



Fredericksburg Area Metropolitan Planning Organization
2045 Long Range Transportation Planning Advisory Committee Meeting #7 – Part 1
November 1, 2017

Committee Members Present:

Mr. Erik Nelson, City of Fredericksburg
Mr. Craig Pennington, Caroline County
Mr. Ryan Gandy, King George County
Mr. Doug Morgan, Spotsylvania County
Mr. Christopher Rapp, Stafford County
Mr. Ivan Rucker, Federal Highway Administration (FHWA) (Call-In)
Ms. Wendy Kimball, Fredericksburg Regional Transit (FRED)
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)
Ms. Sonali Soneji, Virginia Railway Express (VRE)
Mr. Rupert Farley, Citizen Transportation Advisory Group (CTAG)

Others in Attendance:

Mr. Mike Finchum, Caroline County Planning
Mr. Alan Partin, Caroline County Administrator
Mr. Adam Recchia, Foursquare ITP
Mr. Rodney White, Fredericksburg Regional Transit (FRED)
Ms. Annie Cupka, King George County Economic Development
Mr. Neiman Young, King George County Administrator (Call-In)

George Washington Regional Commission (GWRC) Staff:

Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Ms. Kari Barber, FAMPO (Call-In)
Mr. John Bentley, FAMPO
Ms. Diana Utz, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

Welcome and Purpose of Meeting

Mr. Agnello thanked everyone for attending today's seventh meeting.

Review of 2045 LRTP Advisory Committee Meeting of September 27, 2017 – Mr. Paul Agnello

Mr. Agnello asked if there were any questions or comments from the Advisory Committee minutes from the September 27th meeting and there were no comments expressed.

Caroline & King George Transit Analysis– Mr. Adam Recchia - Foursquare

Mr. Recchia advised that Foursquare was tasked with providing study for local transit needs in the FAMPO region. Mr. Recchia stated that currently there are two existing routes (C1/C2) that are running in Caroline County. Mr. Recchia stated that current data shows that even though service is needed, it is under-performing. Mr. Recchia relayed that currently, there are no existing transit services operating in King George County. Mr. Recchia stated that currently data has been reviewed from FAMPO's Travel Demand Model; FRED/GWRC input; & Street Light data but more analysis is still pending before final recommendations will be made to the committee.

Mr. Recchia stated the transit need analysis identified the areas where high-peak periods and all-day transit needs exist and identified the connections that would be needed between the rural areas based on data obtained from the travel demand model.

Mr. Recchia advised the data analysis looked at four indexed origins from where people live to where people are trying to get too. The four indexed origins are as follows:

1 & #2 are where the residents live and are as follows:

- 1 – Transit-Oriented Populations
- 2 – Workplaces

#3 & #4 are where the residents are trying to get too and are as follows:

- 3 – Commuters going to specific job work sites
- 4 – Non-work place commutes but commutes to retail hubs in the service area

Mr. Recchia stated that for Caroline County services a need exists for peak period connections from Ruther Glen/Ladysmith to Massaponax/Fredericksburg. Mr. Recchia stated the needs are based on the I-95 study and there is potentially the need to serve 100 transit riders to the Northern Virginia/Washington DC areas. Mr. Recchia advised the study also looked at feeder service options to the Spotsylvania VRE station that coincides with FRED's TDP goals.

Mr. Recchia advised that the study was also completed for off-peak or all day connectivity from Ruther Glen/Ladysmith to the Massaponax area for purposes of serving the non-work destination needs that would be applicable for accommodating retail trips.

Mr. Recchia stated that to date, the analysis proposes two options for consideration by the committee/region in regard to meeting transit needs of residents in Caroline County. (Mr. Recchia stated this is preliminary analysis as final data counts/reviews have not been finalized and/or comments have not been obtained from the committee).

Mr. Recchia advised the following are potential recommendations for consideration of transit service needs to Caroline County:

Enhanced Option 1 & Enhanced Option 2

Mr. Recchia stated the Enhanced Option 1 uses the two vehicles currently being utilized to Caroline County today operating as the C1/C2 routes but would offer more service routes than are currently being provided but does not add an additional vehicle to accommodate for more services. Option 1 would result in an approximate annual operating cost of \$421,860 (currently the C1/C2 services have an annual \$289,338 operating cost).

Mr. Recchia advised the Enhanced Option 2 would add an additional transit vehicle and would provide more routes/runs from Caroline County to the Spotsylvania/Massaponax Route 1 corridor. Mr. Recchia stated Option 2 also studied data for creating a Saturday service option that would have more of an off-peak route and run approximately 9:00 a.m. to 3:00 p.m. from Caroline County to Spotsylvania/Fredericksburg. Mr. Recchia stated the annual operating cost for implementing Option 2 would be approximately \$650,388; with the Saturday retail run costing approximately \$90,385 annually.

Mr. Rucker asked what the user cost would be for implementing the Enhanced Option 2 recommendation. Mr. Recchia stated to date the user cost fees have not been determined; however, would be coordinated with and based on FRED's transit fare schedules.

In regard to recommendations made for King George County, Mr. Recchia stated that to date King George does not have a transit system being utilized. (Mr. Recchia advised that previously King George County also participated in FRED services to the county residents but these contracts in recent years have not been re-established.)

Mr. Recchia stated that even though there is no current data available to use for comparison purposes for King George County that the study still used the modeling data collection that was used for Caroline County. Mr. Recchia relayed that data was compiled for where the commuters live versus where the job opportunities are located for peak travel periods. Mr. Recchia also stated that data was completed for all-day transit needs based on where citizens reside versus where the retail, medical, etc. services are located.

Mr. Recchia advised that during peak travel time periods, data showed that King George County does have a lot of demand and need for transit connection services. However, the travel flows for the off-peak periods showed less demand than those shown as needed in Caroline County.

Mr. Recchia stated the current modeling data has shown that King George County has a demand for services in the peak periods that will provide connectivity to Dahlgren, King George, Fairview Beach & Fredericksburg. However, off-peak service at this time is not yet warranted.

For planning purposes, Mr. Recchia advised that the preliminary recommendations for King George County will be referred to as K1/K2 routes. Mr. Recchia stated K1 focuses on the southern alignment of King George County, between Dahlgren and Fredericksburg. Mr. Recchia stated the need would be for a 20-passenger bus. Mr. Recchia also advised that the study is looking to identify a new commuter lot site on the Route 3 east corridor in either Stafford/King George County. Ms. Utz advised that currently GWRC leases 105 parking spaces in Stafford/Spotsylvania for commuters leaving from the region heading to Dahlgren for daily work commutes. Mr. Recchia stated that even without any enhanced FRED bus systems to this region the demand is high for construction of a new park & ride lot in this area. Mr. Recchia stated that Foursquare is also looking at potential park &

ride lot sites on the northern segment on the Route 218 corridor as well; however, the demand for this area of the county is much less than the Route 3 corridor so is being questioned at this time if further study would be even warranted.

Mr. Recchia advised that recommendations for King George County now show a low and enhanced route option. The low route would utilize two buses and the enhanced would require four buses and would be to accommodate commuters for an express option from the new commuter lot to Dahlgren. The enhanced option would utilize four buses. The annual estimated operating cost for the low option would be \$331,626; with the enhanced option being \$663,253

Mr. Agnello asked that representatives from both Caroline & King George counties provide feedback to FAMPO staff within two weeks on options for consideration, comments on presentation today provided by Mr. Recchia, etc.

Final Transit/TDM Study Presentation– Mr. Adam Recchia, Foursquare

Mr. Recchia stated Foursquare began the scope of work the end of March and expects it to be finalized by the end of November. Mr. Recchia advised there is nothing new in today's presentation; however, there has been some re-structuring and fine-tuning within the study process.

Mr. Recchia stated the existing conditions analysis was the first item completed and included the following four items: Literature Review (review of all previous studies relevant to I-95 corridor); Transit service levels by operator & mode (region-wide); Transit ridership by operator and mode (region-wide); & park & ride lot inventory of open spaces within the GWRC region (data was provided by GWRideconnect).

Mr. Recchia advised the next step was creating a market analysis that was the main focus of the study. The analysis was done for the following: to determine from where to where a commuter bus service could be most successful; to focus on the region's commuters and provide peak period services; to determine need from this region to Northern Virginia/DC.

Mr. Recchia relayed the Market Analysis Methodology was developed using a four-step process that includes; Origin Zones (where people come from); Destination Zones (where people are going to); Travel Flows (to link two areas together); & Market Determination (what makes the most sense to implement).

Mr. Recchia advised data was compiled for three years: 2024 – base year; 2030 growth; & 2045 projections and data revealed that many connections recommended can be combined with other transit options currently in place (i.e. FRED/VRE) and will not result in a duplication of services.

Mr. Recchia stated two transit service improvement scenarios for consideration are:

Scenario 1 – Commuter Bus service introduced with 13 routes in place by 2045 – growth expected will be absorbed by a commuter bus, VRE, or Vanpools and will run with a reverse peak option and be supplemental to VRE routes Also would provide feeder routes to commuter lots & VRE stations. This scenario would also include future commuter lot & VRE expansion and TDM strategies.

Scenario 2 – Commuter Bus service not introduced – this results in all future projected growths to the region being absorbed by either/or VRE/Vanpools. This scenario still will result in feeder routes to commuter lots & VRE stations being implemented as well as commuter lot/VRE lot expansions & new TDM strategies.

Mr. Recchia advised the TDM Plan is the practice of providing services that will promote the use of alternative transportation options in lieu of driving a single-occupancy vehicle. Mr. Recchia stated four elements were studied: GWRideconnect I-95 multimodal target marketing; Commuter bus marketing; Enhanced commuter programs/services; & First Mile/Last Mile connectivity options. Mr. Recchia stated that TDM program cost implementations are still being calculated and will be updated at next LRTP meeting.

2045 LRTP Revised Financial Forecasts– Mr. Paul Agnello

Mr. Agnello advised that to be in compliance with new Map-21/FAST Act federal performance measure requirements, there will be seven performance measure areas MPO's need to comply with. These are as follows:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement & Economic Vitality
6. Environmental Sustainability
7. Reduced project Delivery Delays

Mr. Agnello stated that as the new requirements were just released, there will not be enough time to implement them into the FY2018 LRTP update. Both the safety & infrastructure condition requirements will be included into the FY2018 update. The remaining five measures will be included in a mini revision update that will be submitted in FY2019.

Mr. Agnello advised that as a result of some recent new information from VDOT, there has been a slight delay in the I-95 Phase 2 Highway study update. Mr. Agnello stated that Baker & Associates are updating the new data and the committee will be updated at the upcoming November 16th meeting.

Mr. Agnello stated the 2045 LRTP revised financial forecasts were released by VDOT that is applicable to all Virginia MPO's in late September. Mr. Agnello stated the changes resulted in higher financial assumptions being allocated for the current SYIP period from FY2018-2023. Mr. Agnello stated this is good news for the region as the funding expected versus the funding received is quite a bit higher than what was projected. However, on the down side, Mr. Agnello stated that there are lower financial assumptions expected to be made for the out years in the CLRP from FY2024-2045. Mr. Agnello advised this will likely result in fewer new projects being included within the 2045 CLRP.

Mr. Agnello provided the following time frame for funding allocations for FY2018-2045 as follows:

Highway Capacity Expansion

Previous funding available for FY2024-FY2045 was \$706 m

New funding available for FY2024-2045 is \$451 m

FY2018-Fy2023 = \$52 m annually

FY2024-FY2030 = \$33 m annually

FY2031-2045 = \$15m annually

Mr. Agnello stated that for FY2031-2045 with \$15 m annually to be allocated that this is a low amount considering the size of the Fredericksburg region. Mr. Agnello stated that most of the FY2018-2023 allocated funding is already assigned to committed projects.

Transit:

Available funding = \$112 m – slight increase; however, most funding is to be allocated for existing services and there will be limited funding for new transit capital projects or additional transit operating projects

Additional Funding:

GWRC 5307 NTD funding (from GWRideconnect) = \$30 m

Local funding = \$463 m (coming from the City, Spotsylvania, & Stafford)
and this funding allocation source is higher than was expected

Mr. Agnello advised the proposed funding scenarios are as follows:

1. Constrained Long Range Transportation Plan (CLRP)

Highway funding = \$761 m (with only \$451 m being available for new projects)
This is a federally mandated funding source and most funding allocated is going to be applied to committed projects
Transit funding = \$112 m
Local funding = \$463 m
Additional funding = \$30 m (GWRC 5307)
Total = \$1.37 b for FY2018-2045

2. Additional Potential Revenues above CLRP

Mr. Agnello stated this source could result in an additional \$2 b which assumes additional federal/state/local/private revenues from a variety of sources for a total of \$3.37 b. Mr. Agnello stated it is the recommendation from staff that due to the fact that additional funding could become available that it would be prudent for this region/committee to have a wish list of projects that are ready to move forward should additional funding become available.

3. Unconstrained Needs Plan = approximately \$10 b for the 2040 LRTP

Mr. Nelson stated that he feels “unconstrained” is an unrealistic and unprofessional term and requests that the name of this category be changed to represent something that is more realistic and attainable. Mr. Nelson stated that right now at today’s meeting he does not have any recommendations on how the “unconstrained” could be amended so Mr. Agnello asked for Mr. Nelson (as well as any other members who wish to provide feedback) replies back to FAMPO staff within two weeks on revisions to this category title.

Bicycle & Pedestrian Update - Mr. Nick Quint

Mr. Quint advised the BPAC committee continues to meet regularly. Mr. Quint stated the next meeting is scheduled for November 15th. Mr. Quint relayed at the November 15th meeting the committee will be looking to finalize the bicycle/pedestrian constrained project list.

Schedule Update – Mr. Paul Agnello

Mr. Agnello advised that the CTP is expected to adopt the Smart Scale process for Round 3 at their upcoming November 9th meeting. Mr. Agnello stated that the project readiness factor is going to be included in this round of LRTP updates. Mr. Agnello stated that staff wants to ensure that all projects are included. Mr. Agnello relayed that staff is probably a month behind on the previous schedule outlines at this point.

In December, Mr. Agnello advised that LRTP documentation will be available for review to include the first five chapters. Mr. Agnello stated that chapters 6-8 will come later after the completion of the highway analysis is completed for the CLRP. Mr. Agnello advised that there will be some special meetings scheduled in December (this is one of two months where FAMPO meetings are usually cancelled) and these will occur on the following days:

- December 11th – FAMPO Technical Committee Meeting – purpose of the meeting is for approval of some LRTP items
- December 11th – LRTP Advisory Committee Meeting #8
- December 18th – FAMPO Policy Committee Meeting – purpose of meeting is for approval of some LRTP items

Mr. Agnello advised that upcoming in January of 2018 there will be additional analysis available from the I-95 Phase 2 Highway Study and the Round 3 of the Smart Scale process. Mr. Agnello stated that the draft LRTP documentations will be included as part of the final LRTP.

Mr. Agnello stated that previously the public involvement comment period was going to run from January to March of 2018; however, now that FAMPO staff is a month behind in the LRTP update process, the public involvement period is now scheduled to occur during the February/April 2018 time frame.

In May of 2018, the MPO will take action for approval of the CLRP from FAMPO and PDC action for approval from GWRC for the LRTP. Mr. Agnello stated that June 1st is the Smart Scale Round 3 deadline for initial application submissions to the Smart Scale portal. Mr. Agnello advised that August 1st is the final Smart Scale Round 3 submission date.

Ms. Soneji asked if there would be a separate transit document available for review or will this document be combined into one. Mr. Agnello stated that both the TDM and Highway plans will be included into the 2045 LRTP. Mr. Agnello relayed that staff received a draft of the TDM plan yesterday and a final report and executive summary should be available by the end of November or the first of December.

Questions & Input from Advisory Committee Members

None given at today's meeting; Mr. Agnello asked that committee members submit any additional comments on today's meeting materials to him by November 15th.

Next Steps & Adjourn

Mr. Agnello advised the next advisory committee meeting will be scheduled for November 16th beginning at 12:00 noon and lunch will be provided.

The 7th 2045 LRTP Advisory Committee meeting was adjourned at 2:33 p.m.