



**FAMPO Technical Committee Meeting Minutes  
January 13, 2014**

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

**Members Present:**

Erik Nelson, City of Fredericksburg  
Bassam Amin, City of Fredericksburg  
Angeline Pitts, County of Caroline  
Dan Cole, County of Spotsylvania  
Doug Morgan, County of Spotsylvania  
Joey Hess, County of Stafford  
Brad Johnson, County of Stafford  
Craig Van Dussen, Virginia Department of Transportation (VDOT)  
Dan Grinnell, Virginia Department of Transportation (VDOT)  
Craig Reed, Fredericksburg Regional Transit (FRED)  
Chris Arabia, Department of Rail and Public Transportation (DRPT)  
Nick Alexandrow, Potomac and Rappahannock Transportation Commission (PRTC)

**Others Present:**

Ed Keasler, County of Stafford  
Chris Gay, Parsons Brinckerhoff (PB)  
Ann Purdue, Parsons Brinckerhoff (PB)  
Dale Hendon, Fredericksburg Regional Chamber of Commerce  
Rupert Farley, Transportation Advisory Group (TAG)

**Staff Present:**

Lloyd Robinson, FAMPO  
Andy Waple, FAMPO  
Rodney White, FAMPO  
Marti Donley, FAMPO  
Dan Reese, FAMPO  
JoAnna Roberson, GWRC

**CALL TO ORDER**

The FAMPO Technical Committee meeting was called to order at 9:00 a.m.

**APPROVAL OF TECHNICAL COMMITTEE AGENDA**

The Technical Committee agenda for January 13, 2014 was approved as submitted.

**APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES OF NOVEMBER 4, 2013**

The Technical Committee minutes from the November 4<sup>th</sup> meeting were approved as submitted.

**REVIEW OF POLICY COMMITTEE MEETING OF NOVEMBER 18, 2013**

Mr. Robinson advised that the Policy minutes are included in today's agenda packet and he will update accordingly. Mr. Robinson relayed that the following Resolutions were unanimously approved:



- **Resolution No. 13-33 – Amending the FY12-FY-15 Transportation Improvement Program (TIP) to Transfer \$940,440 of Previous Funds from UPC #86081 (Relocation of Route F-160/Carmel Church Interchange Improvements) UPC #101595 (Rappahannock Rive Crossing project) (Mr. Robinson relayed that Caroline County officials have acknowledged to staff that they had no opposition to this Resolution moving forward).**
- **Resolution No. 13-34 – Recognizing the Distinguished Service of Kathy Beck**

Mr. Robinson advised that the following Discussion items were addressed and specific documentation is included within the minutes that are a part of today’s agenda packets.

- **Endorsement from FAMPO on Appointment of Mr. Charlie Kilpatrick to serve this Region as the new VDOT Commissioner**
- **Congestion Management Process (CMP) Scope of Work**
- **2040 Long Range Transportation Plan (LRTP) Amendment – Adding Funds from the Governor’s Transportation Bill (HB2313)**
- **FAMPO Legislative Agenda**

### **PUBLIC COMMENT**

None

### **ACTION ITEMS**

- a.) **Resolution No. 14-01, Request that Virginia Department of Transportation (VDOT) - and the Commonwealth Transportation Board (CTB) Immediately Move Forward to Construct a Project to Reduce I-95 and Other Traffic Congestion in the FAMPO Region and to Improve Regional Safety, Economic Vitality and Quality of Life and also to Amend the FY12-15 Transportation Improvement Program (TIP) to Transfer \$250,000 of Previous Funds from UPC #13558 (Relocation of Interchange on I-95 at Route 630/Exit 140, Stafford County) to UPC #104928 (I-95 Rest Area Access and Route 3 Connector Road) - Lloyd Robinson**

Mr. Robinson advised that Resolution No. 14-01 is a Resolution requested by VDOT. Mr. Robinson presented a VDOT power point that was prepared on December 4, 2013 by Mr. Elliott. The power point is the Fredericksburg Area Congestion Relief Study – Evaluation of Conceptual Alternatives. Mr. Robinson relayed that the traffic congestion occurring within this region on I-95 has now been identified by the CTB as no longer just a regional issue but instead has become a state-wide concern.

Mr. Robinson relayed that the power point evaluated the Purpose and Conceptual needs that the region is now facing. In regard to the purpose, the study evaluated alternatives that would reduce traffic congestion within the region. It identified alternatives that would improve traffic operations and also accommodate commerce along the I-95 corridor and on US Routes 17 in Stafford County and 3 in Spotsylvania County.

Mr. Robinson stated that the Needs components focused on existing and future congestion concerns; the failing Levels of Service (LOS), & the number of accidents and gridlock along the I-95 corridor that are now significant state-wide issues.

Mr. Robinson advised that the study originally resulted in sixteen initial alternatives. All of these were studied and first screenings/evaluations resulted in eliminating some of the previous alternatives as not being viable options.

Mr. Robinson stated that the second set of screenings resulted in three alternatives which combined some of the initial sixteen possibilities. These include:

Recommendation 1 – (Alternative 1, 4, & 5) for a total cost of \$711 million dollars  
Benefits: positive traffic impacts; relieves congestion on I-95, Rt. 17, & Rt3; has limited environmental impacts/mitigations; and has overall support from the MPO

Recommendation 2 – (Alternative 1 & 6) for a total cost of \$754 million dollars  
Benefits: high positive traffic impacts; excellent traffic congestion relief to I-95, Rt. 17, & Rt. 3; environmental impacts improved; & minimized mitigation

Recommendation 3 – (Alternative 1 & 2B) for a total cost of \$229 million dollars  
Benefits: Ratio of average daily traffic volume to cost is very positive; environmental impacts likely avoided; mitigation minimized; but these costs were estimated on the lower range of the scale

Mr. Robinson stated that the next steps for VDOT will be:

Seek MPO endorsement  
Determination of future phases of study for the Conceptual Alternatives  
CTB to consider the project(s) for inclusion into the prioritization process within the region's 6-Year Improvement Plan  
Transit component will be included as part of all of the recommendations

Mr. Robinson relayed that as MPO discussion and future endorsement have been obtained, the Technical Committee will be apprised accordingly.

Mr. Nelson asked for and received majority support for Resolution No. 14-01 to be forwarded to the FAMPO Policy Committee for their adoption. Spotsylvania voted-no and PRTC abstained.

**b.) Resolution No. 14-02, Directing Staff to Utilize Parsons Brinkerhoff, Inc. (PB) as On-Call Consultants to Update the Regional Congestion Management Process (CMP) - Lloyd Robinson and Andy Waple**

Mr. Waple stated that Resolution No. 14-02 is requesting endorsement to utilize Parsons Brinkerhoff as its on-call consultant in regard to the updates on the regional Congestion Management Process (CMP). Mr. Nelson asked for, and received unanimous support, to recommend that Resolution No. 14-02 be adopted by the FAMPO Policy Committee.

**c.) Resolution No. 14-03, Amending the FY12-15 Transportation Improvement Program(TIP) to Include Funding for Project UPC Numbers T14169 (Mudd Tavern Road Widening – West of I-95) and T14436 (Mudd Tavern Road Reconstruction – East of I-95) – Lloyd Robinson and Andy Waple**

Mr. Robinson advised that Resolution No. 14-03 is a request from VDOT asking for endorsement of two projects being added into the TIP at the Mudd Tavern Road intersection in Spotsylvania County. The Resolution is asking that as any additional federal monies are allocated that consideration be given to allocate funds accordingly to the projects listed above. These two projects are subsets of larger projects that are already included in the Needs section within FAMPO's 2040 LRTP.

Mr. Nelson asked for and received majority support for Resolution No. 14-03 to be forwarded to the FAMPO Policy Committee for their adoption. Spotsylvania County voted no and PRTC abstained.

## **DISCUSSION ITEMS**

### **a.) Scenario Planning II Scope of Work – Lloyd Robinson**

Mr. Robinson advised that the Policy Committee has endorsed the Scenario Planning II Scope of Work that has been presented by Parsons Brinckerhoff. Mr. Robinson stated that Scenario Planning represents the next generation of analytical processes to evaluate the influence of development intensity and land use patterns on the efficiency of a proposed transportation system. Information was relayed that indicated that stronger links between land use/demand; urban form/design; and transportation/supply could all be utilized to improve the efficiency of a regional transportation system. Mr. Robinson stated that the goal would be to make the region become more livable and economically viable. Mr. Robinson stated that he was asking for feedback from the Technical Committee on whether the information is viable for the region and/or what types of questions/answers the region wants to focus on.

Mr. Robinson stated that every time a LRTP is adopted, you then go into the next phase of Scenario Planning that will coincide with the land use recommendations from each locality.

Mr. Gay stated that the Phase II objectives will include the following:

Updates and enhancement of the Community/Viz model that will have increased value to GWRC

Continue transition and ownership of Community/Viz modeling into the models completed by FAMPO

Phase II will examine potential transportation alternatives for the future and explore their implications

Socio-economic data sets for use within FAMPO's 2045 CLRP updates

Mr. Gay relayed that allocation and analysis will run in FAMPO's LRTP for the years of 2020; 2025; & 2035 and that final analysis will be completed by April of 2015. Mr. Robinson stated that from a political perspective, staff was asked to explore various transportation scenarios to include: an All-in-Transit scenario; a Telecommuting region; and a Smart/Thinking car transit scenario. Mr. Robinson stated that this study will not only look at the three scenarios but will also be looking at development, etc.

Mr. Robinson stated that the study would perform corridor-level analyses for US1, VA2 & VA3; however, this will not be a full blown corridor study. Instead, it will focus on 4-5 key intersections derived from the FAMPO models and will use a factoring base analysis study.

Mr. Robinson stated that the implications are to be realistic and will include actual qualitative concepts and not just quantitative concepts.

Mr. Nelson stated that with two of the three scenarios (All in Transit; Regional Telecommuters; & Thinking Cars) that Telecommuting and Thinking Cars would be issues whereby local governments would not vote to support; however, an All in Transit scenario would be beneficial.

Mr. Nelson stated that the Telecommuting and Smart Car concepts are things that may or may not occur and if they do will not become issues that the region actually controls – they will either happen on their own or not and will not have planning impacts accordingly.

Mr. Robinson stated that it is the regional political opinion that FAMPO can easily fix situations but are refusing to do so and the three scenarios are ones whereby staff has been requested to show the “what ifs” and the results of these scenarios if implemented.

Mr. Nelson stated that the system is unsustainable so what makes it become sustainable? Mr. Robinson stated that is why he is relying on the Technical Committee to provide the expertise on what are the right questions that need to be addressed. Mr. Robinson stated that determination needs to be made as to what level of interaction should occur. – i.e., how much public involvement is needed; are we on the right track; etc.

Mr. Waple stated that he is not a fan of the “smart” car concept because unless the total population is utilizing this type of transportation and it is implemented region-wide you would not be able to measure any data.

Mr. Reed stated that he felt teleworking data would need to be implemented as well. Mr. Waple stated that the census data does provide this type of information. Mr. Arabia stated that the region needs to get concurrence on the actual meaning of tele working because across the State it does mean different things.

Mr. Johnson stated that he concurs with Mr. Nelson in that 2 of the 3 scenarios listed would result in local governments not voting to support these items. Mr. Arabia stated that tele working could be used for enhancements as a potential traffic reduction and congestion reliever.

Mr. Gay asked for committee feedback on what types of scenario information would be applicable. Mr. Reed stated that if public outreach to the political decision makers would be required then the level of their expectations would need to be resolved at the on-set. Mr. Waple stated that previously presentations had been made to all of the Boards; presentations were scheduled in each locality; presentations were given to the Chamber; etc. and the responses received back from this extensive public outreach were extremely limited and sparse.

Mr. Arabia stated that van pools and commuter buses within the region would be very significant components so they do need to be a part of the transit scenarios. Mr. Nelson stated that as the Technical Committee should be the deciding board and their input has been requested, then as congestion relief is being addressed he feels it is okay to move the study forward.

#### **b.) Southern HOT Lanes in the 2040 Constrained Long Range Plan (CLRP) – Lloyd Robinson**

Mr. Robinson advised that in the Fall of 2012, Mr. Whorley submitted correspondence that basically stated that the region did not need to worry about where funding would come from in regard to development of the Southern segment of the I-95 HOT lanes project.

However, some of the anticipated funding would have come from the proposed toll road project in Spotsylvania County which now is no longer being considered as an option. Mr. Rucker, with FHWA, asked that FAMPO take a new look at revenue assumptions that were used to develop the project list contained in FAMPO’s LRTP and make any adjustments as needed.

Mr. Nelson stated that this is basically a VDOT issue and that the Technical Committee needs only to provide input and feedback. Mr. Van Dussen stated that the letter is currently being re-written by VDOT staff; however, there is no time line on when any revisions to the original correspondence will be submitted and finalized. Mr. Robinson stated that as staff receives updates accordingly that this information will be relayed to the Technical Committee.

#### **c.) FAMPO Travel Demand Model – Lloyd Robinson and Danny Reese**

Mr. Reese advised that in early December 2013, staff was asked to provide data in regard to quantifying time savings for the network segments that are based upon improvements within FAMPO's model. Mr. Reese stated that staff was asked to compare the 2040 CLRP horizon year to scenario models developed from that modeling network.

Mr. Reese stated that modeling data that staff utilizes is a 3-4 step modeling process that only calculates vehicular traffic and not transit modeling detail. Mr. Reese stated that staff conferred with VDOT staff from the Central Office and their recommendation was for staff to review Vehicle Hours Traveled (VHT) to observe any changes; however, to use the data obtained cautiously. Mr. Reese stated that the data received was also then compared to totals compiled by FHWA.

Mr. Reese relayed that time-saving data was compiled for each corridor within the region and the reference maps utilized were from the 2040 Horizon LRTP base map. Mr. Reese stated that staff has the capability to compile data on a.m.; p.m. peak; off-peak; and a 24-hour time frame for each of the corridors within the region.

Mr. Reese stated that the modeling network outputs show the total number of vehicular traffic counts; the total number of vehicular hours travelled; and also includes volume totals. Mr. Reese stated that the modeling was completed on each corridor; however, the one used in today's presentation is for the improvements planned for US17 between I-95 and US 1.

Mr. Reese relayed that the modeling data compared the proposed project updates into the three scenarios that have previously been discussed at FAMPO committee meetings. These include: Alternative 1 – Berea Parkway, Rappahannock Parkway, & Rappahannock River Crossing improvements; Alternative 2 – Outer Connector and Rappahannock River Crossing improvements; and Alternative 3 – which were the Outer Connector; the Rappahannock Parkway, and the Rappahannock River Crossing improvements.

Mr. Reese advised that the data did show that with completion of the alternatives listed above, that there will be a time savings and that the modeling can be used to determine how much actual time will be saved.

**d.) Update on FY15-FY20 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Projects – Lloyd Robinson and Andy Waple**

Mr. Waple advised that today was the cut-off date for new CMAQ/RSTP projects to be submitted to staff. Mr. Waple stated that he has not received any new requests from either the City of Fredericksburg, Spotsylvania County; or VDOT.

Mr. Waple stated that the County of Stafford has one new project to submit and the changes are being made and are forthcoming to staff. Mr. Robinson advised that there could be changes forthcoming from PRTC. Mr. Robinson stated that PRTC recently has allowed NOVA to tax themselves and this new change has resulted in that region receiving an additional \$350 million dollars. PRTC has indicated that they plan to purchase new rail cars with this new funding.

Mr. Robinson stated that this also affects this region as the City, Spotsylvania, and Stafford are also members of PRTC; however, are not a part of the newly formed self-imposed tax laws and recipients of the additional funding allocations. The discussions now are how will these localities off-set the loss. Mr. Robinson stated that CMAQ funding could be utilized; however, this funding is programmed out in six-year increments so this would also have regional impacts. Mr. Robinson advised that this is still being negotiated with PRTC and once finalized the Technical Committee will be updated accordingly.

**e.) Amendments to the FAMPO Bylaws – Lloyd Robinson**

Mr. Robinson advised that proposed amendments to the FAMPO Bylaws are being finalized and are included for informational purposes only by the Technical Committee. As these are bylaws for the MPO, there is no action needed from the Technical Committee.

### **STAFF REPORT**

Mr. Robinson advised that staff is working on the following: Scenario Planning, Congestion Management Process (CMP), and updating the 2007 Procurement Policy. Mr. Robinson stated that staff's work on both the Caroline County Train Station study at Carmel Church and the Jackson Gateway study should be finalized within the next several months.

Mr. Robinson relayed that Mr. Shawn Nelson is the new VDOT Residency Administrator; that Mr. Aubrey Lane who is from the Tidewater region has been appointed as the Secretary of Transportation; and that DRPT will have a new appointment forthcoming but this announcement has not been officially made to date.

### **MEMBER REPORTS**

*County of Spotsylvania:* Mr. Cole relayed that Spotsylvania County has a joint transportation meeting scheduled tomorrow with VDOT in regard to modifications for the IMR for Jackson Gateway. Mr. Robinson asked that Mr. Cole forward staff the agenda items for this meeting.

### **CORRESPONDENCE**

Mr. Robinson advised that the correspondence included in today's agenda packet is a letter from Mr. Kelly who is expressing FAMPO recommendation on the appointment of Mr. Charlie Kilpatrick as the new VDOT Commissioner.

The other correspondence includes a letter written by Dr. Ronald Utt addressed to Mr. Connaughton expressing his request for no support being given to the Rappahannock Parkway Project.

### **NEXT TECHNICAL COMMITTEE MEETING, FEBRUARY 10, 2014/ADJOURN**

The next Technical Committee meeting will be held on Monday, February 10th at 9:00. The Technical Committee meeting for January 13th was adjourned at 10:50 a.m.