



## FAMPO Technical Committee (FTC) Meeting Minutes

October 3, 2016

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

### Members Present:

Mr. Erik Nelson, Chair, City of Fredericksburg  
Mr. Bassam Amin, City of Fredericksburg  
Mr. Jack Green, County of King George (In at 9:45 a.m.)  
Mr. Dan Cole, County of Spotsylvania  
Mr. Joey Hess, County of Stafford  
Mr. Chris Arabia, Department of Rail and Public Transportation (DRPT)  
Mr. Rodney White, Fredericksburg Regional Transit (FRED)  
Ms. Diana Utz, George Washington Regional Commission (GWRC)  
Ms. Susan Gardner, Virginia Department of Transportation (VDOT)  
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)  
Ms. Sonali Soneji, Virginia Railway Express (VRE)

### Others Present:

Ashmini Tamhame, Department of Rail and Public Transportation (DRPT)  
Nicole Reed, Virginia Department of Transportation (VDOT)  
Rupert Farley, Citizen

### Staff Members Present:

Paul Agnello, FAMPO  
Lloyd Robinson, FAMPO  
Nick Quint, FAMPO  
Daniel Reese, FAMPO  
JoAnna Roberson, GWRC

### CALL TO ORDER

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

### APPROVAL OF FTC AGENDA

The October 3rd FTC agenda was accepted as presented.

### APPROVAL OF FTC MEETING MINUTES FROM SEPTEMBER 12, 2016

The minutes from the September 12, 2016, FTC meeting were accepted with a request from Mr. Nelson to make an edit to a comment made on page 2 in regard to the discussion from the Policy

Committee about the proposed High Speed Rail bypass alternative project. The amendment involved a re-wording of a sentence, and did not change the subject content, so the minutes were approved with a request that they be edited after the conclusion of today's meeting.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING ON SEPTEMBER 19, 2016**

Mr. Agnello advised that the Policy Committee minutes are included in today's agenda packet and are self-explanatory. Mr. Agnello relayed that the Policy Committee finalized the Smart Scale applications that will be submitted from FAMPO/GWRC. Mr. Agnello stated that there were some minor revisions made in September, but essentially what was approved is the same application list that was approved by the FAMPO committees in July. Mr. Agnello stated that the revisions involved the Route 610 Direct Connect Ramp project and that the Mine Road Park & Ride Lot Expansion project was added.

Mr. Agnello stated that the Policy Committee was given a presentation on a proposed bike study for the City of Fredericksburg that would be funded with RSTP monies. Mr. Agnello stated that the Policy Committee deferred action on this request so additional questions that we were asked could be answered at the upcoming October meeting.

## **PUBLIC COMMENT**

Mr. Farley stated that he was looking forward to reviewing the scenario planning document that is due by October 15<sup>th</sup>. Mr. Farley stated that the document is an exemplary document that clearly shows that money has been wasted and not invested in an all transit option. Mr. Farley stated that congestion pricing has not been discussed nor has the option of having developers, residential and commercial growth being required to pay their own way. Mr. Farley stated that the most important question that should have been addressed in the scenario planning document was to answer what the scenarios do to land use.

## **DISCUSSION/ACTION ITEMS**

### **a.) Resolution No. 17-08, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Update Fiscal Year 2015 2018 Funding - Mr. Lloyd Robinson**

Mr. Robinson advised that Resolution No. 17-08 is a request made from VDOT to amend FY2015-2018 funding allocations. Ms. Gardner stated that the update is for the new funds that are associated towards safety projects. Mr. Robinson stated that as a result of the State SYIP being updated that Resolution No. 17-08 is requesting that the TIP be updated as well to reflect the revisions made to the SYIP so that both plans coincide.

There was unanimous consent from the Technical Committee to endorse Resolution No. 17-08 with a request that the Policy Committee adopt at the upcoming October 17<sup>th</sup> meeting.

### **b.) Resolution No. 17-12, Amending the FY2015-2018 Transportation Improvement Program (TIP) to include State Alternative Fuel Vehicle Data – Mr. Lloyd Robinson**

Mr. Robinson advised that Resolution No. 17-12 is also a request from VDOT for amendments to the FY15-18 TIP to include State Alternative Fuel Vehicle updates. Mr. Robinson stated that Resolution No. 17-12 is requesting that FAMPO amend its current TIP to include a total of \$19,798,877 from federal funds to be allocated for payment for statewide vehicle fleet fuel conversions.

There was unanimous consent from the Technical Committee to endorse Resolution No. 17-12 with a request that the Policy Committee adopt at the upcoming October 17<sup>th</sup> meeting.

**c.) Resolution No. 17-13, Endorsing Stafford County Grant application to the Virginia Department of Transportation for Fiscal Year 2018's Transportation Alternatives Program (TAP) Funding – Mr. Nick Quint**

Mr. Quint advised that Resolution No. 17-13 is asking for endorsement of Stafford County's request for grant application to the Virginia Department of Transportation's Transportation Alternatives Program (TAP). Mr. Quint stated that as Stafford County is part of the Northern Virginia Transportation Management Area (TMA), TAP funding was recently designated. Mr. Quint stated that the TAP funding will be used to fully fund the Onville Road Sidewalk project in northern Stafford County. Mr. Quint advised that there are no other projects that would be eligible nor any other locality in the FAMPO region that is entitled to utilize TAP funds. Mr. Quint stated that a public hearing is scheduled for October 18<sup>th</sup> and that support of Resolution No. 17-13 will be requested by the FAMPO Policy Committee at their upcoming October 17<sup>th</sup> meeting.

There was unanimous consent from the Technical Committee to endorse Resolution No. 17-13 with a request that the Policy Committee adopt at the upcoming October 17<sup>th</sup> meeting.

**d.) Smart Scale Update – Mr. Paul Agnello**

**i. Summary Presentation – Mr. Paul Agnello**

Mr. Agnello advised that a small extension was given to the original deadline of midnight on September 30<sup>th</sup>. Mr. Agnello stated that both the counties of Spotsylvania and Stafford have submitted their projects and that the City of Fredericksburg will be submitting today.

Ms. Gardner advised that a lot of applications are being submitted for this round of the Smart Scale application process and VDOT experienced a system/rush overload. VDOT wanted to ensure that every locality that wanted to submit a project had the opportunity to do so, which is why the cut-off day was extended until October 3 at midnight.

**ii. VDOT Update on I-95 NB Rappahannock River Crossing Project – Mr. Stephen Haynes**

Mr. Haynes advised that the original cost estimate for the I-95 NB Rappahannock River Crossing project was \$152 million. However, VDOT has now re-evaluated the initial project and has found ways to reduce the total project cost and still retain the same transportation congestion relief

benefits. Mr. Haynes stated that the new cost estimate is \$130 million. Ms. Gardner stated that the design changes basically involve a new design which would eliminate a lot of commercial property right-of-way takes that were included with the original estimate.

Mr. Haynes stated the second issue that resulted in the cost estimates decreasing was the Northern Tail at the Route 17 interchange. Mr. Haynes stated that the Northern Tail may still in fact be needed, but the costs for including this component would have been much more extensive. Mr. Haynes stated that the Northern Tail could be a Smart Scale submission for Round 3 of the project application process.

iii. VRE Presentation on Fredericksburg Line Application – Ms. Sonali Soneji

Ms. Soneji stated that the Fredericksburg Line application coincides with VRE's System Plan for 2040 that has adding rail capacity as the key goal. Ms. Soneji stated that Phase 1 of the project, which is totally funded, included improvements to the Fredericksburg line for adding more railcars; providing more station parking; allocating for more train storage tracks; and for second and longer platform extensions at existing park and ride lots from the GWRC region to Alexandria.

Ms. Soneji stated that Phases 2 and 3 of the project provide more trains and run them more frequently. This will occur by implementing the following capacity improvements: provide a third and fourth track along the CSX rail line; allow for longer bridges; provide more parking and railcars; and provide an extension along the Manassas Line to the Gainesville-Haymarket stations.

Ms. Soneji advised that the Smart Scale application for the Fredericksburg Line Capacity Expansion project was submitted to obtain funding to complete underfunded or unfunded portions of Phase 1; to extend all of the Fredericksburg line trains from five to eight cars; to expand the parking needed to serve the FY2025 ridership demands; and to complete projects in the CSX-MOU that would open the Potomac Shores Station. Ms. Soneji stated that FAMPO support is needed for the application to move forward; however, NVTC will be the project applicant.

Ms. Soneji stated that the entire project is 61% fully funded and the Smart Scale application request will complete the project. Ms. Soneji advised that the portions of the project that still need additional funds allocated in order for them to be completed include the construction of the Alexandria platform and pedestrian tunnel; the new station at Potomac Shores; and the platform extension and improvement projects to both the Brooke and Leeland Road Stations in Stafford County.

iv. Resolution No. 17-14 Support of Stafford County, City of Fredericksburg and Spotsylvania 2016 Smart Scale Project Applications to State FY18-23 SYIP Funding Consideration – Mr. Paul Agnello

Mr. Agnello stated that Resolution No. 17-14 is asking for support from the MPO in order for the project request to be considered under the Smart Scale application process.

There was unanimous consent from the Technical Committee to endorse Resolution No. 17-14 with a request that the Policy Committee adopt it at the upcoming October 17<sup>th</sup> meeting.

- v. Resolution No. 17-15 Authorizing Support for Northern Virginia Transportation Commission's (NVTC) Smart Scale Application – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 17-15 is asking for FAMPO support on the VRE projects being submitted by NVTC.

There was unanimous consent from the Technical Committee to endorse Resolution No. 17-15 with a request that the Policy Committee adopt it at the upcoming October 17<sup>th</sup> meeting.

**e.) 2045 Long Range Transportation Plan Effort – Mr. Paul Agnello**

Mr. Agnello advised that staff is kicking off the 2045 LRTP efforts; however, nothing is out yet for review as focus has been given to Smart Scale application submissions. Mr. Agnello stated that the federal deadline for the LRTP update is 2018; however, staff's goal is to have it completed in 2017.

- i. Resolution No. 17-16, Endorsing Base Year 2015 Population and Employment Control Totals for the George Washington Region for Use in the 2045 Long Range Transportation Plan – Mr. Daniel Reese

Mr. Reese advised that Resolution No. 17-16 is asking for endorsement for using the base year 2015 population and employment control totals for use in the 2045 LRTP. There was unanimous consent from the Technical Committee to endorse Resolution No. 17-16 with a request that the Policy Committee adopt it at the upcoming October 17<sup>th</sup> meeting.

- ii. Draft 2045 Socioeconomic Data for Review – Mr. Daniel Reese

Mr. Reese advised that included in today's agenda packet is a handout from Cambridge Systematics which provides the methodology used for the 2045 forecast year's draft socioeconomic data for the George Washington Regional Commission. Mr. Reese stated that this is the first step in developing 2045 population, household and employment projections for the region to support FAMPO's 2045 LRTP.

**f.) Department of Rail and Public Transportation (DRPT) New Vanpool Initiative – Mr. Chris Arabia, DRPT**

Mr. Arabia distributed a handout at today's meeting in regard to a vanpool initiative program being implemented by the State. Mr. Arabia advised that Mr. Nick Donohue is supportive and is pushing for a consistent statewide vanpool initiative program to be implemented.

Mr. Arabia stated that the goal of the program is to increase the number of people that are moved throughout the congested corridors within the Commonwealth. Mr. Arabia advised that DRPT has been directed to oversee the program.

Mr. Arabia stated that the current vanpooling programs include: DRPT grant programs; VanStart and VanSave programs; Guaranteed/Emergency Ride Home program; Ridematching program; AdVantage Vanpool Insurance program; and the Vanpool Alliance program.

Mr. Arabia advised that the vanpool initiative program began in August of this year when meetings were held with the vanpool providers that served as a brainstorming session to get the top three needs as seen by the operators. Secondly, a meeting was held with the small urban transit companies in the area. The larger urban and area transit companies had a meeting the last week in August and a meeting was held with the commuter assistance agencies on August 22nd. Mr. Arabia advised that the meetings consisted of prioritizing needs; establishing the top three needs statewide; and a brainstorming session on how the vanpool programs could be grown.

Mr. Arabia stated that the top three needs were the following: to expand/increase the current vanpool subsidy that is given to the vanpool operators who report their monthly data into the NTD data base; a statewide vanpool brand; and improved ride matching services.

Mr. Arabia stated that what these improved efforts will provide for Virginia are the following: more vanpools created that move more people; relief of commuting traffic congestions; air quality improvements; more coordination with the vanpool companies; and additional transit funding coming back into the region.

Mr. Arabia stated that the next steps in the process will be: to have a draft in place that details the vanpool grant program; to have follow-up meetings in October with the vanpool alliance partners which are PRTC, GWRC, NVTC, GRTC/Ridefinders and HRT-TRAFFIX; and to have follow-up meetings with the transit and TDM agencies in the areas of Virginia that do not have an existing vanpool program.

#### **g.) High Speed Rail Study Update – Mr. Paul Agnello**

Mr. Agnello advised that DRPT's DC2RVA study is still moving forward. Mr. Agnello stated that the purpose and need is for increased reliability; improved frequency; reduced travel times; and an overall system capacity increase. Mr. Agnello stated that DRPT is still moving forward on study of all four alternatives, even though the Eastern By-pass alternative has not been supported by the region's localities or by FAMPO. Mr. Agnello stated that we are still in the screening process of the study. By late November/December, public informational meetings are set to be scheduled to obtain citizen feedback and comments.

Mr. Agnello stated that the next steps in the process are to: finalize the costs and modeling; conduct pre-public hearings and briefs to the localities, elected officials and the CTB; to schedule a FRE DEIS review; Draft EIS release date in November of 2016; Draft public hearings in December of 2016; scheduling of a 45-day public comment period and compilation of the public comments received; CTB review; the service development planning, preliminary, and engineering data to be compiled; a final EIS report and recommendation prepared; and lastly, a record of decision being made by FRA.

i. State presentation to Commonwealth Transportation Board (CTB)

Mr. Agnello stated that the high speed rail study has seen controversy within this region as well as in the Hanover County/Ashland areas. Mr. Agnello advised that the public comments have been received from local MPO meetings as well as to the CTB at their fall September meeting.

ii. Free Lance-Star Articles

Mr. Agnello stated that included in today's agenda packet are two letters submitted to the Free Lance-Star stating public comments/opposition/etc. to the Eastern By-pass alternative. Mr. Agnello stated that he would not be reviewing the individual letters, but they are included if members desire to review independently.

**h.) Scenario Planning Modeling Project – Final Presentation – Mr. Lloyd Robinson**

Mr. Robinson advised that a Scenario Planning model presentation was given to the Policy Committee on September 17<sup>th</sup>. Mr. Robinson stated that also an informational item is to be submitted to the Policy Committee at the upcoming October meeting. Mr. Robinson stated that the consultants studied three scenarios: All-in-Transit; Region of Telecommuters; and Thinking Cars.

Mr. Robinson stated that the Phase I Outcomes and the Phase II Objectives have been completed. Mr. Robinson stated that staff was forced by law and policy to develop a fifth plan for study as FAMPO does not oversee land use decisions which are all locality-based initiatives.

Mr. Robinson stated that the Phase I outcomes were to test alternative growth scenarios; to develop a community plan; and to compare data for growth scenarios using the 2040 population and employment data.

Mr. Robinson advised that the Phase II objectives updated and enhanced the CommunityViz model to show the increased value to GWRC members; to complete transition and ownership of CommunityViz modeling data to the GWRC/FAMPO model which has been completed; to produce socioeconomic datasets for the 2045 CLRP update which are being conducted now from the consultant; and to examine potential transportation future scenarios and their implications. Mr. Robinson stated that data is being compiled to show the results of the following scenarios: what happens if you have an all-in-transit based system; what happens to the transportation issues if you have a telework increase; and what happens to the transportation system when thinking cars come into play.

Mr. Robinson stated that implementation of an all-in-transit based system would require local land use plans to be updated to shift to more dense, compact and mixed-use patterns required to support high-capacity transit, and it would require studying the assumed implementation of the compact work centers and growth corridors scenario from Phase I. Mr. Robinson stated that this scenario showed that the anticipated funding levels likely will not be enough for the significant highway and transit investments. It was assumed that all future spending would be allocated to

transit projects only, and the study performance metrics do not reflect full benefits of this scenario (they don't factor in safety, environmental or quality of life components).

Mr. Robinson advised that implementation of a regional telecommuter base shows that telecommuting levels would top-out, with work trips comprising only 20% of total daily trips and only 50% of jobs being compatible with telecommuting alternatives. Mr. Robinson stated that the benefits of this scenario are: peak period trip traffic reductions; reduced emissions; reduced work space requirements to employers; and improved worker morale.

Mr. Robinson advised that implementing the Thinking Cars scenario would result in several medium to long-term planning needs: updating the travel demand model to incorporate the operating parameters for driverless vehicles; re-evaluate roadway capacity needs; and re-assess the region's transit service plans and the current fleet requirements. Mr. Robinson stated that this scenario would have the following policy-related implications: implement roadway infrastructure and tax/fee policies for updates to roadways that would encourage ride-sharing and reduce vehicle miles travelled; update land use plans to offset the urban sprawl potential; implement policies that would reduce the parking demand; and make sure the transit pricing is competitive with other modes.

#### **i.) MPRM on MPO Coordination Update – Mr. Lloyd Robinson**

Mr. Robinson advised that included in today's agenda packet is a letter addressed to the US DOT regarding the MPO's coordination and planning area reforms. Mr. Agnello stated that to date, AMPO has not taken any action on the change being considered. Mr. Robinson stated that if approved, this MPO would be combined with the region from Virginia to Pennsylvania. If this is approved, the MPO would have to operate under one TIP, etc.

Mr. Robinson stated that if the new regulations are implemented, it will potentially result in the loss of local voices being heard. Mr. Robinson stated that it would have questions as to what happens to an MPO's LRTP. Mr. Robinson stated that there is no documentation provided on how much it would cost to implement one TIP for a large region that encompasses several different states.

Mr. Robinson stated that this effort is not supported locally nor at FAMPO and that other MPO's in Virginia have voiced the same concerns that were expressed here. Mr. Robinson stated that to date no official rulings have been determined and/or released.

### **CORRESPONDENCE**

None

### **STAFF REPORT**

Mr. Agnello advised that the Fredericksburg District Fall Transportation meeting will be held on November 1<sup>st</sup> at Germanna Community College. Mr. Agnello stated that this will be an important meeting and is open for all to participate in. Mr. Agnello also relayed that DRPT is conducting

three workshops across the State for the purpose of Fall Grantee applications and processes and two of the three meetings will be held relatively close to the Fredericksburg region; with one being held in Arlington and one in Williamsburg. Mr. Arabia stated that more information on the workshop meeting specifics would be forthcoming shortly.

### **MEMBER REPORTS**

*Virginia Department of Transportation:* Ms. Gardner advised that all Smart Scale applications are due to be submitted by midnight tonight. Ms. Gardner relayed that the previous cut-off date was September 30<sup>th</sup>; however, there were some technical issues with VDOT's software that caused some applications not to be received. Ms. Gardner stated that VDOT wanted to ensure that everyone had the opportunity to submit an application for consideration so the cut-off date was extended by one business work day.

*Virginia Railway Express:* Ms. Soneji advised that beginning at 4:30 a.m. on Wednesday October 5<sup>th</sup>, VRE ride-count surveys will be underway. Ms. Soneji stated that VRE appreciates the volunteer assistance from the local representatives in helping with conducting the surveys. Ms. Soneji also relayed that this will be the first survey taken that will now include ridership participation from the new Spotsylvania VRE station.

### **NEXT FTC MEETING, NOVEMBER 7th, 2016 at 9:30 a.m. /ADJOURN**

The next FTC meeting will be held on Monday November 7, 2016. The October 3rd meeting was adjourned at 11:33 a.m.