

**Fredericksburg Area Metropolitan Planning Organization  
2045 Long Range Transportation Plan Advisory Committee Meeting #3  
June 22, 2017**

**Committee Members Present:**

Mr. Erik Nelson, City of Fredericksburg  
Mr. Dan Cole, Spotsylvania County  
Mr. Ed. Petrovitch, Spotsylvania County  
Mr. Joey Hess, Stafford County  
Mr. Christopher Rapp, Stafford County  
Mr. Rupert Farley, CTAG  
Mr. Tim Roseboom, DRPT  
Mr. Ivan Rucker, FHWA (Via Conference Call)  
Mr. Chuck Steigerwald, PRTC  
Mr. Stephen Haynes, VDOT  
Ms. Sonali Soneji, VRE (Via Conference Call)

**Others in Attendance:**

Mr. Ram Jagannathan, Michael Baker  
Mr. Paul Prideaux, Michael Baker  
Mr. Adam Recchia, Foursquare ITP

**George Washington Regional Commission (GWRC) Staff:**

Mr. Paul Agnello, FAMPO  
Ms. Marti Donley, FAMPO  
Mr. Nick Quint, FAMPO  
Mr. Lloyd Robinson, FAMPO  
Ms. Kari Barber, FAMPO  
Mr. John Bentley, FAMPO  
Ms. Diana Utz, GWRC  
Ms. Leigh Anderson, GWRC  
Ms. JoAnna Roberson, GWRC

**Welcome and Purpose of Meeting**

Mr. Agnello advised that the 2045 Long Range Transportation Plan update is one of the biggest tasks that FAMPO/GWRC needs to complete. Mr. Agnello thanked everyone for attending today's third meeting.

**I-95 Phase 2 Highway Study – Mr. Paul Prideaux & Mr. Ram Jagannathan, Michael Baker**

Mr. Prideaux advised that the Phase 1 I-95 highway study was completed in 2016. The Phase 2 highway element study is being conducted now in coordination with the Transit/TDM study. Mr. Prideaux stated that Phase 2 will provide more specific data and will have a larger study area within the scope. Phase 1

included study on the I-95 corridor from Exit 143 (Garrisonville) to Exit 126 (Massaponax). Phase 2 will include study areas from Exit 143 (Garrisonville) to Exit 110 (Caroline/Hanover line).

Mr. Prideaux stated that the Phase 2 efforts will focus on the following:

1. Strengthening the I-95 Northbound River Crossing project for the 2045 LRTP and for Round 3 of Smart Scale;
2. Development of a full master transportation plan for the I-95 corridor that includes the entire FAMPO/GWRC region; and
3. Providing travel demand modeling support for the 2045 LRTP.

Mr. Prideaux stated that Phase 2 is utilizing the newest version of travel demand model forecasting and will provide data for future traffic demand along the I-95 corridor and its interchanges. Mr. Prideaux advised the new modeling data will also highlight weekend and seasonal traffic counts and prepare for a high-level documentation of economic benefits from the proposed I-95 improvement projects.

Mr. Prideaux relayed that VISSIM tools and software are being used in Phase 2 to clearly illustrate the problem areas and success of proposed scenarios for improvements throughout the region. Mr. Prideaux stated that the Phase 2 study will develop three alternative scenarios that will be tested in both horizon years of 2030 and 2045 and that VISSIM software will provide study results for all three scenarios. Mr. Prideaux advised that the modeling study will provide various scenarios for data from a 2045 No-Build scenario (which commits to existing SYIP projects); a 2045 CLRP Build scenario (which is for projects fiscally constrained within the LRTP); & a 2045 Vision Build scenario (that fulfills the region's complete wish list of projects).

The question was asked as to why the VISSIM software was selected. Mr. Jagannathan with Baker advised that VISSIM is a more detailed modeling software system; is more widely accepted nationwide; is accepted by both FHWA and VDOT; provides for pedestrian/bicycle data; is a link-link-node program; predicts geometry and accurate travel behaviors; provides data for variable speed and lanes; and provides for greater detail for traffic/transit scenarios.

#### **I-95 Phase 2 Transit TDM Study – Mr. Adam Recchia, Foursquare**

Mr. Adam Recchia with Foursquare advised that they are tasked with providing market analysis and prioritization methodology for the I-95 transit/TDM study that will also be incorporated into FAMPO's 2045 LRTP.

Mr. Recchia stated that a market analysis determines from where to where a commuter bus service would be the most successful. It focuses on commuters and peak travel periods and covers the FAMPO/GWRC region to Northern Virginia.

Mr. Recchia advised that the next steps in the process will be to finalize the market analysis, begin studying transit routes, and make recommendations as to where bus routes would be profitable. Mr. Recchia stated that the service level need and a detailed service plan will be part of the final goals.

Ms. Soneji with VRE advised that VRE is also in the process of updating its Transit Development Plan, and she thinks it would be important for Foursquare to coordinate with them and FAMPO to see how both studies could be linked to complement one another.

**Update on Fiscal Constraint – Mr. Paul Agnello & Mr. Lloyd Robinson**

Mr. Agnello advised that staff has received revenue forecasts from all entities to include: DRPT, VDOT, PRTC, VRE and the FAMPO localities (City of Fredericksburg, Counties of Caroline, King George, Spotsylvania & Stafford).

Mr. Agnello advised that all forecasts submitted have been conservative in nature and that the VRE revenues include transit fares/partnerships/local jurisdiction subsidy, other operating revenues & other capital revenues; however, does not include state revenues as VRE is considered to be in the NoVA district for DRPT classifications.

Mr. Agnello stated that the region is facing critical needs and even though the local funds increased, both the State and Federal allocations are lower. Mr. Agnello stated that due to the funding shortfalls, some projects currently in the LRTP could be removed with the 2045 LRPT update.

**Update on Bicycle/Pedestrian Effort – Mr. Nick Quint**

Mr. Quint advised that FAMPO has an ad hoc Bicycle and Pedestrian Advisory Committee made up of planners, citizens, cycling groups, etc., and this committee will be re-convening in July.

Mr. Quint stated the main goals for the 2045 Bicycle and Pedestrian Plan update are to create facilities that feel safe to all users; ensure that both bicycling and walking are comfortable; & design infrastructure that is convenient for users.

Mr. Quint stated there are four types of cyclists and these are defined as the following:

- 1 Strong & Fearless (these citizens consistently ride bicycles regardless of obstacles)
- 2 Enthused & Confident (these citizens require minimal services)
- 3 Not able or interested (these citizens would not participate in any bicycle/pedestrian routes regardless of whether they are safe or not)
- 4 Interested but concerned (this category equates to 50-60% of the population and would be more interested in participating in bicycling as an alternate mode of transportation if there were safe and convenient routes within the region)

Mr. Quint advised that the cycling committee will be meeting in July, and updates will be provided at the LRTP Advisory meeting to be held in August.

## Questions & Input from Advisory Committee Members

Mr. Agnello asked that if there are any questions, comments, input, feedback, etc. to please forward these to FAMPO staff by week-end. Mr. Agnello then opened up the floor today for member questions/comments and the following items were addressed:

Mr. Nelson stated that he felt Mr. Recchia's presentation from Foursquare was very well done and thinks this will be a good tool for FAMPO.

Mr. Rosenboom asked Mr. Quint if the King George County Cycling Stress map presented in today's presentation would be provided for all of the FAMPO localities. Mr. Quint confirmed a cycling stress map would be completed for all GWRC localities.

Mr. Steigerwald stated that MWCOG is also beginning their study on long-distance bus services and wanted to know if there is any synergy for this study to be coordinated with the one being initiated by MWCOG.

Mr. Roseboom stated that coordination can certainly occur. However, the study being performed at FAMPO is a much more detailed study than the one that is being planned by MWCOG, so he is not sure at this time how useful it would/could be to FAMPO.

Mr. Steigerwald asked if the VISSIM model can be designed in a way to have this be shown as a visual during the public outreach time period. Mr. Steigerwald stated he felt this would be a great tool for citizen engagement. If a visual can be interactive to reflect impacts from one spectrum to the other, with a no-build scenario to a full build-out scenario option, he feels this would be a great way for citizens to understand the impacts of TDM needs.

Mr. Roseboom stated it is good to provide information on some projects that could be considered that are currently not in the LRTP that could be presented using generic revenue sources – again to just provide more citizen awareness. Mr. Roseboom also stated that he felt in the visual that was shown today that depicts the stopped/inactive cars and moving vehicles should be eliminated because it presents an untrue scenario of the traffic congestion experienced throughout the region.

Mr. Nelson asked if the VRE projects will be prioritized and based on funding that is currently available today. Mr. Agnello stated that the Regional Transportation Authority (RTA) debate is still on-going. Mr. Agnello relayed that a VRE gas tax floor could occur more quickly than the development of an RTA. Mr. Agnello stated that if an RTA was approved for the FAMPO region, it could be placed on the 2018 General Assembly agenda for consideration/approval. Mr. Agnello stated that staff/consultants are looking at two new scenarios to be included within the study. These are a "what if" should an RTA be formed; and a "what if" should a gas tax floor being implemented.

Mr. Farley stated that he hopes the study does not restrict projects but in fact also includes other options for receiving additional funding throughout the region. Mr. Farley stated that if congestion pricing is studied and included, as well as costs for building being applied to the builders/developers, these two scenarios represent means of receiving additional funding that have not been addressed and included in previous long-range transportation plans.

Mr. Farley also stated that in working with the goals established initially by HB2, that Smart Scale is not interested in subsidizing commuters who work more than 45 minutes from home. Mr. Farley stated that he feels a decision needs to be made as to whether the region is going to support the State recommendations or go around the requirements in efforts to try and beat the system.

Mr. Nelson asked what the expected time frame is for the studies being completed. Mr. Agnello advised the modeling and studies are expected to be completed by the end of the year. Mr. Agnello also relayed that the VISSIM model is a calculated “work in progress” model and the model/data can be shared with other FAMPO localities/entities.

### **Next Steps & Adjourn**

Mr. Agnello stated that the next Advisory Committee meeting will be scheduled for either August 2<sup>nd</sup> or August 3<sup>rd</sup> and a Doodle Poll will be sent to members by the end of the day to indicate their availability.

The 3<sup>rd</sup> 2045 Long Range Transportation Advisory Committee meeting was adjourned at 1:10 p.m.