

Mr. Wichman stated the key upcoming milestones will be as follows; beginning to formulate existing conditions/performance report for goals, vision & objectives. The consultant will be on board in the spring of 2019. Mr. Wichman stated the needs will be adopted by December of 2019 to be in place for Round 4 of the Smart Scale process.

Mr. Wichman advised the stakeholder involvement will include presentations at MPO's & PDC's throughout the Commonwealth; that informal updates & notifications will be ongoing to keep the

MPO's advised & current on all information received; MPO initiated discussions to occur; & the consultant will be working with the public to distribute survey/workshops state-wide.

Ms. Soneji stated that the interaction with the stakeholders for this round could use some better interaction. Ms. Soneji stated the last time the interaction took place, stakeholders were given information for the first time at a meeting with an expected action to be obtained. Ms. Soneji stated it would be more productive to have prior discussion before action is requested to be taken to discuss what wants to be achieved and how the best way to accomplish these goals can occur. Ms. Soneji stated that she thinks on-going communication throughout the entire process is critical. Mr. Wichman concurred that stakeholders discussion did not go as smoothly as it should have last time and that more efforts and endeavors to do a better job this round is an issue of focus.

c.) Moving Ahead for Progress in the 21st Century (MAP-21)/Fixing America's Surface Transportation (FAST) Act Performance-Based Planning & Programming Requirements – Paul Agnello

Mr. Agnello advised that new performance-based planning requirements are underway for meeting federal compliance measures in both the TIP & LRTP. Mr. Agnello highlighted 2 requirements for additional discussion at the TAC meeting later today.

i. FAMPO Continuous, Cooperative & Comprehensive (3-C) Agreement

Mr. Agnello advised that included in today's agenda packet is the draft 3-C Agreement which determines the Continuous, Cooperative & Comprehensive requirements the MPO will need to adhere too. Mr. Agnello stated this draft will be presented to the Policy Committee for endorsement at the upcoming December 10th meeting. Mr. Agnello stated the 3-C's are audible goals. Mr. Agnello stated this agreement requires 5 signatures: FAMPO Chair, Secretary of Transportation; PRTC Executive Director; VRE Executive Director; & FRED Executive Director. Mr. Agnello stated efforts will be made to have all 5 signatures obtained in the December time frame (after endorsement by the Policy Committee at the December 10th meeting, the other 4 respective parties will receive the document for endorsement as well.)

ii. Letter Adopting MPO State Targets for Safety

Mr. Agnello advised that included in today's agenda packet, is a letter to be submitted to the State VDOT office after endorsement has been obtained from the FAMPO Policy Committee at its upcoming meeting on December 10th.

Mr. Agnello stated the MPO is required to either accept the State's target setting requirements for the Highway Safety Improvement Program (HSIP) or to establish its own. Mr. Agnello advised the selected methodology & selected targets outlined by the State will be supported & followed by the MPO planning area.

Mr. Agnello stated that by supporting the VDOT targets, the MPO agrees to plan and program projects that will contribute toward achieving the State targets and will not only consider safety requirements but also will increase the safety of the overall transportation system.

Mr. Agnello stated that FAMPO adopted the VDOT safety targets a year ago and unless there is a reason presented for the MPO to submit & adopt its own, the document for review today will be forwarded to the State and adopted in February of 2019. Mr. Nelson asked what the needs determined are used for. Mr. Agnello stated they are set to establish safety needs for the entire Commonwealth and not just for the FAMPO region.

d.) Summary of FAMPO Mission, Activities & Funding – Paul Agnello

Mr. Agnello stated that per request from the Policy Committee, staff was tasked with providing information on what roles both FAMPO & GWRC hold. As a reply to this question, FAMPO has included its mission statement and role within the regional transportation planning area.

Mr. Agnello advised the FAMPO mission statement states that the MPO's mission is to provide a cooperative, continuous & comprehensive (3C) transportation planning process that will build regional agreements on transportation investments. These investments will balance roadway, public transit, bike/ped needs as well as other transportation needs. The MPO will also support regional land use decisions, economic & environmental goals for the safe and efficient movement of people and goods.

Mr. Agnello relayed that special emphasis is placed on providing equal access to a variety of transportation choices that include multi-modal opportunities and will have effective public involvement within the transportation planning process.

Mr. Agnello explained FAMPO's role in the regional transportation as follows: FAMPO is the federally designated MPO for this metropolitan area and has the authority & responsibility for transportation policy-making to the region.

Mr. Agnello stated that FAMPO must approve all federal and regionally significant projects and the project funding that is allocated to the MPO region as part of its TIP requirements & process in order for projects to receive federal monies to allow them to move forward. Mr. Agnello stated these are for short-term projects and the TIP is a 5-year programming document. The current TIP is for FY2018-2021.

Mr. Agnello stated that FAMPO conducts regional studies such as the I-95 Phase 1 & 2 study to develop top transportation priorities that ensures better planning with the limited transportation dollars the region is allocated & to determine which projects have benefit to the entire region.

In its role as the region's MPO, FAMPO is also responsible for satisfying all Federal MPO requirements to ensure approved transportation projects continue to move forward. Mr. Agnello also relayed that FAMPO is the regional entity in the development & coordination of local & regional Smart Scale project priorities.

Mr. Agnello advised that per recommendations from the I-95 Phase 2 Highway study as well as other regional study endeavors, the following top regional project priorities have been identified: new I-95 access points along the major corridors; I-95 SB 4th lane from Exit 130 to Exit 126 (currently a Round 3 Smart Scale application); both the NB/SB I-95 river crossing projects (both now fully funded); a NB 4th lane from Exit 133 to 136; NB from 126 to 130; & Park & Ride lot project at Exit 133.

Mr. Agnello advised the current success in pursuing regionally funded significant projects to date include the following data: complete funding of the I-95 SB/NB river crossing projects; the expansions to both the Brooke/Leeland VRE stations; & the Fred Ex express lane extension project.

Mr. Agnello stated that all 13 projects from Round 1 of the Smart Scale process have been funded & a total of 20 projects to date have been approved & funded. Mr. Agnello stated the world has changed in regard to transportation funding for the more recent rounds of the Smart Scale application process and it is now more driven to project readiness projects being approved throughout the process.

Mr. Agnello advised the major activities for FAMPO for FY2019 are as follows: to meet and be in compliance with new federal MPO regulations which includes completion of the air quality conformity analysis based on the new FHWA guidelines & performance based planning/programming requirements for the LRTP & TIP; 2050 LRTP update including a Congestion Management process and these elements are being worked on with the Washington MPO because of north Stafford being designated to the Washington MPO region; the federal certification review process is underway and will be completed in early March of 2019; managing existing project funding the FY2018-2021 TIP; the Lafayette Boulevard Corridor study which is being funded by a DRPT grant for \$125,000; & review and amendment of FAMPO's prioritization methodologies that will be better aligned with PBPP & Smart Scale requirements.

Mr. Agnello advised the current FAMPO initiatives are as follows: 9 total Smart Scale Round 3 projects; widening of I-95 s between Exit 130 & 126; improving Exit 126; extending Gateway Boulevard and improving I-95/Rt 3 east junction & Route 3 safety improvements; improving Exit 136 & the intersection of US 1 & Enon Road; new Route 3 east Park & Ride lot; & Us 17 STARS study and Park & Ride lot improvements. Mr. Agnello stated staff continues to work cooperatively with the State to preserve a 4th lane option on I-95 from Stafford to Spotsylvania.

Mr. Agnello stated the early FY2019 FAMPO initiatives include the following: discussion of the next steps for regional transportation initiatives following the results from round 3 of the Smart Scale process. Determination needs to be made on what is funded; pursue those not funded; & consideration of new projects to be added. The projects will be geared toward I-95 improvements; Arterial improvements; & new access points. Mr. Agnello relayed that discussion will also occur on the \$232m of funding the region will be allocated based on the regional priorities for Fred Ex.

e.) 95 Express Lanes Extension Before & After Analysis – Paul Agnello

Mr. Agnello advised that the SB I-95 Express Lane Extension project opened on October 31, 2017 & the NB ramp opened on November 1, 2017. These projects extended the I-95 Express Lanes approximately 2 miles beyond the original terminus at the SB flyover ramp & NB ramp north of Exit 143. Mr. Agnello

stated a reversible single lane was built in the median of I-95 resulting in a split into NB & SB merge ramps. The SB Express Lanes traffic can now continue past Exit 143 & merge into I-95 approximately 1 mile south of Exit 143. The NB traffic can now enter the express lanes earlier at a new left entrance ramp south of Exit 143. Mr. Agnello stated the existing left entrance north of Exit 143 remains to be completed.

Mr. Agnello advised the I-95 Express Lane extension purpose & need for the SB general purpose lane congestion project reduces delays for NB general lanes during the a.m. peak periods; it reduces delays for SB express lanes & general lanes during the p.m. peak period; & it increases capacity within the existing right-of-way.

Mr. Agnello advised the purpose & need for the I-95 Express Lane extension NB was to improve safety by reducing the number of vehicles weaving over to enter & exit the express lanes north of Exit 143 with new on/off ramps.

Mr. Agnello stated the conclusions & observed travel time benefits have resulted in the following data:

Highest benefit – I-95 SB Express Lane users during the p.m. peak periods south of Exit 143 are saving around 2 minutes from Exit 148 to the new Express Lane terminus; & I-95 NB users both for general purpose & express lane users during the a.m. peak experience a 33% reduction in travel time which saves approximately 9 minutes

Secondary benefit – I-95 SB general purpose users during the p.m. peak period see some travel time improvements between Exits 148 & 143

Mr. Agnello provided the following conclusions and potential safety benefits that the removal of the SB weave section north of Exit 143 should reduce crashes approximately 0.7 miles on the segment & express lane users will still merge into I-95 south but now from the left and with no continued weaving traffic patterns. Mr. Agnello stated the extended access point for NB express lane users south of Exit 143 removes the conflict between express lane users from I-95 & from Garrisonville Road as even though express lane users still need to cross I-95 to access the next express lane entry point but now have over 1.5 miles of travel lanes to cross over.

f.) Congestion Management Process (CMP) Update – Kari Barber

Ms. Barber advised that the CMP (Congestion Management Process) is a systematic way of addressing the congestion within the FAMPO metropolitan planning area. Ms. Barber stated the CMP gives accurate and up-to-date information on the system's performance and includes strategies for congestion management that will meet the regional needs & also satisfy federal requirements. Ms. Barber relayed the CMP is an integral & federally mandated component of the metropolitan planning process.

Ms. Barber stated a CMP is required in transportation management areas (TMA) & these are developed and implemented as part of the planning process along with the CLRP, the UPWP & the TIP. Ms. Barber stated that through an MOU with NCRTPB, FAMPO is ultimately responsible for the north

Stafford TMA area. Ms. Barber advised there is a 4-year federal certification review cycle for the CMP & FAMPO's federal review is in March of 2019.

Ms. Barber advised the last CMP overview was completed by Parsons Brinkerhoff in 2015 and covered 7 corridors within the GWRC region. This overview mapped highway projects that were planned, programmed & completed since the last CMP was done in 2010.

Ms. Barber relayed the CMP rated congestion using 3 performance measures: Volume to Capacity Ratio; Crash Rate; & MPH under speed limit. Ms. Barber advised Parsons Brinkerhoff tabulated the transit ridership data for FRED & for Park & Ride lot utilizations. It recommended short-term & long-term strategies for each of the 7 sub-corridors and briefly summarized a potential performance monitoring program.

Ms. Barber relayed the CMP FY2018 update will now be completed in house by FAMPO staff & 6 corridors to include: I-95, US 17, US 1, Route 3, Route 2 & Route 610 will be reviewed. Ms. Barber advised the same criteria that was used by Parsons Brinkerhoff would be used again with the FY2018 update and the CMP will be completed in March of 2019.

Ms. Barber stated that CMP performance measures for FY2018 were compared with other MPO's including Hampton Roads, Richmond & Washington. Considering the best practices, the staff size & regional needs FAMPO has chosen to utilize the following 3 guidelines: Travel Time Index (TTI), V/C ratio; & Crash rate data.

Ms. Barber stated the TTI is the ratio of peak-period travel times to the free-flow travel times. This measure is computed for the September a.m. peak period from 5:00 – 9:00 a.m. & the p.m. peak period times of 3:00 – 7:00 p.m. on Tuesday-Thursday weekdays. Ms. Barber stated a TTI of 1.35 would indicate that a 20-minute free flow trip takes 27 minutes during the peak periods.

Ms. Barber stated the Volume to Capacity Ratio is a measure of the operating capacity of the roadway and was used in the LRTP. This measure captures the number of vehicles passing through a point that is then divided by the number of vehicles that could pass through when at full capacity. If vehicles divided by capacity are less than 1, then the facility has greater capacity. If the v/c is greater than 1, the facility is congested. This ties into level of service or LOS which typically is depicted as a letter grade of A-F.

Ms. Barber stated the third performance measure deals with safety & congestion factors. The crash rate determines relative safety compared to other similar roadways; measures incident-related congestion concerns; utilized most recent data available that is Q2 2016 to Q1 2017 & calculated using the number of crashes in relation to vehicle miles traveled (VMT) & average annual daily traffic (AADT) for each road segment on each corridor.

Ms. Barber stated the fourth performance measure will be utilized to compile FRED/VRE data. Ms. Barber stated the CMP must provide an analysis of reasonable travel demand reduction so a TDM is the key component of the CMP process. Ms. Barber stated the 2015 CMP provided Park & Ride lot utilization and compiled FRED & VRE ridership data. Ms. Barber stated the 2018 CMP update includes Park & Ride lot utilization & compares this to the 2015 data; it compares transit ridership data with the

2015 plan & discusses ridership trends & plans for new service. Ms. Barber advised the transit projects recently completed were also mapped & included in the CLRP.

In regard to the data collection resources, Ms. Barber stated that INRIX data which provides for real time speed & vehicle count data from mobile phones, connected cars, trucks & fleet vehicles from a regional integrated transportation information system (RITIS) is used for compiling data in the FY2018 CMP. Ms. Barber stated that also VDOT database for AADT & Crash data is compiled; origin-destination & speed data for Route 610 from Streetlight software is being used & transit data-vanpool/carpool usage from GWRideConnect ridership data from FRED & commuter train ridership data for I-95 from VRE is also going to be utilized in the FY2018 CMP plan update.

Ms. Barber advised that congestion mitigation strategies fall into 3 categories: roadway operations & management which includes intelligent transportation systems, traffic signal optimization, dynamic message systems, & ramp metering data; travel demand management & alternative modes which includes vanpools, park & ride lots, efficient land use & transit signal priority/transit-only lanes; & increasing roadway capacity by widening existing roadways, bypassing congested city centers, use of shoulder as an additional travel lane & interchange improvements.

Both Mr. Nelson & Ms. Utz asked how you can effectively and efficiently measure land use. Ms. Barber concurred this is a difficult strategy to measure & staff would be utilizing this measure as directed. Mr. Nelson stated that land use decisions have made poor choices in the past so he would be interested to obtain additional information on how this strategy will be determined for the current plan updates.

Ms. Barber stated that congestion mitigation strategies for the I-95 sub-corridor from Route 1 at the Prince William County line to Route 1 where I-95 crosses Route 1 will be compiled. Ms. Barber relayed this strategy will be completed for each of the 16 sub-corridors & coordinating these efforts from the work with the 2045 LRTP.

A summary of the work for the 2018 CMP update will include the following:

- 25 maps (highway & transit projects that have recently been completed since 2015 & committed to in the CLRP for each corridor

- 1 map for each Performance Measure will be compiled per corridor

- 5+ transit/TDM usage & ridership tables will be compiled

- 16 sub-corridor strategy recommendations

- Performance monitoring plan

Ms. Barber advised updates would be provided from now until the completion date of March of 2019.

g.) Resolution No. 19-12, Directing a Public Comment Period & Public Hearing Be held Prior to Amending the Fiscal Year (FY) 2019 Unified Planning Work Program (UPWP) – Paul Agnello

Mr. Agnello advised Resolution No. 19-12 is directing that a public comment period & public hearing be held prior to the amendment of the FY2019 UPWP which is FAMPO's work budget plan. Mr. Agnello advised this Resolution is a request from VDOT as there will be a potential budget increase by \$375,000 as a result of the carryover from RSTP projects completed in Phase 2 of the Highway study. Mr. Agnello stated most of the work was completed last year & invoiced this year and there are also some minor changes to the 5307 funding source. Mr. Agnello advised a copy of the UPWP is included in today's agenda packet & the copy provided includes the amendments being requested. Upon motion by Mr. Morgan & seconded by Mr. Hess, with all concurring, Resolution No. 19-12 was endorsed by the Technical Advisory Committee with a request that it be adopted by the Policy Committee at the upcoming December 10th meeting.

h.) I-95 Phase 2 Corridor Study Report – Paul Agnello

Mr. Agnello advised the I-95 corridor in the FAMPO region receives much attention due to its standing as one of the most heavily congested corridors in the nation. Mr. Agnello stated the Phase 2 Highway study is important in the context of the 2018 application deadlines for the Smart Scale program opportunities as the study recommendations will inform & support project submissions to the program.

Mr. Agnello advised the next steps in the I-95 Phase 2 technical report for inclusion into the Smart Scale application process includes the following:

Follow-up to questions about high-level access analysis that has been prepared to date

Begin more detailed technical analysis likely in the form of an IJR on 1 or more Proposals for new/improved I-95 access along the corridor

Determine what additional improvements will be needed at Exit 133 once the details of the northbound Rappahannock River Crossing project are known

To begin work now to allow for sufficient time before the next round of Smart Scale opens to make regionally important decisions for moving forward

Mr. Agnello advised currently the principal recommendations are as follows:

A 4th northbound general purpose (auxiliary) lane between Exits 126 & 130

A 4th southbound general purpose (auxiliary) lane between exits 130 & 126

A southbound deceleration lane for the I-95 off-ramp to Exit 126

Ramp improvements at Exit 136

Ramp improvements at Exit 133

A 4th northbound general purpose (GP lane between the GP/Collector-Distributor merge Truslow Road area) & Exit 136

- i. Resolution No. 19-15, Endorsing the Recommendations from the I-95 Phase 2 Corridor Study

Upon motion by Mr. Morgan and seconded by Ms. Utz, with all concurring, the Technical Advisory Committee endorsed Resolution No. 19-15 with a request that it be adopted by the Policy Committee at the upcoming December 10th meeting.

- i.) Resolution No. 19-16, Endorsing Revised Regional Base Year & Future Years Population & Employment Control Totals for Use in the 2050 Long Range Transportation Plan (LRTP) – Nick Quint

Mr. Quint advised the 2050 population & employment control totals were submitted to the FAMPO committees in October for endorsement. However, since that time, new information has been supplied to FAMPO from the locality staff representatives. It was felt the projected numbers were slightly higher than what was anticipated. Staff was asked to compile re-figurations & met with locality staff & locality economic development directors to get a better feel for where planned developments were going to occur; the anticipated population growth that would incur; etc. Mr. Quint stated that staff utilized 2017 VEC data and also used data compiled by Cambridge Systematics to get a more realistic population and employment total projections.

Mr. Quint relayed the projections included in today's presentation include the revisions requested to be made from each locality and staff is comfortable with the requested changes to be made. Mr. Quint stated that Resolution No. 19-16 is a request to endorse the newly revised projections.

Upon motion by Mr. Morgan and seconded by Mr. Hess, with all concurring, Resolution No. 19-16 was endorsed by the Technical Committee with a request that it be adopted by the Policy Committee at the upcoming December 10th meeting.

- j.) Summary of Review of New FAMPO Version 5 Travel Demand Model – Paul Agnello

Due to time constraints for the meeting, Mr. Agnello stated he wanted to just high-light slide #5 which provided update for the I-95 Corridor Performance. Ms. Shropshire stated there is not a huge difference reflected on the numbers for the highway projections. Mr. Agnello stated that slide #5 shows both actual model figures & actual trends. Ms. Soneji stated that VRE will be running its updated TBT model so will this data have any effect on what is being done at FAMPO. Mr. Agnello stated the model projects that commuters will not commute more than 1 hour from their home address so the region may need to consider new stops at Quantico to allow for better connections to the Metro/VRE.

- i. Technical Memorandum

Mr. Agnello advised the current upgrades to the version 5 model addresses many needs. It includes assessment of the reaction to travelers for different income levels to specific scenarios. This enable the evaluation of social & economic justice and helps to determine economic impacts. Mr. Agnello stated that based on a review of national best practices & model enhancement in other regions, MBI has develop a list of potential enhancements that will address the future study needs as well as to broaden the model's analysis capabilities.

k.) Resolution No. 19-17, Approving the Use of FAMPO Consultants to Complete the Phase 1 Transit Component of the Lafayette Boulevard Multimodal Transportation Study – Paul Agnello

Mr. Agnello advised there was a request from the Policy Committee for additional study & analysis be completed in-house by FAMPO staff for Lafayette Boulevard in the City of Fredericksburg to Route 1 in Spotsylvania County. Mr. Agnello stated that members of the Policy Committee did not want to utilize RSTP funding to be allocated to the study. Mr. Agnello advised that staff is not in a position to complete the study and is recommending approval of Resolution No. 19-17. Mr. Agnello advised the money to be allocated cannot be utilized for any transportation or highway projects and is available for study only.

Upon motion by Mr. Steigerwald and seconded by Mr. Hess, with all concurring, Resolution No. 19-17 was endorsed by the Technical Committee with a request that it be adopted by the Policy Committee at the upcoming December 10th meeting.

l.) FAMPO 2019 Committee Meetings Calendar – Nick Quint

Mr. Quint advised a copy of the 2019 FAMPO meeting calendar is included in tonight's agenda packet for member information. Mr. Quint advised that currently the only changes on the calendar include a 4th meeting night in both the months of January & February (instead of the 3rd Monday) due to state holidays when the office will be closed. Mr. Quint relayed that currently there are no meetings scheduled to occur in the months of July, August, or December.

m.) Resolution No. 19-11, Amending the Transportation Improvement Program to add the 95 Express Lanes Fredericksburg Extension Project – Mr. Stephen Haynes, VDOT

Mr. Haynes stated that Resolution No. 19-11 is a request to amend the TIP to add the funding needed for the I-95 Express Lane, Fredericksburg Extension project. Mr. Haynes advised this resolution will allow VDOT to provide oversight for the project and to allow the right-of-way and construction processes to begin.

Upon motion by Mr. Steigerwald and seconded by Mr. Hess, with all concurring, Resolution No. 19-11 was endorsed by the Technical Advisory Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December 10th meeting.

Staff Report:

Mr. Agnello advised that Mr. Quint will be leaving from his position at FAMPO. Mr. Agnello relayed Mr. Quint has accepted a position at Virginia Tech operating its TDM program for both students & faculty. The Technical Committee thanked Mr. Quint for all of his efforts while being employed by FAMPO & wished him well in his new venture.

Member Report:

PRTC:

Mr. Steigerwald stated that currently there are a lot of concerns with the “1st mile/last mile” criteria for VRE. Mr. Steigerwald stated 4 VRE stations are experiencing parking restraints & have critical needs to be addressed. Mr. Steigerwald advised that PRTC & VRE are working together to devise a more coordinated effort on emerging services that will address the funding allocations. Both Ms. Soneji & Mr. Steigerwald relayed that a sub-committee will be formed to discuss the formalizing of the 1st/last mile regulations and this sub-committee will begin meeting after the first of the year. An invitation was extended to any Technical Committee member to also serve on the sub-committee & if interested, to please let either PRTC or VRE know.

VDOT:

Mr. Haynes expressed thanks to the FAMPO staff for its participation at the VDOT fall transportation meeting.

Adjourn

The December 3, 2018 FAMPO Technical Advisory Committee meeting was adjourned at 11:55 a.m. and the next meeting will be held on January 7, 2019 at 9:30 a.m.