



**FAMPO Technical Committee Meeting Minutes  
November 9, 2015**

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

**Members Present:**

Dan Cole, Chair, County of Spotsylvania  
Bassam Amin, City of Fredericksburg  
Erik Nelson, City of Fredericksburg  
Doug Morgan, County of Spotsylvania  
Joey Hess, County of Stafford  
Craig Reed, Fredericksburg Regional Transit (FRED)  
Allison Richter, Virginia Department of Transportation (VDOT)  
Craig Van Dussen, Virginia Department of Transportation (VDOT)

**Others Present:**

Ed Keasler, County of Stafford  
Randy Selleck, Department of Rail and Public Transportation (DRPT)  
Cheng Yen, Federal Highway Administration (FHWA)  
Carey Burch, HDR

**Staff Members Present:**

Paul Agnello, FAMPO  
Lloyd Robinson, FAMPO  
Marti Donley, FAMPO  
Nicholas Quint, FAMPO  
Fiona Curtis, 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 FAMPO Technical Committee agenda was approved as submitted. As there were some new people in attendance at today's Technical Committee meeting, Mr. Agnello asked for everyone to go around the table and introduce themselves.

## **APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES OF OCTOBER 13, 2015**

The Technical Committee minutes from the October 13<sup>th</sup> meeting were approved as submitted.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING OF OCTOBER 19, 2015**

Mr. Agnello advised that the minutes are included in today's packet and can be reviewed by the Technical Committee members as they choose.

## **PUBLIC COMMENT**

None

## **DISCUSSION ITEMS**

### **a.) DC2RVA Project Update – Mr. Randy Selleck, Department of Rail and Public Transportation (DRPT)**

Mr. Selleck provided a presentation and handout on the DC2RVA project. Mr. Selleck stated that the scoping for the project and the purpose and needs assessment have been completed. Currently DRPT is exploring various options and alternatives and these are in the final stages of being screened. In early 2016 a draft EIS will be compiled with a final EIS completed in 2017.

Mr. Selleck stated that the rail alignment options drive the alternatives and development process. The assumptions are that an additional main track will be constructed. The new track layout will be guided by the basis of design. Higher design speeds increasing from 79 mph to 90 mph will provide for a more robust system with potentially higher impacts.

Mr. Selleck advised that four rail alignment options are under consideration and these include:

- a minor improvement option – this will make improvements to the existing two tracks but will not add additional capacity
- an unconstrained alignment option – this will increase capacity to a 3-track design for speeds at 90 mph and will follow along the current corridor but will have the capability to go outside the existing railroad right-of-ways in place
- a constrained alignment option – this would be a 3-track design that would maximize speed up to 90 mph in some areas and would be within the existing railroad right-of-way constraints
- a west/east track alignment option – this would be a 1-track design and be constructed to the west/east side of the existing main-line system and the main-line may go outside of the current right-of-ways

Mr. Selleck relayed that in Fredericksburg an eastern bypass connector has been explored; in Ashland a Western bypass alternative has been studied; and in Richmond there are multiple alignments being reviewed.

Mr. Selleck stated that currently the Richmond rail alignment option is the most complex as there are potentially 4 station locations in place and the James River Crossing is not seen right now as one that would be moving forward.

Mr. Selleck stated that the Tier I study focused on rail alignments from Washington, D.C. to Charlotte, North Carolina; however, the Tier II study is focusing on small sections of the corridor like from Richmond to Raleigh and Washington, D.C. to Richmond.

Mr. Selleck relayed that currently the four build alternatives are still being evaluated. However, Mr. Selleck stated that the eastern bypass around Fredericksburg is the most logical. The western bypass in Ashland will cover a lot of development and is too complicated of a design.

Mr. Selleck stated that the next steps in the process will be to continue with the screening process; develop an operations and ridership model; plan for new station facilities; seek continued stakeholder input; better refine future rail concepts; and develop a draft EIS document.

Mr. Selleck advised that public information meetings are scheduled in the three areas in December. On Tuesday, December 8<sup>th</sup> from 5-7:30 p.m. the meeting for Fredericksburg is scheduled at the Dorothy Hart Community Center. Similar meetings and open-house formats with a set presentation will also occur in Springfield on December 9<sup>th</sup> and in Richmond on December 10<sup>th</sup>.

**b.) I-95 Corridor Evaluation, Phase I - Mr. Paul Agnello and Mr. Lloyd Robinson**

Mr. Agnello stated that the Policy Committee has instructed staff to move forward in developing a more defined and narrow I-95 corridor study area. Instead of proposing to study from the Prince William/Garrisonville line all the way to the Hanover/Caroline county line that it was recommended to study the corridor between Exit 143 at Garrisonville and Exit 126 at Massaponax.

Mr. Agnello advised that a corridor study has not been done since 2000, and the I-95 corridor within the FAMPO region serves as a critical regional, statewide and national road that has impacts to commerce, economic vitality, and quality of life and security issues.

Mr. Agnello stated that the study would explore what changes are needed throughout the corridor; the debate over whether an I-95 express lane extension is needed; whether collector-distributor lanes, general purpose lanes or additional access points are needed; how the changes would work together; and how they interface with a multimodal transit system on the corridors outside of the GWRC region.

Mr. Agnello relayed that a comprehensive and multimodal evaluation is needed to consider all of the factors, and that it needs to depict what role the VRE, commuter buses, and TDM can have; needs to look at future development opportunities at Thornburg; and needs to be a comprehensive model that would include the “go-to” volumes for 2040.

Mr. Agnello stated that the 20 miles of corridor study would cost approximately \$280,000. The process will begin in December and be completed in June of 2016, as the next round of HB2 begins in August of 2016.

### **ACTION ITEMS**

- a.) Resolution No. 16-15, To Allocate \$280,000 in Regional Surface Transportation program (RSTP) Funding to a New I-95 Corridor Evaluation – Phase I Project – Mr. Paul Agnello**

Mr. Agnello advised that Resolution No. 16-15 is requesting support from the Policy Committee to allocate \$280,000 in RSTP funding to the new I-95 Corridor Evaluation Study for Phase I of the project. Mr. Agnello stated that there is \$421,000 previously allocated to a project in Stafford County on Route 1 and the project is not moving forward currently.

Upon motion by Mr. Nelson and seconded by Mr. Cole with all in concurrence, Resolution No. 15-16 was endorsed with a request that the Policy Committee adopt it at the upcoming November 16<sup>th</sup> meeting.

- b.) Resolution No. 16-16, Setting a Public Comment Period and Public Hearing to Amend the FY2016 Unified Planning Work Program (UPWP) – Mr. Paul Agnello**

Mr. Agnello advised that Resolution No. 16-16 is requesting a public hearing for the purpose of amending the current FY2016 UPWP that will include the addition of the I-95 Corridor Evaluation Study.

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all in concurrence, Resolution No. 16-16 was endorsed with a request that the Policy Committee adopt it at the upcoming November 16<sup>th</sup> meeting.

### **DISCUSSION ITEMS (continued)**

- c.) 95 Express Lanes Update – Mr. Paul Agnello and Ms. Allison Richter**

Mr. Agnello and Ms. Richter provided handouts from a presentation that was recently given to the Policy Committee and also wanted the Technical Committee to be apprised. Mr. Nelson stated that a lot of data has been utilized in the past for specific studies and he thinks that we need to make sure that current data is used and we are clear in what the study expectations will be.

Mr. Agnello reviewed the power point presentation and the conclusions are as follows:

The 95 Express Lanes have significantly increased the I-95 Peak Period travel times within the FAMPO region for both the a.m. and p.m. peak periods

The travel delays on the I-95 general purpose lanes in both the a.m. and p.m. peak times is now significantly worse in the FAMPO region as compared to

the Northern Virginia region

The I-95 travel times during the peak periods are significantly longer than in uncongested travel times even with the 95 Express Lane improvements, so the results show that additional improvements to the I-95 corridor are still needed

Ms. Richter advised that VDOT is continuing to work with TransUrban to come up with solutions for fixing the traffic back-ups and daily congestion at Exit 143 that have occurred specifically after the opening of Express Lanes last December. Ms. Richter advised that currently there are plans to extend the current exit ramp an additional 1000 ft. The benefits of this alternative are: a decrease in the northbound 95 traffic congestion during the a.m. peak morning commutes; the weaving effect for cars entering I-95 northbound at Garrisonville Road will be reduced; and a slight reduction in the congestion heading southbound on I-95 prior to the Garrisonville Exit (Exit 143). Ms. Richter advised that costs for the completion of this addition will be paid for by TransUrban and VDOT.

Ms. Richter advised that the next steps in moving forward with the ramp extension project at Exit 143 are that VDOT will be finalizing the project scope; continuing negotiations with TransUrban; finalizing the NEPA review; finalizing the noise evaluations; scheduling public meetings to obtain public involvement comments; and beginning construction. Ms. Richter stated that the construction dates are still unknown at this time; however, VDOT is hoping construction will begin in late 2016.

**d.) Fiscal Years 2017-2022 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Call for Projects – Mr. Paul Agnello**

Mr. Agnello advised that the CMAQ/RSTP project application deadline is December 11<sup>th</sup>. Mr. Agnello relayed that FAMPO staff will be meeting with the 3 localities (the City of Fredericksburg and the Counties of Spotsylvania and Stafford) over the next several weeks to assist the locality with completing the new application process, and the deadline for submitting a project is December 11<sup>th</sup>. Mr. Agnello relayed that the objective for this year's projects is that projects already approved and initiated would be completed with the CMAQ/RSTP funding allocated in lieu of focusing on new projects.

Mr. Agnello provided the following schedule: November 9<sup>th</sup> – call for projects; November 9<sup>th</sup> to December 11<sup>th</sup> – project applications developed and coordinated by FAMPO staff; December-January – projects will be scored and evaluated; February Committee meetings – project scores and first draft funding recommendations presented to both the Technical Committee and to the Policy Committee; February-March – draft funding recommendations will be sent to VDOT/CTB for revisions as needed; March – draft funding recommendations are presented to CAO's; March – Technical Committee selects and endorses a recommended funding strategy; March – FAMPO Policy Committee meeting – Technical Committee recommendations and utilization of CMAQ/RSTP funding strategies will be submitted for endorsement by the Policy Committee.

**e.) Existing Transportation Funding Overview – Mr. Paul Agnello**

Mr. Agnello advised that the Policy Committee had requested a presentation and explanation of an overview of the region’s existing transportation funding opportunities. The same presentation given to the Policy Committee is included in today’s Technical Committee agenda packet.

**f.) House Bill 2 Updates – Mr. Paul Agnello**

Mr. Agnello advised that the next key scheduling dates for the HB2 process are as follows:

December 8-9 – Potential CTB action – this date will be for including up to 2 additional HB2 projects, if necessary and to identify a #1 priority project, if necessary

January 15<sup>th</sup> – Expected release date of HB2 project scores

February – CTB project selections based on HB2 project submissions

March/April – CTB selection and possible modifications of the 4 potential funding scenarios (this is a new development within the process)

April/May – Fredericksburg District Spring Transportation meeting

May – CTB FY17-22 SYIP allocations submitted based on the HB2 process

June – Final SYIP for Fy2017-2022 will be released

August – Round 2 begins for HB2 project applications

**g.) Federal Certification Review – Mr. Paul Agnello**

Mr. Agnello stated that every 4 years the MPO’s are evaluated and certified by FHWA. Mr. Agnello stated that FHWA assigns 3 categories: commendations; recommendations; and corrective actions. In 2011 the FAMPO region received 4 commendations, 3 recommendation and 4 corrective actions. Mr. Agnello stated that he was happy to report that for the 2015 report FAMPO received no recommendations or corrective actions. Mr. Agnello stated that thanks to the efforts of both Ms. Donley and Mr. Robinson that the region also received a commendation for its thorough and concise Title VI public involvement process.

**CORRESPONDENCE**

In packet and self-explanatory

**STAFF REPORT**

None

## **MEMBER REPORTS**

*Virginia Department of Transportation (VDOT):* Ms. Richter advised that the VDOT Public Meeting on the Route 606 Thornburg Bridge Project is scheduled for November 19<sup>th</sup> at Riverview Elementary School from 5-7:00 p.m. Ms. Richter stated that there is a new design available for review and comments on the east side of Route 606. Ms. Richter stated that if you were not able to attend the meeting that comments can be made by going on the VDOT website.

*Spotsylvania County:* Mr. Cole advised that the ribbon cutting ceremony for the new Spotsylvania VRE station will be held on Monday, November 16<sup>th</sup> at 10:00 a.m.

## **NEXT TECHNICAL COMMITTEE MEETING, JANUARY 11th, 2016/ADJOURN**

The next Technical Committee meeting will be held on Monday January 11th at 9:00. The Technical Committee meeting for November 9th was adjourned at 11:35 a.m.