

## **TECHNICAL ADVISORY COMMITTEE MEETING MINUTES**

Monday, November 7, 2022 – 9:30 a.m.

406 Princess Anne Street, Fredericksburg, VA 22401

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

### **Committee Members Present:**

Chair Jamie Jackson, City of Fredericksburg  
First Vice Chair Alex Owsiak, Stafford County  
Second Vice Chair Paul Agnello, Spotsylvania County  
Bassam Amin, City of Fredericksburg  
Mike Craig, City of Fredericksburg  
Matthew Lehane, Stafford County  
Nick Minor, King George County  
Michelle Shropshire, VDOT  
Stephen Haynes, VDOT  
Nick Ruiz, VRE  
Kate Gibson, GWRideConnect

### **Committee Members Present (remotely):**

Bob Schneider, PRTC  
Rodney White, Spotsylvania County

### **Committee Members Absent:**

Jacob Pastwik, Spotsylvania County  
Mohamed Benomar, Spotsylvania County  
Kimberly Wilson, King George County  
Bryon Counsell, Stafford County  
Mike Finchum, Caroline County  
Craig Pennington, Caroline County  
Ivan Rucker, FHWA  
Amy Garbarini, DRPT  
Jim Ponticello, VDOT  
Dan Grinnell, VDOT  
Craig Reed, FXBGO  
Christine Hoeffner, VRE  
Leigh Anderson, GWRideConnect

### **Others Present:**

Stephen Read (VDOT) and Eric Tang (VHB) (remotely)  
Chris Daily (VHB), Drew Morris (VHB)

**Staff Present:**

Ian Ollis, FAMPO Administrator

Becky Golden, Transportation Planning Manager

John S. Ridout, Transportation Planner

Ms. Kari Eaves, Transportation Planner/ Bike & Pedestrian Coordinator

Connor Anderson, GIS Technician/Transportation Planner

**1. Call Technical Advisory Committee Meeting to Order**

The meeting was called to order at 9:33 am by Chair Jackson.

**2. Roll Call and Determination of Quorum**

Becky Golden conducted roll call and determined that a quorum was present.

**3. Approval of the September 12, 2022, Technical Advisory Committee (TAC) Agenda (ACTION ITEM)**

Paul Agnello requested to remove the calendar item off the consent agenda.

Modification: Remove item 6.D as an Action/Discussion item.

Discussion of 6.D commenced immediately. Paul Agnello noted that there was potential conflict with the dates for the Policy Committee. However, there were no issues with the TAC 2023 Calendar of proposed meeting dates. Approve TAC calendar as presented.

Motion to Approve the 2023 TAC Calendar.

Motion: Paul Agnello; Second: Alex Owskiak

Abstentions: None

Motion passed with unanimous consent.

Motion was made to approve the November 07, 2022, TAC agenda with modification. Consent agenda items A, B, and C approved.

Motion: Paul Agnello; Second: Alex Owskiak

Abstentions: None

Motion passed with unanimous consent.

**4. Approval of the October 12, TAC Meeting Minutes (ACTION ITEM)**

Motion was made to approve the October 12, 2022, meeting minutes.

Motion: Paul Agnello; Second: Nick Ruiz

Abstentions: None

Motion passed unanimous consent.

**5. Review of the October Policy Committee Meeting**

Ian Ollis provided a summary of the Policy Committee's October meeting to the TAC members and included a synopsis of the public hearing on the TIP amendments and public comments on the East/West Mobility Study Phase II Transit Report.

## 6. Public Comment

- a. None.

## 7. Action/Discussion Items

- a. SS4A Grant Safety Data Analysis:

1. Stephen Read and Eric Tang: All five GWRC applied back in September to complete the safety study and this topic is providing an analysis-to-date informational to the committee. Data analysis is region-wide of crash data from 2017-2021 filtered for FAMPO only and GWRC-wide. The data analysis developed a high-injury network, which is a subset of roads that make up a significant number of fatal and serious injury crashes. The goal of this analysis is to find complete routes rather than incremental sections to improve. For the SS4A Grant, it also identified census blocks that have four of six communities of greatest needs.
2. The analysis provided a crosstab linking how different factors intersect with other crash factors. Such as providing a map of crashes and injuries for not wearing safety restraints, speed, and lane departures.
3. The Safety Action plan also leverages pedestrian action safety plan to identify specific corridors. The Safety Action Plan is applied as a layer of analysis for the GWRC region for both statewide identified corridors and region only needs.
4. Next step for the project is to map locally specific data, develop matrices, crash trees, and document data into final report. Data will be available on ARCGIS online.

- b. CMAQ/STBG Project Funds available

John Ridout provided the TAC an update on the potential funding amounts available for the FY28/FY29 Call for projects. Approximately \$2.6 million is made available in FY28 for CMAQ projects. \$2.1 million is available for STBG projects. FY29 funding amounts will not be available until March 2023. In addition, there is a small amount of potentially available CMAQ and RSTP fundings as a leftover from other projects as well as a \$1.2 million as a result a DRPT project. FAMPO is awaiting further clarification on the \$1.2 million source.

- c. FY 24 – 29 CMAQ / STBG Updated Budgets for Active Projects

John Ridout requested that FAMPO member jurisdictions and partners provide updated budgets for current projects to identify any potential project that might need to request additional funds to complete. One jurisdiction has provided an update list, but others are outstanding.

- d. FY 24 – 29 STBG Discussion: Local Planning Level Study Set-aside

1. Alex Owsiak - Stafford has a concern about identifying studies and costs for projects that are now potentially five years into the future with the current STBG framework. Ian Ollis suggests looking at the timeline of studies that focus on studies in the near term and funding projects afterwards. Paul Agnello stated there is an issue that planning studies are parked too far into the future. He asked if there is a potential IJA increase in the funding that could be available for studies. Ian advised attendees that only the FY28 funding amounts are known at this time. There might be a change in our

funding formula based on the population in our urbanized area, but the amount is unknown at this time.

2. John Ridout provided options available as to how MPOs can provide a set-aside for planning studies by flexing STBG funds for planning “PL” use. Normally this set-aside is planned for future years to leave a percentage of STBG, and have a competitive call for study projects available in a near-term capacity. Often this set-aside is a smaller percent of the total STBG that also require a local match to ensure that localities are committed to following through and adopting study recommendations. The larger pot of money remains for STBG and studies would still be able to compete during the normal STBG call for projects. Partner agencies like VDOT, VRE or DRPT would also be available to compete for these funds with a local jurisdiction coordination.
3. Discussion: Paul Agnello asked if there is an RSTP surplus, we can build a potential funding pot in the future. Staff noted the FY28/FY29 funding is not available until FY28/29 at the earliest, and until we have dollar amounts in March, concrete predictions are not available. FAMPO might need to cap the amount used for studies. The TAC recommended for FAMPO staff to bring concepts of options available as a set-aside for future meetings. If a jurisdiction has a study seeking funding, they should apply to the current STBG call for projects.

e. East West Study - Draft Roadway Study

1. Chris Daily provided an update on the Phase II Roadway report. VHB identified 13 roadway corridors, provided an analysis of the corridors, and validated the congestion model to determine how the long-range plan performed in future years. On the 13 corridors VHB identified the peak volume to capacity ratios after all currently planned projects are built. VHB’s key findings are that the highest congestion is where there is automobile commercial activity along the I95 corridor access points. Most of these are already extremely wide roadway corridors. As a result, VHB included a focus on capacity enhancement, but it is not the only possibility in the policy discussion.
2. VHB identified regional connectivity improvements which reduce traffic congestion across the region, not just a single corridor. First is the development of a western network of connected roads to provide a continuous western option for travelers. The western connecting network includes connecting or improving Truslow, Enon, Centreport Parkway, Mountain View, and Courthouse. Nick Ruiz asked, “What does the congestion reduction mean?” VHB explained the reduction of congestion is a blend of two things, what the average commuter sees, and what the region identifies. Bassam Amin asked, “Is this the current corridor or future corridors, will you provide the report for the localities to start looking to acquire right of way and incorporate findings?” VHB explained the model looks at what will exist in 2050. Part of the idea of the report is to better inform localities. Next recommendation for the Fredericksburg region is a western river crossing near Central Park between City of Fredericksburg and Stafford as well as a connection to I95. The final regional connection is a Harrison Rd interchange with I95.

3. Local corridor projects are mostly widening-focused and provide limited improvement to congestion. These include Courthouse Rd, Warrenton, Garrisonville Rd, Mountain View Rd, Cowan Blvd, and Mills Drive. These include widening some of these corridors to 8 or 6 travel lanes.
  4. Next piece for the report is the prioritization of projects. There are long term projects such as the regional projects to consider and a larger policy discussion of addressing overall congestion reduction and with the corridor widening. Some of these corridors might need to have solutions implemented earlier.
- f. Amended Transit Report –
1. VHB has provided the following recommendations for Bike/Ped after rounds of feedback from the community and committees. First is a Shared-Use Path along Carl. D. Silver Parkway connecting the existing paths on Fall Hill Ave and Cowan Blvd with Spotsylvania Town Centre via a crosswalk on Plank Road, and additional paths in Stafford connecting Chatham Heights bridge to up into Stafford with a bike lane along Chatham Heights Road and a potential reconfiguration study of Chatham Heights Road. VHB is taking feedback over the next week before the Policy Committee.
  2. The Committee commented to check a few of the local comprehensive plans to identify corridors not in the LRTP but might be made or connected via private development or as a county project.
  3. VHB provided an update and summary of the High-Capacity Transit study for the route between Spotsylvania Towne Centre and the Fredericksburg Rail Station. VHB recommends placing the Downtown Stafford transit station at the location closest to I95 near the commuter park and ride lot. VHB’s recommendations on Bike/Ped include connecting Germanna Community College to the Spotsylvania VRE station with a multi-use path (MUP) East/West on Rt. 17 along Germanna/Mills Drive. A MUP along the Benchmark corridor is proposed to connect to the future East Coast Greenway from Rt. 17/Eagle Drive, with the preferred connection to the train station either passing down Benchmark Rd to the east or continuing through the rail tunnel and south along the track.
  4. Alignment -Stafford County provided a preferred alignment for the north section of the Brooke station path beginning at Courthouse Road, following utility easements south to the Stafford Civil War Park, and then finally connecting to Mt. Hope Church Road and on to the station.
- g. Motion to Endorse the Phase II Transit Report.  
 Motion: Mike Craig; Second: Nick Ruiz  
 Abstentions: None  
 Motion passed with unanimous consent
- h. Motion to Endorse Directing a Public Comment Period for the Roadway Report.  
 Motion: Paul Agnello; Second: Nick Ruiz  
 Abstentions: None  
 Motion passed with unanimous consent
1. Ian Ollis asked the TAC to identify a few roadway corridors identified in the 13 to 15 list to direct VHB to begin working on over the next two months.

Stephen Haynes (VDOT) asked if a timeline is there. Ian responded that the big policy question can't be answered by the consultants or the stakeholder group, and we need 2-3 projects to "start".

2.FAMPO staff will ask the Policy Committee in the November meeting to direct the initial corridor improvement work. TAC has requested a survey to the localities so they can pick the options.

3.Stafford asked to look at the Western Corridor and a connection with Plantation Blvd. Spotsylvania will pass along the information to their Transportation Committee.

i. Letter to OIPI - Kari Eaves provided an overview of a pending draft letter to OIPI. The letter is a complaint and petition over a change to the SMARTSCALE scoring methodology from what is stated in the Technical Guide regarding the interpretation of the term "buffer" distance between projects and economic development sites. In all earlier rounds, economic development sites within an "as the crow flies" buffer distance were counted, and in this round, the distance by public road routes is being used. As a result, many economic development sites fall out of scoring positively since the public road route is beyond the buffer distance in the technical guide. Several FAMPO and GWRC localities were affected by the discrepancy. The letter was originally requested by Spotsylvania County staff. VDOT district staff reported that the issue was causing more work for their office.

j. Becky Golden provided an update to Commuter Lot Upgrade funding sources. Becky reported they did not identify alternative funding sources for commuter lot upgrades. SMARTSCALE, HB2, #195CIP and Secondary Road SY funding can be used but are prioritized as if they were road projects.

8. Correspondence- None

9. Staff Reports

a. Ian Ollis introduced Connor Anderson as the new GIS Technician/Transportation Planner

10. Member reports

a. Notifications:

1.Stafford has initiated its Transportation Master Plan process with a public survey. FAMPO staff will bump on social media. Stafford has provided updated cost estimates.

2.Stafford has provided updated cost estimates on current projects and is working to get applications in on November 18<sup>th</sup>.

11. Meeting Adjourned 11:51 am.