

**Fredericksburg Area Metropolitan Planning
Citizen's Transportation Advisory Group (CTAG)
Meeting Summary January 11, 2017**

Committee Members Present:

Ms. Fran Larkins, Vice-Chair, Stafford County
Mr. Guy Gormley, City of Fredericksburg
Mr. Tim Davis, Caroline County
Mr. Robert Ek, Caroline County
Ms. Annie Cupka, King George County
Mr. Rupert Farley, Spotsylvania County (At-Large)
Mr. Larry Gross, Spotsylvania County (At-Large)
Mr. Michael Wood, Spotsylvania County
Ms. Adela Bertoldi, Stafford County
Ms. Dawn McGarrity, Stafford County (In at 6:20 p.m.)
Mr. David Swan, Stafford County

Others In Attendance:

Ms. Emily Stock, DRPT
Mr. Carey Burch, HDR
Mr. Tom Hickey, VRE

George Washington Regional Commission (GWRC) Staff:

Mr. Nick Quint, FAMPO
Mr. Lloyd Robinson, FAMPO
Ms. Marti Donley, FAMPO
Ms. Kari Barber, FAMPO Intern
Ms. JoAnna Roberson, GWRC

Call to Order – Ms. Larkins called the meeting to order at 6:00 p.m.

Approval of Agenda – Upon motion made by Mr. Farley and seconded by Mr. Swan, with all concurring, the January 11th CTAG agenda was approved as submitted.

Approval of CTAG Meeting Summary of November 9, 2016

Upon motion by Mr. Farley and seconded by Mr. Gormley, and all others concurring, the minutes from the November 9th meeting were approved as submitted.

Review of FAMPO Policy Committee Meeting of November 21, 2016

Mr. Quint advised that at the November 21st Policy Committee meeting the two studies presented by FAMPO were approved. The first study is for the bike share program and the second is a study of Lafayette Boulevard. The bike share study was adopted with a 6-3 vote count; with Mr. Benton, Mr. McLaughlin and Mr. Milde voting no and all others voting yes. The Lafayette Boulevard study was adopted with an 8-1 vote, with Mr. McLaughlin voting no and all others voting yes.

Mr. Gormley asked what the contention is from the Policy Committee members who voted no on the bike share study. Mr. Quint stated that it was felt that this study is more a Fredericksburg issue and not a regional FAMPO project.

Public Comment - None

New Business - None

Discussion/Action Items

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

Ms. Stock advised that DRPT is the entity conducting the EIS study for the DC2RVA rail improvement projects. Ms. Stock stated that the draft EIS has been completed and is currently being reviewed by FRA. Ms. Stock relayed that FRA has met this week with DRPT in regard to some technical updates within the draft EIS and that they are hopeful a final will be available by spring of 2017.

Ms. Stock stated that the draft EIS has met the purpose and need statements which included the following components: increase in reliability; reduced travel times; improved frequency; and an overall system capacity increase. Ms. Stock stated that the draft EIS also maintained the capacities and growth for both VRE and CSX as well.

Ms. Stock advised that the rail improvements include 123 total miles and that the improvements recommended have been categorized by different segments along the corridor. Ms. Stock stated that the improvements are scheduled to begin in 2025 and be completed by 2045.

Ms. Stock relayed that the draft EIS evaluation criteria and screening process began in 2014 and numerous alternatives were studied to include a by-pass alternative in this region as well as the areas of Ashland and Richmond. Ms. Stock stated that some of the initial alternatives, such as the by-pass alternatives, have now been screened out as the natural/environmental impacts, the social impacts, the economic impacts, etc. outweigh the improvements. Ms. Stock stated that current recommendations include adding a third track in Fredericksburg and a fourth track in Northern Virginia, where third tracks are already in place. Ms. Stock stated that adding an additional track would support the needed capacities to accommodate passenger, commuter and freight growth in the region.

Ms. Stock stated that the recommendations for the Ashland improvements at this time are not clear. Ms. Stock advised that DRPT has requested this segment be temporarily removed from the 123 mile and have a study specifically geared to Ashland improvements at a later time. Ms. Stock relayed that for the Richmond

Station, the current southern traffic comes on the A line and not the S line so recommendations are looking to make improvements to the S line at the Richmond Station.

Ms. Stock advised that adding a third line in Fredericksburg, these improvements would stay within the existing CSX right-of-way and be less expensive. Ms. Larkins asked if the Ashland segment would hold up the entire project. Ms. Stock stated that it is DRPT's recommendation to move ahead with the other segments and re-address the Ashland segment separately at a later time.

Ms. Stock stated that DRPT's recommendation to add the third track through Fredericksburg would result in fewer property impacts, fewer wetland impacts and a lesser expensive improvement versus the bypass alternatives that had previous been studied. Ms. Stock advised that the third track is consistent with Fredericksburg Comprehensive Plan and the improvements address future station/platform/parking needs.

Ms. Stock advised that the preliminary footprint concept, used for discussion purposes only, is not a final decision of record endorsed to date by FRA and includes the following features: new station building; a new parking deck; and platforms expanded to 850 feet with access to all tracks.

Ms. Stock stated that the next steps in the process are as follows:

- * FRA DEIS review ongoing
- * Local briefings at MPO's, etc.
- * Draft EIS release anticipated soon – pending FRA review/approval (ongoing)
- * Once FRA has signed off on the Draft EIS, a 60-day public comment period will be held

Ms. Stock advised that all comments received from the public comment period will be compiled and presented to the CTB for review. Ms. Stock stated that service development planning, preliminary engineering and additional analysis will be scheduled and that additional coordination with regulatory agencies, localities, stakeholders, and the Atlantic Gateway program will occur. Ms. Stock relayed that the final EIS and record of decision will be issued by FRA.

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

Mr. Robinson advised that Resolution No. 17-20 is requesting a TIP update for FY2015-2018. Mr. Robinson stated that this resolution is a request made from VDOT and is simply a housekeeping amendment. Mr. Robinson relayed that the amendments involve technical revisions only and do not add, delete or re-allocate any funding. Mr. Robinson stated that the technical revisions involve four projects; three of which are interstate projects that are subject to Garvee Bond funding. Mr. Robinson stated that the Garvee Bond funding is a program that allows the state to draw against future federal allocations and the Garvee Bonds serve as a "credit card" for the State. The fourth project is a project that has been in the TIP for over five years with no activity. FHWA is now requesting that when projects such as this occur in a region's TIP that the existing project/code is deleted and a new project/code added so that the projects will always reflect a begin and end date.

Upon motion by Mr. Gormley and seconded by Mr. Swan, with all concurring, Resolution No. 17-20 was endorsed by CTAG with a request that the Policy Committee adopt it at the upcoming January meeting.

c. Smart Scale Update – Nick Quint

Mr. Quint advised that FAMPO/GWRC submitted five regional Smart Scale projects on October 3, 2016. Mr. Quint relayed that the two projects submitted by FAMPO are the Northbound Rappahannock River Crossing project and the Route 610 Direct Connect Ramp to I-95 Express Lanes/400 space Mine Road Park & Ride Lot expansion. Mr. Quint stated that the three projects submitted by GWRC include: VRE Station improvements at Brooke and Leeland; a new Park and Ride lot constructed on the Route 3 East corridor; and the Lafayette Boulevard/Bike/Ped Trail Loop Extension project that would connect with the VCR Trail in the City of Fredericksburg. Mr. Quint advised that the VRE Fredericksburg Capacity Improvements project submitted by NVTC required a FAMPO Resolution of Support. Mr. Quint stated that all of the components of the VRE station improvements at Brooke and Leeland are included in the NVTC submittal and if NVTC's project is approved, the funding allocated to the GWRC project would then be re-allocated to another project state-wide.

Mr. Quint stated that 28 projects were submitted in the Fredericksburg District. At the December CTB meeting, it was announced that 3 of the 28 projects were screened out. Mr. Quint relayed that these projects are as follows:

- * Route 610 Direct Connect Ramp to I-95 Express Lanes and the 400 space Mine Road Park and Ride lot Expansion project
- * Beulah-Salisbury/Dixon Street Intersection Project
- * Norris Bridge (submitted by Northern Neck PDC and is outside of the FAMPO jurisdiction)

Mr. Quint advised that the Route 610 Direct Connect Ramp/Mine Road Park & Ride Lot Expansion projects met a VTRANS 2025 need; however, it was screened out by VDOT Central Office citing concerns that the Route 610 Ramp project was "not sufficiently developed to assess benefits". Mr. Quint relayed that the Mine Road Park and Ride Lot Expansion project would have been considered if it had been submitted as a stand-alone project. Mr. Quint stated that it was VDOT recommendation to FAMPO staff in August to combine both projects as it was felt this would enable the projects to score better.

Mr. Quint relayed that the Beulah-Salisbury/Dixon Street Intersection project was ruled out by OIPI stating that it did not meet a VTRANS 2025 need. Mr. Quint stated that the project appeared to meet the Smart Scale eligibility criteria for UDA, Regional Network, and Corridor of Statewide Significance categories.

Mr. Quint stated that as the Norris Bridge project is outside of the FAMPO region, staff had no follow-up on why this project was not considered.

There was consensus from CTAG that screening out the Route 610 Direct Connect Ramp project was going to be very detrimental to the region. A request was made from CTAG to have a CTAG member attend the upcoming January Policy Committee to state the committee's concerns. Ms. Larkins relayed that she personally would not be available to attend the meeting and did not know Mr. Rump's availability as of tonight's meeting. Mr. Gormley stated that he would confirm with his calendar but that he could more than likely represent CTAG if Mr. Rump is unavailable.

Mr. Davis asked what staff does when it receives a rejection. Mr. Quint advised that FAMPO staff has already requested additional information be provided from the VDOT Central Office for the projects that were screened-out so staff can better prepare the projects for submittal again in FY2018. Mr. Quint relayed that currently no replies have been received; however, once staff receives the feedback the FAMPO committees will be apprised.

Mr. Quint stated that the next steps in the process are: January 17-18 CTB meeting where release of project scores and draft funding plan will be presented; April/May release of Draft SYIP; and June CTB adopts the final SYIP.

d. 2045 Long Range Transportation Plan (LRTP) Update– Nick Quint

Mr. Quint advised that the existing 2040 LRTP was adopted on April 15, 2013, and the target timeframe for completion of the 2045 LRTP will be May of 2018. Mr. Quint stated that the base year being used is 2015 with the horizon year extending to 2045. Mr. Quint advised that the FAMPO area contains fiscally constrained projects from the City of Fredericksburg and the Counties of Spotsylvania and Stafford. Mr. Quint stated that also included in the LRTP are the rural areas in GWRC which include the counties of Caroline and King George and projects from the rural areas are not fiscally constrained.

Mr. Quint advised that staff has an LRTP Advisory committee established for assistance with the 2045 LRTP updates. Mr. Quint relayed that the Advisory Committee will provide input and oversight of the LRTP process. Mr. Quint stated that the Advisory Committee members will be appointed by the FAMPO Policy Committee and will appoint a primary member and an alternate member. Mr. Quint relayed that non-voting staff are also welcome to attend the meetings.

Mr. Quint stated that the expectations of the LRTP Advisory Committee are that they attend regular meetings; participate in the meetings; have the ability to represent their respective jurisdiction, agency, or group's position on LRTP issues; and that they provide feedback to local representatives on meeting materials, special requests, etc. Mr. Quint relayed that the Advisory Committee will be meeting during the work day for approximately two hours from the months of February through November. Mr. Quint stated the kick-off meeting is planned for February 9th at 1:30 p.m. in the GWRC Conference room.

Mr. Quint relayed that the following jurisdictions/entities will have representation for the Advisory Committee to include: the City of Fredericksburg; Spotsylvania County; Stafford County; DRPT; PRTC; VDOT; CTAG; and MWCOG.

Mr. Quint stated that staff plans to coordinate the 2045 LRTP study efforts with other study efforts that are either completed or on-going throughout the region and state. By coordinating these studies, this will result in both a time and cost savings.

e. Volkswagen Settlement Funding Opportunity – Lloyd Robinson

Mr. Robinson advised that included in tonight's agenda packet, is a letter written by GWRC on December 15th to Ms. Angela Conroy in the Virginia Department of Environmental Quality (DEQ) office. Mr.

Robinson stated that the Virginia DEQ office is handling the State's mitigation plan from the Volkswagen settlement. Mr. Robinson stated that GWRC/FAMPO, as well as other entities, have been asked to provide comments on DEQ's proposed plan.

Mr. Robinson stated that the national size of the settlement debt is now over \$4 billion, of which Virginia will receive more than \$87.5 million. Mr. Robinson advised that negotiations between Volkswagen and the Federal Government on how the settlement funds can be spent are contained within the consent decree.

Mr. Robinson relayed that all public bodies can apply for qualifying projects with no match required. The private sector can also apply; however, projects from the private sector will require a match percentage based on what projects are being applied for. Mr. Robinson stated that eligible projects are ones that reduce emissions. Mr. Robinson stated that Amtrak and VRE projects are not eligible for consideration.

However, Mr. Robinson advised that equipping stations to provide for electrical charging stations or compressed natural gas CNG fueling sites are eligible projects. Mr. Robinson stated that this could be projects in vehicle maintenance storage facilities, park and ride lots, etc.

Mr. Robinson relayed that equipping a fleet of rolling stock to enable them to use electric or CNG fuel would also be an acceptable project. The criteria are that the vehicles, when loaded with fuel, passengers or cargo, weigh more than 14,001 pounds and are manufactured between 1992 and 2009. This would include vehicles such as school buses, FRED buses, commuter buses, transit vehicles, snow plows, delivery trucks, etc. Mr. Robinson said due to the weight requirement, this would not be applicable to single occupancy vehicles, car pools or van pools.

Mr. Robinson stated the consent decree stated that projects must be implemented within three years after funding has been allocated. Mr. Robinson stated that it was GWRC/FAMPO recommendation that the wording be changed from implemented to obligated. Mr. Robinson advised that if an entire entity was equipping a large fleet of vehicles to have them utilize electric or CNG fuel, the fleet would need to be assigned to a rotation process. The entire fleet could not be removed at one time to make the changes because this would result in services being stopped. Mr. Robinson stated that this rotation process could take longer than three years to accomplish the physical work, but the funds needed to complete all the work could be obligated at the onset. Mr. Robinson stated that it was GWRC/FAMPO's recommendation that DEQ adopt the rule that states that project funds must be obligated within three years of them being awarded.

Mr. Davis asked what will be GWRC/FAMPO's role in this process. Mr. Robinson stated that for now, DEQ has simply asked entities to provide comments and recommendations, so at this time it is unclear what, if any, role GWRC/FAMPO will have.

f. George Washington Regional Scenario Planning Study – Lloyd Robinson

Mr. Robinson advised that the LRTP update occurs every five years, so in the past FAMPO has used the off-years to focus on scenario planning which helps to inform the LRTP. Mr. Robinson stated that Phase I was completed in 2012 and Phase II was completed in 2016.

Mr. Robinson stated that the Phase I outcomes resulted in alternative growth scenarios being initially tested. Mr. Robinson relayed that the modeling looked at decentralized growth patterns, compact centers, growth corridors, green print initiatives, and greater jobs/housing balances. Mr. Robinson reiterated that neither GWRC nor FAMPO want any power or control in making land use decisions and want this to continue to be maintained by the individual localities within each localities' Land Use Plans. Mr. Robinson stated that the preferred alternative from Phase I was the Community Plans Growth Scenario. This included a 90% increase in population and a 70% increase in employment.

Mr. Robinson stated that the Phase II objectives were to update and enhance the Community-VIZ model to increase its value to the GWRC members; to complete transition and ownership of the Community-VIZ model data to GWRC/FAMPO; to produce socioeconomic datasets for the upcoming 2045 CLRP update; and to examine potential transportation futures and their implications.

Mr. Robinson advised that Phase II studied the following scenarios: an All-In-Transit system; a Region of Telecommuters; and Thinking Cars. Mr. Robinson stated that the modeling looked at what would happen if monies were invested into an All-In-Transit system; what would happen if tele-commuting options goes away; and realizing that Thinking Cars could become a big issue within the region.

Mr. Robinson stated that the modeling data depicted the following assumptions for an All-In-Transit scenario:

- * Utilized Compact Center growth scenario
- * Assumed that all future transportation investments would be applied to transit with not future roadway improvements above maintenance
- * Assumed 2% to 12% range of vehicle trip reduction factors based on location of transit supportive land use densities

Mr. Robinson advised that the data showed the following assumptions for a Region of Telecommuters:

- * 50% of jobs would be compatible with telecommuting in place
- * 50% of the eligible telecommuters do so on an average weekday
- * Tele-commuting trip reductions applied only to home-to-work trips
- * Home-To-Work trips account for approximately 20% of the total daily trips

Mr. Robinson relayed that the Thinking Cars scenario showed the following assumptions:

- * 100% of regional auto travel on freeways and arterials would be in fully autonomous vehicles
- * Local and Collector roads would remain mixed use for both conventional and autonomous vehicles
- * Freeway/arterial speed and capacity would show a 50% increase in freeway capacity; a 25% increase in freeway speeds; a 25% increase in arterial capacities; and a 30% increase in arterial speeds

Mr. Robinson advised that the findings of the study provided the following data:

- * All-In-Transit Scenario – 6-7% reduction in regional vehicular trips; minor effects on roadway performance; and benefits are in moving more people during peak periods.

* Telecommuting Scenario – limited improvement due to roadway performance

* Thinking Cars – improved roadway performance but increase in travel; could lead to reduced auto ownership; increase in ridesharing; and a reduced demand for parking

Mr. Robinson stated that realistically, scenarios for the future would contain elements of all three scenarios.

Mr. Robinson advised that the “lessons learned” from the Phase II study were that the MPO still has no interest in overriding a localities’ land use plans; the performance measures should support the planning objectives to include person movement, accessibility, environmental issues, social concerns, etc.; the All-In-Transit scenario analysis could have benefited from a more robust regional choice model; next Phase could consider reporting corridor-level performances; and an economical/fiscal analysis would have benefited the local jurisdictions.

Mr. Swan asked do we know throughout the county what are the most efficient traffic models in place and how does our model compare to the best one in place. Mr. Robinson advised that at a recent transportation modeling forum held in Virginia Beach there were representatives there from Florida, North Carolina, etc. and that even though our model is by far not the best that is available but comparatively, it was much better than a lot of areas nation-wide and especially within the Commonwealth of Virginia.

Mr. Farley stated that the model should have focused on three vital points which are:

- 1.) congestion pricing implemented
- 2.) have mass transit needs placed on developments
- 3.) free Federal road funds for transit operating expenses

Mr. Farley stated that although he specifically advised the consultant these three factors were vital, the first and second were blown off with no reason being given. Mr. Farley stated that the last study was a complete waste of time and money as the scenario studied was so obviously unworkable that no planners have proposed it. Mr. Farley stated that in order to get accurate data, for an All-In-Transit scenario, the scenario must have transit funding paired with a transit-based transportation policy, not transit funding paired with an automobile-based transportation policy.

Mr. Robinson stated that he wanted to just respond to the second and third points made by Mr. Farley. In order for tolls on arterial roadways to be included without improvements, those expenses would have to be passed on to the developers. This would require both State and Federal endorsement, so it would not be simply a local effort.

Ms. Larkins stated that she felt the discussion from the members on the Scenario Planning study was beneficial but thinks this should be a topic that is discussed in greater length at another meeting. Ms. Larkins asked what the next steps are. Mr. Robinson advised that staff will be under the direction of the FAMPO committees for guidance, insight, etc. and it will depend on Policy Committee direction on whether a Phase III study would be requested. Ms. Larkins stated that if a new Phase is recommended then this would be the time for CTAG to focus more in-depth to determine what should be modeled and studied for the next round.

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

Mr. Quint advised that per the master agreement with PRTC, that VRE ridership surveys are conducted every October. Mr. Quint stated that the survey that was conducted in October of 2016 included, for the first time, counts from the new Spotsylvania Station. Mr. Quint relayed that one additional train has been added since the count. Mr. Quint stated that FAMPO also conducted a VRE boarding count in March of 2016.

Mr. Quint advised that the recent survey counts and boarding counts resulted in the following increase in VRE ridership: total of 3,426 riders that equates to a 6% VRE ridership increase. Mr. Quint stated that the total boarding by station showed the following results:

Spotsylvania Station – March 2016 – approximately 675 riders & October 2016 – approximately 790 riders

Fredericksburg Station – October 2015 – approximately 1450 riders; March 2016 – approximately 1100 riders & October 2016 – approximately 1000 riders

Leeland Station – October 2015 – approximately 1000 riders; March 2016 – approximately 900 riders; & October 2016 – approximately 900 riders

Brooke Station – October 2015, March, 2016, & October 2016 were consistent with 600 riders from each count

**Note: there was a typo on the Power-Point distributed at tonight's meeting that was caught by Ms. McGarrity that the total ridership should actually be 3,426 passengers and not 3,297 passengers. Mr. Quint advised that staff would make this correction and update the Power-Point presentation accordingly.

h. FAMPO Meeting Calendar – Marti Donley

Ms. Donley advised that the annual calendar for all FAMPO meetings, to include CTAG, Policy & Technical committees, is available for pick-up by CTAG so members can put upcoming meeting dates on their personal calendars.

Correspondence – Included in packet and self-explanatory

Staff Report

Mr. Quint introduced Ms. Kari Barber to CTAG and advised that Ms. Barber is serving in the capacity as a FAMPO intern.

Member Report – None

Adjourn The January 11th meeting concluded at 8:25 p.m. The next CTAG meeting will be held on February 8, 2017 at 6:00 p.m. *Meeting Minutes completed by Joanna Roberson*