



**FAMPO Technical Committee (FTC) Meeting Minutes
December 11, 2017**

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Members Present:

Joey Hess, Chairman, Stafford County
Bassam Amin, City of Fredericksburg
Erik Nelson, City of Fredericksburg
Craig Pennington, Caroline County
Dan Cole, Spotsylvania County
Doug Morgan, Spotsylvania County
Todd Horsley, Department of Rail and Public Transportation (DRPT) (GoToMeeting Call-In)
Rodney White, Fredericksburg Regional Transit (FRED)
Diana Utz, George Washington Regional Commission (GWRC)
Stephen Haynes, Virginia Department of Transportation (VDOT)
Sonali Soneji, Virginia Railway Express (VRE) (GoToMeeting Call-In)

Others Present:

Susan Gardner, Virginia Department of Transportation (VDOT)
Nicole Waldheim, Cambridge Systematics
Dave McLaughlin, Citizens Transportation Advisory Group (CTAG)

Staff Members Present:

Paul Agnello, FAMPO
Lloyd Robinson, FAMPO
Marti Donley, FAMPO
Nick Quint, FAMPO
Kari Barber, FAMPO
John Bentley, FAMPO
Leigh Anderson, GWRC
JoAnna Roberson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 10:30 a.m. by Chair, Mr. Joey Hess.

APPROVAL OF FAMPO TECHNICAL COMMITTEE AGENDA

The December 11th FAMPO Technical Committee agenda was approved as submitted.

APPROVAL OF FAMPO TECHNICAL COMMITTEE MEETING MINUTES OF NOVEMBER 6, 2017

Upon unanimous consent, the November 6th FAMPO Technical Committee minutes were approved as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF NOVEMBER 20, 2017

Mr. Agnello advised that at the October Policy Committee meeting an Employment Development Subcommittee was formed for the purpose of:

1. Investigating opportunities to move federal government employees to the GWRC region
2. Investigating opportunities to create increased flexibility in federal government telework options
3. Investigating ways to increase GWRC's ability to attract and retain millennial workers, new employers and increase economic development possibilities

Mr. Agnello advised that as result of votes taken at the November meeting; this subcommittee may be under the leadership of GWRC instead of FAMPO.

Mr. Agnello relayed that updates/presentation on Smart Scale Round 3 were provided by him and these recent changes/updates will be discussed with the FAMPO Technical Committee at today's meeting.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

- a.) Resolution No. 18-08, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Add a Statewide Rail Grouping – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-08, is a TIP amendment per request from VDOT that FAMPO include a statewide grouping for rail projects; complete an inventory of all public at-grade crossings and conduct pre-scoping for rail safety projects. Mr. Quint relayed this TIP amendment would update the FY2018-2021 TIP to now include the rail project grouping.

Upon motion by Ms. Utz and seconded by Mr. Cole, with all concurring, Resolution No. 18-08 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

b.) Resolution No. 18-09, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Add the Interchange Modification Report (IMR) for the Northbound Rappahannock River Crossing Project – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-09 is a request made to FAMPO from VDOT. At the October Policy Committee meeting, approval was received to authorize staff to transfer \$50,000 from FY2018 RSTP funding to be applied to the Interchange Modification Report (IMR) for the Northbound Rappahannock River Crossing project. Mr. Quint stated Resolution No. 18-09 allows VDOT to initiate the bidding process.

Upon motion by Mr. Nelson and seconded by Mr. Pennington, with all concurring, Resolution No. 18-09 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

c.) Resolution No. 18-10, Adopting a Regional Highway Freight Network and Making Recommendations to Virginia Department of Transportation (VDOT) – Mr. Lloyd Robinson

Mr. Robinson advised that VDOT requested staff to consider endorsement of a three-part hierarchy of roadway facilities to include freight movement within the region. The three issues for consideration are as follows:

1. Listing of FAMPO's Regional Highway Freight Corridors
2. FAMPO recommendations on critical urban and rural freight corridors
3. FAMPO recommendations on projects within the critical urban and rural freight corridors

Mr. Robinson advised that in Virginia there are 250 miles of critical freight corridors, and the three largest MPO's (Hampton Roads, Richmond & Northern Virginia) will be designating 50% or more of them; however, a portion of the remaining 50% could be designated in this region. Mr. Robinson stated that staff worked with the FAMPO Technical Committee, local VDOT district office & VDOT Central Office in compilation of the project listing submitted today for endorsement by the FAMPO Technical Committee.

Mr. Nelson and Ms. Utz asked for clarification on the differences with freight routes versus truck routes. Mr. Robinson stated that there is some overlapping among the two; however, all truck routes are freight routes but not all freight routes are truck routes.

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolution No. 18-10 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

d.) MAP-21/FAST Act Performance Measures – Ms. Nicole Waldheim, Cambridge Systematics

Mr. Agnello advised that from a planning perspective, the FAMPO Region is in an unusual situation regarding the implementation of the new MAP-21/FAST Act Performance Measures that MPO's will be required to establish. Mr. Agnello stated that some of the timeframes for implementation of the Performance Measures into the LRTP do not coincide with FAMPO's LRTP timeframes. Mr. Agnello stated that some performance measures cannot be completed until the spring of 2018; however, staff is attempting to be proactive and complete some steps now during the current LRTP update. Mr. Agnello stated that Ms. Nicole Waldheim with Cambridge Systematics will be providing a presentation on the new measures at today's Technical Committee meeting.

Ms. Waldheim advised she works with other MPO's and also works with VDOT on its safety performance targets in updating the LRTP. Ms. Waldheim stated there will be seven performance management measures implemented into LRTP's on an on-going basis.

Ms. Waldheim stated the Highway Safety Improvement Program measures will be due in February of 2018 and the Transit Asset Condition measures will be due in January of 2018. Ms. Waldheim stated it is the recommendation from Cambridge that FAMPO adopt the targets as presented.

Regarding the Safety Target requirements, the MPO's will need to establish targets for the same five safety performance measures for all public roads within the MPO's planning area within 180 days after the State establishes each target (Feb. 2018). Ms. Waldheim stated an MPO can either agree to support the State DOT's targets or establish measures specific to a respective MPO planning area.

Ms. Waldheim advised that the MPO Safety Target Setting process will review trends annually and submit these results to VDOT; however, the actual updates are due every two years. Ms. Waldheim stated targets are established for two years after the most recent available state crash data is available. Ms. Waldheim stated the following points are to be reviewed: the crash trends; defining a target setting method; review of the scenarios; select targets; & submit to VDOT for reporting data.

Ms. Waldheim stated the following key points for MPO Safety Performance Targets are:

1. All MPO's must set targets for each of the five safety performance measures

2. MPO's may adopt their own targets; support the State's targets; or use a combination of the two
3. MPO targets are not annually assess for determining significant progress toward meeting the established targets
4. MPO targets are reported directly to VDOT and an MPO is not penalized by the federal government. Mr. Agnello stated the federal measures are looking at consolidation of the state measures so both safety performance targets will be consistent with each other

Regarding the SHSP/HSIP methodology, Ms. Waldheim advised that these are to be consistent with the FHWA 5-year rolling average safety performance measures in place. Ms. Waldheim stated these need to be consistent with the Commonwealth's FY2017-2021 SHSP.

Ms. Waldheim advised that trends were from 2000-2015, and projections have been made through 2021. Ms. Waldheim stated these will be re-evaluated each year, so percentages could change. Ms. Waldheim stated the goal is to see a reduction in deaths and serious injuries statewide by 2030. The current assigned percentages are: 2% annual reduction in vehicle fatalities; 3% annual reduction in fatality rate; 5% annual reduction in serious injuries resulting from vehicle crashes; 7% annual reduction for serious injury rate; and 4% annual reduction for non-motorized fatal and serious injuries (pedestrian & bicycle accidents).

Regarding target setting tools, Ms. Waldheim stated that VDOT has developed an online data tool. Ms. Waldheim relayed the data tool is an excel format and details the four targets, the performance measures & the data collection. These will be implemented to MPO boundaries, urban areas, jurisdictions & non-motorized crashes. This data tool also provides total annual crashes and persons by severity and by rate (per 100 million VMT) and enables data review and trend testing to apply to target setting measures.

Ms. Waldheim advised that FAMPO is actually not that far away from the projections made by VDOT, so minor updates will be required. Ms. Waldheim stated the VDOT target for annual reduction for fatalities is 2%, and FAMPO is currently at 2.5%. For annual reduction of serious injuries, the VDOT target is 5%, and FAMPO is currently at 4.2%. Ms. Waldheim stated the VDOT target is 3% for annual reduction for fatality rates, and FAMPO is at 4%. The VDOT target for annual reduction for serious injury rate is 7%, and FAMPO is at 6%. Ms. Waldheim advised the five-year rolling averages for non-motorized people that includes pedestrian and bike data shows a 4% VDOT target performance, and the current FAMPO trend is 16%.

Ms. Waldheim stated the recommendation from Cambridge is to adopt the statewide targets as the data specific for FAMPO and VMT trends are consistent with the statewide trends. Ms. Waldheim relayed that the HSIP SHSP and project specific safety outcomes within the FAMPO region are anticipated to support/exceed the state targets. Ms. Waldheim stated the next step is for FAMPO to include reference to designated targets in both the TIP and LRTP. A description

of the capital investments, programs, initiatives that are in the TIP and LRTP support attainment of the targets. Ms. Waldheim stated that present and current crash trend data will be needed.

Ms. Waldheim advised the next performance category, Transit Asset Management (TAM), which helps ensure transit agencies (such as FRED/VRE) are consistent and established. Ms. Waldheim stated that both FRED's and VRE's targets have already been established. The four components of the Transit Asset Management data collection entail the following: performance, targets, TAM plan, and decision support tools.

Ms. Waldheim stated the transit asset management measures focus on the age/condition of vehicles, equipment, infrastructure, and facilities. Ms. Waldheim stated the performance measures rate those vehicles that have met or exceeded their useful life benchmark (ULB); the number of vehicles that have met or exceeded the ULB; the percentage of track segments and signal improvements are tracked. The percentage of facilities within an asset class that are rated below 3 on the TERM scale.

Ms. Waldheim advised that MPO's are required to adopt initial targets and include these in the TIP. Ms. Waldheim stated the standard approach is to adopt operator specific targets for each operator within the region. Ms. Waldheim stated there are two tiers for applicable providers:

Tier 1 – operation of rail with vehicles over 100 vehicles (this includes VRE and they established their own targets).

Tier 2 (FRED) - has less than 100 vehicles and is a sub-recipient of FTA 5311 funding. Tier 2 participants can adopt targets already implemented from another group plan or develop individual TAM plans. Ms. Waldheim advised these targets needed to be submitted by January 2018.

Ms. Waldheim stated that transit providers such as FRED have adopted the DRPT targets within the designated group plan and are currently consistent with the state of good repair levels in place (buses at 80%; vans at 80%; & facilities at 80%). Ms. Waldheim stated the recommendation from Cambridge is for the transit agencies to adopt the VRE and FRED targets that are established.

Ms. Waldheim stated the next steps will be to include reference to the targets in both the TIP and LRTP and to describe the transit capital investments, programs, & initiatives in the TIP and LRTP that support attainment.

- i. Resolution No. 18-11, Adopting the VDOT Safety Targets for Each of the Five Safety Performance Measures

Upon motion by Mr. Nelson and seconded by Mr. Pennington, with all concurring, Resolution No. 18-11 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

- ii. Resolution No. 18-12, Adopting the Transit Asset Management Targets for Virginia Railway Express (VRE) and Fredericksburg Regional Transit (FRED)

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolution No. 18-12 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

- e.) Congestion Mitigation & Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP) Call for Projects – Mr. Nick Quint

Mr. Quint advised that FAMPO is issuing a call for CMAQ/RSTP projects. Mr. Quint stated that a project request form is included in today's agenda packet, and a form needs to be submitted for each project. Mr. Quint stated the project request form is also linked to the webpage for this agenda. Mr. Quint advised that there is not a limit on the number of projects a locality or entity can submit; however, submitted projects must be prioritized. Mr. Quint stated the amount of funding available for FY2024 & 2025 is estimated to be approximately \$8 million.

- f.) Smart Scale Update and Project Discussion – Mr. Paul Agnello

Mr. Agnello advised the revised draft technical guide for Round 3 of the Smart Scale application process was released on November 13, 2017. Mr. Agnello stated the latest round of revisions involved updates to the application process and the scoring. Mr. Agnello stated the changes to scoring were minimal and had limited impact to the FAMPO Region. However, the application process changes will impact the region.

Mr. Agnello advised the Round 3 application process will begin on March 1, with a June 1 deadline for creating an application and an August 1 application submission deadline. Mr. Agnello stated the application process will begin sooner in Round 3, and there will now be a five-month project evaluation and scoring window which provides two more additional months than in the previous two Rounds.

Mr. Agnello stated the application limits that an entity can submit changed. For this region, with populations of less than 200,000 for a locality and 500,000 for an MPO/PDC/transit agency, each entity can submit up to four applications. For entities of more than 500,000 in population (in this region this only applies to PRTC), up to ten projects can be submitted.

Mr. Agnello stated that a new requirement is that projects within an established MPO study area that are not identified in or consistent with the region's CLRP the projects must include a resolution of support from the respective MPO. Mr. Agnello stated that for this region, FAMPO support would be needed for projects submitted from the City, Spotsylvania & Stafford, and these must be fiscally constrained projects. Projects from Caroline and King George are not fiscally

constrained, and the resolution of support will need to come from GWRC. Mr. Agnello stated the resolution of support is now required for all projects.

Mr. Agnello stated that more projects are expected to be submitted statewide for consideration under Round 3 of the Smart Scale process and unfortunately there is less money available. In Round 2, there was approximately \$1 billion available. The draft funding results for Round 3 show this figure being between \$800 million and \$1 billion, with most of the available funding being allocated in FY2024 and 2025. Mr. Agnello stated that the Fredericksburg District is expected to receive \$25-30 million from the District Grant Program. Mr. Agnello did relay that there still remains \$2 million in available funding that has not been allocated, so the amount the region could receive may end up being slightly higher.

i. Updated Matrix of Regional Projects

Mr. Agnello advised that included in today's agenda packet is a list of twelve draft candidate Smart Scale Round 3 projects that could be submitted by GWRC/FAMPO for consideration. Mr. Agnello reiterated that these two entities can only submit up to eight projects, so some of these projects will be removed from the list.

Mr. Agnello stated that some projects could be submitted from a locality rather than by FAMPO/GWRC; some projects could be bundled together; and some projects may in fact not be needed as a result of the improvements that will be made with pending projects (e.g., the I-95 Southbound Rappahannock River Crossing project, the Fred Ex project, etc.). Mr. Agnello stated that staff will continue to work with localities and rely on VDOT expertise to ensure regional projects could be considered and to eliminate duplication of projects being submitted by a locality and FAMPO/GWRC.

CORRESPONDENCE

None

STAFF REPORT

Mr. Agnello advised that calendars are available for committee members for 2018 FAMPO committee meetings. Mr. Agnello asked if any dates are not correct to please let staff know.

Ms. Donley advised that on January 11th at Cedar Forest Elementary School, from 5-7:00 p.m. VDOT will be conducting a public hearing for design for the Park & Ride lot on Route 1/Commonwealth Drive in Spotsylvania County.

MEMBER REPORTS

GWRC: Ms. Utz advised that GWRideConnect will be applying for its annual grant funded by DRPT in January of 2018.

DRPT: Mr. Horsley advised that DRPT is currently in staff transition regarding filling the position held by Mr. Roseboom. Mr. Horsley stated that in the interim, until the position is filled by the end of the first quarter, he will be serving as the representative to the FAMPO Technical Committee.

ADJOURN

The FAMPO Technical Committee on December 11th adjourned at 11:40 a.m. The next Technical Committee meeting is scheduled for January 8, 2018 at 9:30 a.m.