

**Minutes**  
**FAMPO Technical Committee Meeting Summary**  
**January 9, 2017**  
<http://www.fampo.gwregion.org/technicalcommittee.html>

**Members Present:**

Erik Nelson, Chair, City of Fredericksburg  
Bassam Amin, City of Fredericksburg  
Dan Cole, County of Spotsylvania  
Doug Morgan, County of Spotsylvania  
Joey Hess, County of Stafford  
Christopher Rapp, County of Stafford  
Tim Roseboom, DRPT  
Rodney White, FRED  
Susan Gardner, VDOT  
Michelle Shropshire, VDOT  
Sonali Soneji, VRE

**Others Present:**

Emily Stock, DRPT  
Carey Burch, HDR, Inc.  
Linda LaSut, VDOT

**Staff Members Present:**

Paul Agnello, FAMPO  
Lloyd Robinson, FAMPO  
Marti Donley, FAMPO  
Nick Quint, FAMPO  
Kari Barber, FAMPO (Intern)  
JoAnna Roberson, GWRC

**CALL TO ORDER**

The FAMPO Technical Committee meeting was called to order at 9:30 a.m. by Chair, Mr. Nelson.

**APPROVAL OF TECHNICAL COMMITTEE AGENDA**

The January 9th Technical Committee agenda was accepted as presented.

**APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES FROM NOVEMBER 7, 2016**

The minutes from the November 7th, 2016, Technical Committee meeting were accepted as submitted.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING ON NOVEMBER 21, 2016**

Mr. Agnello advised that at the November 21<sup>st</sup> Policy Committee meeting, the following two Resolutions were adopted: Resolution No. 17-09 and Resolution No. 17-18 which are in support of studies being completed for a bike share and bicycle infrastructure improvement study and a traffic study of Lafayette Boulevard respectively.

**PUBLIC COMMENT** - None

### **DISCUSSION/ACTION ITEMS**

a.) DC2RVA Environmental Impact Statement (EIS) Study Update – Ms. Emily Stock, DRPT

Ms. Stock advised that DRPT is here today to provide an update on the DC2RVA EIS Study being conducted by DRPT. Ms. Stock relayed that a representative from DRPT will also be updating both the upcoming CTAG and Policy Committee meetings later this month.

Ms. Stock relayed that the presentation being given today is the presentation that was made by DRPT to the CTB in December of 2016. Ms. Stock stated that the Draft EIS study was expected to be completed by the December CTB meeting; however, it has been slightly delayed. Ms. Stock stated that even though the final EIS has not been received to date, DRPT has made its recommendations known to the public. Ms. Stock stated that the purpose and need for the DC2RVA project is to: increase reliability; improve frequency; reduce travel times; and increase the overall system capacity.

Ms. Stock relayed that many alternatives have been studied which included by-passes around Fredericksburg and Ashland, both of which are not recommended for further study at this time. Ms. Stock stated that even though DRPT is making the recommendation, the ultimate decision-makers will be the Federal Railroad Administration (FRA).

Ms. Stock advised that the study showed there would be less natural and environmental disturbance; fewer social implications; and a more economically cost-effective project to recommend a second track with a third line from Fredericksburg to Northern Virginia instead of pursuing any of the by-pass alternatives.

Ms. Stock stated that the proposed improvements to the Fredericksburg line will include recommendations for an additional third main track through the City of Fredericksburg. Ms. Stock advised that this project would encompass 14 miles at an approximate cost of \$493 million.

Ms. Stock again emphasized that the current recommendation is strictly a DRPT recommendation and all final decisions will be made by FRA. Ms. Stock stated that adding the third track through the City of Fredericksburg on the existing CSX alignment will result in the following:

- there will be fewer property impacts
- it supports the expanded intercity passenger service, the CSX freight service, and the Port of Virginia
- it is consistent with the Comprehensive Plan for the City of Fredericksburg
- project improvements are largely located within CSX-owned right-of-ways

Ms. Stock stated that the footprint included with today's Power-Point presentation is not a final and is shown for discussion purposes only. Ms. Stock relayed that the footprint used was needed to complete the EIS process. The draft EIS states that the proposed station amenities will include the following: a new station building; a parking deck; and expanded platforms to 850' with access to all tracks. Ms. Stock relayed that the above-mentioned amenities are included in the estimated \$493 million cost estimate.

Ms. Stock stated that the new steps in the process are to obtain FRA approval and to have a final EIS completed by the end of fiscal year 2017. Ms. Stock stated that once a final EIS has been received, it will be posted on the DRPT web-site and a sixty-day public comment period will take effect. Ms. Stock stated that if previous comments have already been expressed regarding the potential new projects, that this would be a good time to re-submit any and all concerns as this public comment period will be directly related to the DC2RVA project only.

Ms. Stock stated that after the public comment period ends, it will go back before the CTB for their final review. At that time, additional service development planning, preliminary engineering, and any additional analysis will be requested. Additional coordination with the regulatory agencies, the localities, the stakeholders, and the Atlantic Gateway program will be on-going. After these steps have taken place, the final EIS will be published and will await the record of decision being issued by FRA.

b.) Resolution No. 17-20, Updating the FY2015-2018 Transportation Improvement Program (TIP) to Provide Additional Information – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 17-20 is a FY2015-2018 TIP update that has been requested by VDOT and Mr. Agnello is going to turn the presentation over to VDOT staff for specifics. Ms. Gardner advised that Resolution No. 17-20 is simply a housekeeping amendment and results in no money amount changes; no money added; etc.

Ms. Gardner advised that the projects are already included in the TIP (the Fall Hill Avenue widening and bridge replacement project; the 95 Express Lanes 2.2 mile extension project and the I-95/Route 630 project). Ms. Gardner stated that these projects are being at least partially financed through GARVEE bonds. Ms. Gardner stated that GARVEE bonds allow an entity to use the required matched funding as if it were a "credit card" purchase. Ms. Gardner stated that the federal money has already been allocated and the GARVEE bonds allow them to re-allocate the approved funding from one project to another depending on a project being ready to move forward to the next level.

Ms. Gardner stated that the last project is a request made to VDOT from FHWA to replace an existing project that has been outstanding for some time. Ms. Gardner relayed that the existing project would be deleted and re-created to provide for a six-year time frame conformity schedule.

There was unanimous concurrence from the FAMPO Technical Committee to endorse Resolution No. 17-20, with a request that it be adopted by the FAMPO Policy Committee at the upcoming January 23<sup>rd</sup> meeting.

c.) Smart Scale Update – Mr. Paul Agnello

Mr. Agnello stated that the Smart Scale Power-Point is from the presentation given from the Deputy Secretary of Transportation to the CTB at the December 6<sup>th</sup> meeting. Mr. Agnello stated that the Fredericksburg District submitted 28 Smart Scale projects for funding consideration. Mr. Agnello relayed that 405 applications were received statewide, and 31 were screened-out.

Mr. Agnello stated that the Fredericksburg District had three applications screened out; two in the FAMPO region and one in the Northern Neck. Mr. Agnello stated that when compared to Round 1 of the Smart Scale process, Round 2 had double the amount of applications submitted, and it is anticipated that it will have approximately 50% less funding available. Mr. Agnello also relayed that there is some positive news however, as additional funding that had been previously allocated will no longer be needed for the projects they were assigned to, so that additional funding will now be available for this round of Smart Scale. (Mr. Agnello stated that the additional funding resulted from a project in Virginia Beach that was not supported by its residents in the November election and a project in Northern Virginia that received private funding).

Ms. Shropshire stated that the Smart Scale application process will continue to remain competitive and applications have resulted in entities utilizing creative approaches and pursuing additional funding opportunities to allow them to be better rated and more competitive.

Mr. Agnello stated that five regional projects were submitted by FAMPO and GWRC. Mr. Agnello also relayed that a VRE project was submitted by NVTC, which includes the VRE station improvements at Brooke and Leeland. Mr. Agnello stated that this project was also the number one project submitted by GWRC.

Ms. Soneji stated that even though their submittal included a majority of projects in Northern Virginia, those projects are mostly fully funded. Therefore, most of the money for that project will go to the FAMPO region.

Mr. Agnello advised that the three Fredericksburg District projects that were screened-out are the following:

1. Route 610 Direct Connect Ramp to I-95 Express Lanes and 400-space expansion at the Mine Road Park & Ride lot (\$32 million) – Mr. Agnello stated that the project met the VTRANS 2025 need but was screened out by VDOT Central Office because of the concern that the Route 610 Direct Connect Ramp project was “not sufficiently developed to assess benefits.” Mr. Agnello stated that the Mine Road Park & Ride lot expansion project would have been okay as a stand-alone project; however, VDOT recommended that it be combined with the Route 610 project to enable both projects to score better. Mr. Agnello stated had the projects not been combined, the Mine Road expansion would probably have been approved.

2. Beulah-Salisbuy/Dixon Street Intersection project (\$643k submitted by the City of Fredericksburg) – Mr. Agnello stated that OIPI ruled this project did not meet a VTRANS 2025 need; however, the project appeared to meet the Smart Scale eligibility criteria for UDA, Regional Network and Corridor of Statewide Significance.
3. Mr. Agnello stated that the third project was the Norris Bridge project (\$250 million) that was submitted by the Northern Neck PDC. Mr. Agnello advised that there was no commentary included with this project when it was screened-out; however, the project cost is considered to be a factor.

Mr. Agnello stated that staff has met with VDOT to inquire about what can be done about the screened-out projects. Mr. Agnello stated that to date, feedback from VDOT has not been finalized. Mr. Agnello thanked VDOT staff for their diligence and assistance in preparing the region's projects.

#### d.) Revenue Sharing Program Potential Changes – VDOT

Ms. Shropshire gave a Power-Point presentation on the current Revenue Sharing program and explained the potential changes that could be implemented by the CTB. Ms. Shropshire stated that the legislative language under review is Section 33.2-357.

Ms. Shropshire stated that for the Revenue Sharing Program, the priority selection criteria considerations are applied as follows:

1. Existing Revenue Sharing projects
2. Projects that meet a need in the Statewide Transportation Plan or within a locality's Capital Plan that can be accelerated
3. Deficient pavement or bridge projects that are classified as maintenance
4. All other requests that do are not classified above in 1-3 (Ms. Shropshire advised that the Revenue Sharing funds are almost always allocated before they make it to this step).

Ms. Shropshire stated that currently the language states that there is a \$10 million maximum application request per locality and up to \$5 million of the application can be designated for maintenance projects. Ms. Shropshire stated that there is a \$15-\$200 million range of allocations made by the CTB annually.

Ms. Shropshire advised that the following new changes are being considered this year by the CTB and they are:

- Max application amount per locality – Current \$10 million – Proposed - \$5 million
- Max application amount per project – Current – no max – Proposed - \$10 million
- Additional Allocations – Current – no requirements – Proposed – local funds must be utilized first
- Transfer of Allocations – Current – allowed between existing projects via written request from a locality – Proposed – Still will require written request from locality but will also need CTB approval for transfers

- Transfer of Allocations – Current – transfers can be transferred to any project included in the SYIP with a Resolution and CTB approval – Proposed – all surplus funds will now go into a statewide balance entry for re-allocation
- De-Allocations – Current – only transfer to deficit projects – Proposed – No Change

Ms. Shropshire provided an update on what this means locally and this is listed below:

- Localities that have applied for more than \$5 million annually are Stafford and Spotsylvania
- Stafford – 2014 = \$10 million; 2015 = \$10 million; & 2016 = \$8.964 million
- Spotsylvania – 2015 = \$5.835 million; 2016 = \$10 million; & 2017 = \$10 million

Ms. Shropshire advised that projects that have exceeded the \$10 million in revenue sharing funds are as follows:

- Caroline – Ladysmith Road project - \$26.7 million (\$12.55 million in revenue sharing funds = \$10.15 million allocated + \$2.4 million transferred)
- Spotsylvania – Mudd Tavern Road West of I-95 - \$21.25 million (\$16.5 million revenue sharing funds = \$14.75 million allocated + \$1.75 million transferred)
- Spotsylvania VRE Station - \$14.7 million (\$12.1 million revenue sharing funds = \$11.3 million allocated + \$764 thousand transferred)
- Stafford – Garrisonville Road Phase 2 - \$13.8 million
- Stafford – Courthouse Road Widening - \$35.9 million (\$32.9 million in revenue sharing funds = \$28.7 million allocated + \$4.2 million transferred)

Ms. Shropshire relayed that over 55% of the Revenue Sharing projects since FY2011 would have been affected by the transfer of funds that is proposed. Ms. Shropshire stated that it is important that the Technical Committee representatives relay this new information to their respective localities. Ms. Shropshire stated that the CTB is not expected to make any formal changes to the proposed revisions until March at the earliest. Ms. Shropshire relayed that the County Administrators and the City Manager have been sent a letter advising of the potential changes that could be adopted. Ms. Shropshire stated that the only presentation available at this time is the one given today and this presentation is available for review on the VDOT website.

Mr. Morgan asked if the CTB meeting scheduled for next week is open to the public and if the public is allowed to speak. Both Ms. Gardner and Ms. Shropshire concurred that the meeting is open to the public and that there is a 3-minute public comment time allocated to each speaker who signs up to speak. Ms. Shropshire stated that the January meeting will be held in Richmond at the VDOT Central Office.

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

Mr. Agnello advised that the 2040 LRTP was adopted on April 15, 2013 and the targeted time frame for completion of the 2045 LRTP will be May, 2018. Mr. Agnello stated that an LRTP Advisory Committee has been developed. The purpose of this advisory committee is to provide input and oversight of the 2045 LRTP process. Mr. Agnello stated that the advisory committee representatives were appointed by

the FAMPO Policy Committee. Mr. Agnello relayed that non-voting staff members are welcome to attend these meetings. Mr. Agnello stated that the expectations of the advisory committee members are they regularly attend and participate in the monthly meetings (tentatively scheduled from January to November); that they have the ability to represent their respective jurisdiction, agency, or group's position on the LRTP issues; and that they provide feedback to locality staff on meeting materials, special requests, etc. Mr. Agnello stated that these meetings will occur during the work day and are scheduled to last approximately two hours. Mr. Agnello relayed that the kickoff meeting is scheduled for February 9<sup>th</sup> at 1:30 p.m. in the GWRC Conference Room.

Mr. Agnello stated that the following localities and entities have selected both a primary representative and an alternate and those participating are as follows: City of Fredericksburg; Spotsylvania County; Stafford County; DRPT; PRTC; VDOT; CTAG; & MWCOG.

Ms. Soneji asked if NVTA was interested in having a representative be a part of the advisory committee. Mr. Agnello stated that they had previously asked and at that time they said no; however, staff will contact them again to determine their interest. Mr. Roseboom stated that NVTA is not working on any federal projects; however VRE projects are to be included. Mr. Roseboom stated that the majority of the projects for this plan are based on local land use and tax dollars. Ms. Soneji stated that as northern Stafford County is a part of NVTA governing authority there may be interest in having a member represent them for interaction and not necessarily project-based input.

Mr. Agnello asked for Technical Committee concurrence that in order for a locality to submit a new project for consideration that this project also be included within the locality's local Comprehensive Plan. There was unanimous consent from the Technical Committee that this should be the protocol.

Mr. Roseboom stated that the only potential issue he sees with this request is with VRE projects. Mr. Roseboom stated that VRE projects cover multiple areas and that even without locality support; a project could still move forward for consideration and thusly would not be included within a specific locality's Comprehensive Plan. Mr. Robinson stated that this would only be applicable to new projects that would be included within the SYIP and that the methodology system that was developed by the Policy Committee would be in place in regard to a project's classification, ranking, etc.

Mr. Agnello stated that the 2045 LRTP study efforts will be combined with other studies ongoing and/or completed by individual localities, by VDOT, etc. Mr. Agnello relayed that the 2045 LRTP will be multi-modal, and a broader highway development plan will be included. Mr. Agnello stated that by coordinating with State and locality studies, there is the potential to save \$100,000.

f.) Volkswagen Settlement Funding Opportunity – Mr. Lloyd Robinson

Mr. Robinson advised that included in today's meeting packet, is a letter submitted by GWRC that is dated December 15, 2016. The letter is addressed to Ms. Angela Conroy with the Virginia DEQ office and includes comments from GWRC on DEQ's plan for the Volkswagen partial consent decree that could result in additional funding being allocated to the region.

Mr. Robinson stated that GWRC's understandings are as follows:

- The national debt settlement is \$2.7 billion and of this total amount, Virginia is expected to receive approximately \$87.5 million. A question that GWRC has is what the allocated funds can be utilized for.
- The settlement terms and guidelines are contained within the consent decree and seem to have been negotiated between the Federal government and Volkswagen. DEQ is administering the funds for Virginia.
- All public bodies may apply for the funding and pay no match for projects that qualify. The private sector may also apply for the funds; however, they would require a match, the percentage of which is based on what is being applied for.
- It has been determined that passenger rail projects that include Amtrak and VRE are not eligible.
- However, equipping facilities that will provide for electric charging stations or CNG fueling sites would be eligible. This includes vehicle maintenance and storage facilities as well as park and ride lots. Regionally, this could apply to the FRED maintenance facility.
- Equipping rolling stock that would enable the operation of using electric or CNG fuel would be eligible. In order for these to be eligible, the vehicles when loaded with fuel, passengers and cargo would need to weigh more than 14,001 pounds and be manufactured between 1992 and 2009. This would include all heavy-duty vehicles such as school buses, transit vehicles, snow plows, delivery trucks, etc. Mr. Robinson advised that van pools and single-occupancy vehicles would not be eligible as they would not meet the weight requirement.
- Projects that qualify must be implemented within three years

Mr. Robinson advised that GWRC expressed concern on the last item and asked that qualifying projects be obligated within three years (change the original wording from implemented to obligated). Mr. Robinson stated the reason for this change is if an entity was equipping a large fleet of vehicles to utilize the electric or CNG fuels, then the fleet would need to be rotated through the equipping process to ensure that a large percentage of the fleets would stay in service at any given time. Mr. Robinson stated that this process could take longer than three years to accomplish the physical work; however, the funding needed to complete the work could be obligated at the onset.

Mr. Robinson stated that FAMPO is not trying to be in competition with DRPT on this funding opportunity. Mr. Roseboom relayed that DRPT has notified its grantees and to date there has been very little information provided at the public hearings. Ms. Soneji stated that VRE is looking into the funding possibilities that could be applicable to their projects as well. Mr. White from FRED stated that regionally, it is going to be difficult for FRED to meet the vehicle year requirements (1992-2009), so it would be better to use the money to upgrade FRED's maintenance facilities.

g.) Virginia Railway Express (VRE) Ridership Counts – Mr. Nick Quint

Mr. Quint advised that the VRE Fredericksburg line ridership survey is part of the Master Agreement between VRE and PRTC. Mr. Quint stated that the ridership surveys are conducted every October. Mr. Quint relayed that the Spotsylvania Station opened in November of 2015 so the survey just recently completed in October of 2016 includes the results from this station for the first time. Mr. Quint relayed

that since November 2015 one additional train has been added and that FAMPO conducted a boarding count survey in March of 2016.

With the October 2015 passenger boarding survey counts (before the Spotsylvania Station opened), Mr. Quint advised that the total ridership on VRE was 3,098. In March of 2016, when FAMPO conducted the passenger boarding surveys (after the Spotsylvania Station had opened), there was a total of 3,312 boardings which resulted in an additional 214 riders (a 6.5% increase of VRE utilization). Mr. Quint stated that the October, 2016 passenger boarding survey showed an additional 199 riders, a 6% increase in VRE utilization when compared to 2015. Mr. Quint advised that overall, the boarding for the entire Fredericksburg line increased by 8% from October of 2015 to October of 2016.

Mr. Quint advised that the biggest change in ridership numbers after the opening of the Spotsylvania Station resulted in a reduction of riders boarding at the Fredericksburg VRE station. Mr. Quint relayed that in October of 2015, there were over 1,400 riders boarding at the Fredericksburg station; in March of 2016, there were approximately 1,200 riders boarding at the Fredericksburg station; and in October of 2016 there were 1,000 riders boarding in Fredericksburg.

Mr. Quint relayed that in March of 2016, there were approximately 650 riders boarding at the Spotsylvania station; with approximately 800 boarding in October of 2016. Mr. Quint stated that most of the boarding changes occurred at Spotsylvania and Fredericksburg stations, but there was a slight decrease in boarding at the Leeland Road station. Mr. Quint stated that there were no changes in boardings at the Brooke station from October 2015 to October 2016.

Mr. Quint advised that in 2015, there was a slight decrease in the Fredericksburg line ridership. Mr. Nelson asked what the reasons for the decreases possibly were. Mr. Quint stated that it could be lower gas prices, the Express lanes project opening; and/or a boost in car-pool/van-pool ridership.

Both Ms. Soneji and Mr. Roseboom stated that it is not uncommon to see shifts in the various types of ridership options. Mr. Roseboom stated that the VRE is also destination-based and does much better in the Washington, DC area than maybe it does here on a more regional basis. Ms. Soneji stated that the VRE ridership counts from the Manassas lines concur with Mr. Roseboom's comments about it being destination-based. Ms. Soneji stated that the Manassas counts showed a 50% increase in trips from TAZ to DC along the corridors; however, in Fairfax County there was a decrease noted and lesser VRE trips were utilized.

h.) Updated FAMPO Meeting Calendar – Ms. Marti Donley

Ms. Donley advised that a calendar is on the table for pick-up by members that gives the FAMPO 2017 meeting dates for all committees to include: Policy, Technical and CTAG.

**CORRESPONDENCE:**

Mr. Agnello stated correspondence is included in today's agenda packet and is self-explanatory.

**STAFF REPORT:**

Mr. Quint introduced Ms. Kari Barber to the committee. Ms. Barber is on staff as a FAMPO intern.

**MEMBER REPORTS:**

**CITY OF FREDERICKSBURG:**

Mr. Nelson advised that he has recently received a job title change. The change is from Deputy Director of Planning Services to Transportation Administrator. Mr. Nelson stated that his new office is now located in the Public Works Department.

Mr. Agnello advised that February 6<sup>th</sup> is the next scheduled FAMPO Technical Committee meeting. Mr. Agnello stated that the Technical Committee will commence from 9:30 – 11:30 a.m. Mr. Agnello relayed that staff has received information from the State that they will be conducting a VTrans presentation meeting this day beginning at 12:30 p.m. Mr. Agnello stated that the Technical Committee is invited and encouraged to attend this meeting. Mr. Agnello stated that FAMPO will be providing lunch at the February 6<sup>th</sup> meeting for those Technical Committee members who are able to stay for the afternoon meeting.

\*\*There was discussion from both representatives from DRPT and VDOT that the information regarding the special meeting they have received is that the special meeting is scheduled for February 9<sup>th</sup>. Mr. Agnello stated that staff received the confirmation on Friday, January 6<sup>th</sup> that the meeting was to be held on February 6<sup>th</sup>. Mr. Agnello advised that staff would confirm the date and send out meeting update information to the Technical Committee members.

**NEXT TECHNICAL COMMITTEE MEETING, FEBRUARY 6th, 2017 at 9:30 a.m. /ADJOURN**

The next Technical Committee meeting will be held on Monday February 6, 2017. The January 9th meeting was adjourned at 11:15 a.m.