



FAMPO Technical Committee(FTC) MeetingMinutes

September 11, 2017

www.fampo.gwregion.org/fampo-technical-committee

Members Present:

Dan Cole, Vice-Chair, County of Spotsylvania
Erik Nelson, City of Fredericksburg
Bassam Amin, City of Fredericksburg
Doug Morgan, County of Spotsylvania
Christopher Rapp, County of Stafford
Tim Roseboom, Department of Rail and Public Transportation (DRPT)
Rodney White, Fredericksburg Regional Transit (FRED)
Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Stephen Haynes, Virginia Department of Transportation (VDOT)
Sonali Soneji, Virginia Railway Express (VRE)

Others Present:

Carey Burch, DC2RVA
Randy Selleck, Department of Rail and Public Transportation (DRPT)
Samuel Hayes, Moffatt & Nichol
Susan Gardner, Virginia Department of TransportationVDOT
Jake Herman, Virginia Department of TransportationVDOT
Gregory Burnside, Citizen

Staff Members Present:

Paul Agnello, FAMPO
Lloyd Robinson, FAMPO
Marti Donley, FAMPO
Nick Quint, FAMPO
Kari Barber, FAMPO
John Bentley, FAMPO
Collin Cate, FAMPO
Diana Utz, GWRC
Leigh Anderson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 9:30 a.m. by Vice-Chair, Mr. Cole.

APPROVAL OF TECHNICAL COMMITTEE AGENDA

The September 11th Technical Committee agenda was approved as submitted.

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES FROM JUNE 5, 2017

The minutes from the June 5th, 2017, Technical Committee meeting were accepted as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING ON JUNE 19, 2017 & AUGUST 21, 2017

Mr. Agnello advised that a lot of discussion at both meetings occurred on potential sources for obtaining additional revenue for the region. Mr. Agnello stated that one option was consideration of forming a regional transportation authority (RTA). Mr. Agnello stated that at the August meeting, the Policy Committee decided to not pursue establishing an RTA at this time.

Mr. Agnello relayed there was also considerable discussion on the upcoming Smart Scale process as to what types of projects the region could submit for Round 3 consideration from FAMPO/GWRC. Coupled with this, has been the discussion of the status of the I-95 NB Rappahannock River Crossing project. As this project has been submitted in both Round 1 and Round 2 for Smart Scale consideration, and was unsuccessful both times, discussion now involves whether FAMPO should re-submit the project for consideration in Round 3 of the Smart Scale process.

Mr. Agnello stated that from the August meeting, local officials are going to take this item back to their respective Boards for input and comments. Mr. Agnello advised that all comments from the localities will be brought back to the Policy Committee's September meeting for final resolution and direction.

Mr. Agnello advised that the presentation at today's meeting on the DC2RVA update was given to the Policy Committee at the August 21st meeting.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

- a.) DC2RVA Update - Mr. Randy Selleck, Department of Rail and Public Transportation (DRPT)

Mr. Selleck advised that as of September 8th, the draft EIS is now out for public review. Mr. Selleck advised that DRPT will be meeting with the individual MPO's and jurisdictions over the next several months to discuss the recommended alternatives.

Mr. Selleck stated the recommended alternatives have not changed from those presented previously. Mr. Selleck relayed a 60-day public comment period began on September 8th. In early October, public meetings will be scheduled in Alexandria, Ashland, Fredericksburg,

Quantico and Richmond. Mr. Selleck advised the final EIS will be completed in 2019 and a Record of Decision (ROD) will also be available in 2019.

Mr. Selleck reiterated that the purpose and need for the DC2RVA project is to improve reliability; decrease travel time; and increase the frequency of service. Mr. Selleck advised that DRPT's recommendations for DC2RVA are that additional track capacity is needed to support passenger, commuter and freight growth throughout the corridor. Mr. Selleck stated that the Northern Virginia area is the most congested region and the Commonwealth will be focusing on funding this region first. Mr. Selleck stated that funding is already in place for some Northern Virginia improvements.

Mr. Selleck advised that DRPT's recommendations for the 14-mile area through the City of Fredericksburg will include adding a third track through the City of Fredericksburg. This project will occur on existing right-of-way and has a project cost of \$507 million, which includes a new train station in Fredericksburg.

Mr. Selleck stated that there is support for adding a third track. Mr. Selleck stated that in March there will be existing right-of-way discussion, detailed mapping, and the EIS out that will draw additional questions. Mr. Selleck stated the third track improvement project will also include a new bridge parallel to the existing rail bridge.

Mr. Selleck relayed that recommended grade separations/closures for the FAMPO region are scheduled to occur in the following localities:

Stafford County

- Mount Hope Church Road – closure with new construction to Andrew Chapel Road

City of Fredericksburg

- Lansdowne Road – grade separation

Caroline County

- Coleman's Mill Road – closure with new access via Dry Bridge Road

Mr. Morgan with Spotsylvania County advised Mr. Selleck that even though Lansdowne Road has a Fredericksburg address, this property is actually in Spotsylvania County. Mr. Selleck relayed that the presentation materials will be updated accordingly.

Mr. Selleck advised that the next steps for the DC2RVA project will include the following items:

- Publishing the Draft EIS in early September (already released on Sept. 8th)
- 60-Day Public Comment period (began on Sept. 8th)
- Public hearings in early October
- CTB decision on preferred alternative
- Preliminary engineering on preferred alternative
- Final EIS and ROD in 2019

Mr. Agnello advised that the next FAMPO Technical Committee meeting will be held on October 2nd and requested that the meeting in Fredericksburg be scheduled for this day. There was consent from the committee, so it was decided that the Technical Committee will begin at 9:30

a.m. and conclude around 10:45. The DC2RVA meeting will begin at 10:45 and conclude at noon.

Mr. Agnello asked Mr. Selleck if any funding has been allocated to the improvement projects in the FAMPO region. Mr. Selleck stated that no funding has been allocated at this time.

b.) 2045 Long Range Transportation Plan (LRTP) Update – Mr. Paul Agnello

i. Freight and Aviation Component – Mr. Lloyd Robinson

Mr. Robinson advised that the Freight and Aviation components were first introduced into FAMPO's 2040 LRTP. Mr. Robinson stated that the introduction was not as detailed as the data for highways and transit. Mr. Robinson relayed that these components will be included in the 2045 LRTP and will continue to be updated as more data becomes available for future LRTP updates.

Mr. Robinson stated that the Federal Directions component includes an overall national freight policy. The policy then includes a national multimodal freight network; freight performance measures; and identification of critical urban and freight corridors.

Mr. Robinson relayed the hierarchy breakdown is as follows:

- National Multimodal Freight Network (NMFN)
- Ports and Rail which are self-explanatory and National Highway Freight Network (NHFN)
- PHFS and Non-PHFS Interstates (this includes I-95 but not Route 17); Critical Rural Freight Corridors (CRF); and Critical Urban Freight Corridors (CUF)

Mr. Robinson stated that in regard to the regional freight profile, within the FAMPO region there are 3,073 total network of roadway miles. Mr. Nelson stated 3,073 total roadway miles sounded high within the region. Mr. Robinson advised mileage network includes lane miles. Mr. Nelson asked who ultimately adopts the plan. Mr. Robinson stated the plan is expected to be adopted in December by the following entities: FHWA, FRA & USDOT.

The 3,073 total network of roadway miles includes the following data:

- I-95 between I-495 and the City of Fredericksburg facilitates freight valued at \$180 b annually
- US Route 17 is an alternative route for terminal facilities in the Hampton Roads area
- Region averages 150 truck accidents annually
- Congestion concerns with freight delays along I-95 and US Rt 17
- National Highway Freight Network (NHFN) is to be adopted in December of 2017
- Work will begin at the end of this month on the designations of Critical Urban Freight Corridors that will be coordinated with VDOT

The region has 516 bridges. Of the 516, there are 22 bridges within the region that have either height or weight restrictions. The posted bridges create lengthy detours which add to the shipping costs. Mr. Robinson stated that CSX is the primary provider for rail freight services. CSX serves

as the National Gateway Corridor traversing throughout the region. Since 2002, there have been six rail crashes in the region.

Mr. Robinson stated the FAMPO region has two public-use airports; however, neither handles air cargo freights. The two regional airports are Shannon Airport in Spotsylvania County and Stafford Regional Airport in Stafford County.

Regarding the Commodity Flow component, Mr. Robinson advised that the region is a net importer of freight. In 2012, the region imported \$3.3 billion in goods and exported \$1.8 billion.

Mr. Robinson advised the Regional Freight Strategies (selected) will include the following:

- Work with VDOT in designating the Critical Urban and Rural Freight corridors
- Precursors to investment are critical first and then will include last mile connections
- Freight connections for the region's major shippers and receivers to be improved

- Incorporate freight concerns into a project prioritization process
- Due to the improvements in the Panama Canal, east coast ports will get busier so the region will need to ensure its road and rail connections to the Virginia ports are in optimal condition

- Support the viability of rail freight corridors
- Improvements will need to have regional support to the National Gateway corridor

- Improve Land Use management
- Land Use planning can help a region to mitigate unwanted conflicts between communities, shippers and haulers

- Implementation of the investment plan for the LRTP
- Continued and on-going improvements to I-95
- Construction of 3rd track on CSX lines in the Fredericksburg region (included as an Alternative in the DC2RVA rail project)

Mr. Roseboom advised that the CTB Rail Sub-committee will be meeting later this month and there is a CTB workshop scheduled in October. Mr. Roseboom stated the CTB is expected to adopt the freight plan in November.

Mr. Roseboom asked how the state is being incorporated into the section in the LRTP. Mr. Robinson advised the section is being referenced in the plan as the State Rail Plan affecting us in regard to the CSX lines.

Mr. Nelson stated that as this is a new addition to the LRTP, that more specific detail may be helpful. Mr. Robinson stated that currently staff is at the mid-way point of enhancing what is currently in the plan. These updates will be ongoing and will serve as a compliment to the state plan and are not designed to be a stand-alone regional plan. Mr. Robinson relayed that future

updates will include narrative discussions, where the commodity flows are, and where the employers are, etc. but we are not at that point in the process at this time.

Regarding the aviation component, Mr. Robinson advised there are 66 public-use airports in Virginia. Of the 66, nine serve as Commercial Service Airports which includes Dulles, Reagan, Charlottesville and Richmond airports. Eight serve as reliever airports including those in Stafford, Warrenton, Manassas, Leesburg, etc. There are 19 regional General Aviation airports that include Culpeper, Tappahannock, etc. Mr. Robinson advised there are 16 Community General Aviation airports that include those like Shannon Airport. Lastly, there are 14 Local Service airports like the airport at Lake Anna.

Ms. Utz asked what a reliever airport is. Mr. Robinson stated this would be the Stafford Regional Airport as it could serve as an alternative landing site should there be a national emergency occurring at either National or Dulles airports in Washington, DC.

There are two public-use airports located in the George Washington Region (Shannon – Community General Aviation Airport & Stafford – Reliever Airport). Mr. Robinson stated that currently there is no passenger service available at either of the airports within our region.

Mr. Robinson provided the following data on the region’s two airports:

Stafford Regional Airport

This airport is classified as a Reliever airport. It is owned by the Stafford County Regional Airport Authority and not by the elected officials. As previously stated, Reliever airports are in place to assist when airports like National cannot accommodate needs in a national emergency. Mr. Robinson advised that the most recent data available for the Stafford Regional Airport is from May 31, 2013.

Mr. Robinson stated the Regional Airport Authority board consists of 7 members; 4 from Stafford County; 2 from Prince William County; and 1 from the City of Fredericksburg. There have been 23,659 annual operations in the twelve months ending May 31, 2013. Mr. Robinson advised that operations are defined as either departures or arrivals.

Mr. Robinson relayed there are 69 based aircraft at the Stafford Airport which comes from data reported on May 11, 2016. This includes the total number of aircraft that is stored at the facility, either tied down or hangered. Mr. Robinson advised the airport opened in 2002.

Mr. Robinson sated the new terminal building opened in January of 2014. The airport currently has one runway which is 5,000 by 100 feet in size. Lastly, Mr. Robinson stated that in the 6-Year Airport CIP an additional 1,000 foot runway is planned.

Mr. Robinson stated Stafford Regional Airport is listed in the National Plan of Integrated Airport Systems (NPIAS) and plays an important role in the state and local aviation systems. Mr. Robinson advised the Virginia Air Transportation System 2011 Statewide Economic Impact

Study created 107 jobs; had an annual payroll of \$4.44 m; and generated \$18.41 m in total economic activity state-wide.

Mr. Robinson relayed the regional airport brings considerable quality benefits to a local community such as law enforcement support, flight training, air ambulance service, gateway for many VIPs traveling to the region, and home to several community events annually.

Mr. Robinson stated that future demand for the Stafford Regional Airport will include construction of runway extension; installation of new hangers; and other capital projects that are shown in the CIP.

Shannon Airport

Shannon Airport is classified as a General Aviation Community Airport. It is owned by Shannon Airport, LLC. (Mr. Robinson advised that there is now a new owner since previously mentioned in FAMPO's LRTP). Mr. Robinson stated that data from 2013 shows there were 31,593 annual operations, either departures or arrivals. As of report from May 11, 2016, there are 91 based aircraft at Shannon which includes all aircraft either tied down or hangered.

Mr. Robinson stated Shannon Airport opened in 1950 and the terminal building and airport museum have recently been renovated. There are currently two runways, 2,999' by 100' paved; 1,500' by 150' turf.

Mr. Robinson stated there are plans for a new taxiway, lighting upgrades, and obstruction removal within the 6-Year Airport CIP. Mr. Robinson advised there is a conflict on the runway extensions because of proximity of development to the railroad.

Mr. Robinson advised that the Shannon Airport is not in the National Plan of Integrated Airport Systems (NPIAS) so therefore relies on funding from: the State of Virginia, the Virginia Department of Aviation, or revenues generated at the airport.

Mr. Robinson advised that data obtained from the 2011 Virginia Air Transportation System Statewide Economic Impact study shows the following information:

- 83 jobs created
- \$3.04 m annual payroll
- \$11.83 m in economic activity statewide

Mr. Robinson advised the quality benefits to the community are: flight training; air ambulance service; gateway for VIPs traveling to the region; and aircraft maintenance. In regard to preparations for future demands, Mr. Robinson advised that the recent ownership change has resulted in refurbishment and upgrades to the airfield and landside pavements; refurbished terminal upgrades; and expanded services. Mr. Robinson advised that runway expansion is not feasible now due to adjacent constraints, both highway and railroad, and the airport could use improved access from Route 2 to include turn lanes, markings, signage, etc.

ii. Fiscal Constraint – Mr. Paul Agnello

Mr. Agnello advised that there is not as much funding available to the region that we would like and funding allocations are scarce. Mr. Agnello provided a funding breakdown for the 2045 CLRP which is for the FY2018-2045 timeframe.

Mr. Agnello stated in the Highway Capacity Expansion category the following funding is allocated:

Highway Capacity Expansion

Available Funding - \$706 m

Critical needs from I-95 Phase 1 & Unfunded Smart Scale - \$1.1 b (includes I-95 NB

River

Crossing project)

All unfunded needs from 2040 LRTP effort - \$10 b

Mr. Nelson stated that this funding deficit already suggests that our planning efforts reflect relative shortfall needs that cannot be sustained. Mr. Nelson stated even though these are system shortfalls he does not think this is a good message to the public. Mr. Nelson stated he does not want this to be perceived as a negative reflection on the region/staff.

Transit

Mr. Agnello advised there is \$111 m in available funding and most of this funding is needed for existing service. There is limited funding for new transit capital and limited funding for additional transit operating costs. Mr. Agnello stated that there are still some unknowns that remain to be allocated in this category so possibly the region will receive some additional funding but at this time the amount, if any, is unknown.

Additional Funding

Mr. Agnello advised the Atlantic Gateway FASTLANE Grant (Fred Ex) will be \$165m; the GWRC 5307 National Transit Database funding is \$30 m; and locality funding is \$463 m (Mr. Agnello stated the amount of local funding last time was \$250 m).

Mr. Agnello advised there are three proposed funding scenarios which include: Constrained Long Range Transportation Plan (CLRP); Additional Potential Revenues above CLRP (Additional \$2 b); and Unconstrained Needs Plan (approximately \$10 b for 2040 LRTP). Mr. Agnello stated that traditionally FAMPO has completed scenarios 1 and 3 and this round FAMPO is recommending completion of all three scenarios.

Constrained Long Range Transportation Plan (CLRP)

Highway Funding - \$706 m

Transit Funding - \$111 m

Mr. Agnello advised that the State used conservative numbers in both the allocations in Highway and Transit funding categories so the total allocations are expected to be greater but how much greater at this time is unknown.

Local Funding - \$463 m
Additional Funding - \$195 m (Atlantic Gateway & GWRC 5307)
Total - \$1.475 b + VRE

Additional Potential Revenues above CLRP (additional \$2 b)

Mr. Agnello stated that if additional state/federal funding becomes available that staff is including Scenario #2 so if any additional funding is allocated eligible projects will already be in place to submit for funding considerations.

Potential Sources
Regional Motor Fuels Tax Floor
Additional Local Revenue
Additional Federal/State Revenue
Volkswagen Settlement funding
I-95/I-395 Express Lanes Transit/TDM funding
DC2RVA Rail funding
Other

Unconstrained Needs Plan (Approximately \$10 b for 2040 LRTP)

Ms. Soneji asked what is the DC2RVA funding category. Mr. Agnello stated that is why he asked the question to Mr. Selleck on how much funding has been allocated to the Fredericksburg region. Mr. Selleck stated in his earlier presentation that at this time nothing has been allocated to the Fredericksburg region. However, the Fredericksburg project costs are \$507 m so if ever allocated, the FAMPO region would have an additional \$507 m added to the CLRP.

Ms. Soneji asked if the DC2RVA program is applying for other funding sources – i.e. Smart Scale, FRA, REF, etc. Mr. Roseboom stated that the majority of funding is for Northern Virginia; however, VRE funding could be applicable. Mr. Roseboom stated that DRPT did not project any potential forecasts.

iii. MAP-21/FAST Act Performance Measures Requirements – Mr. Paul Agnello

Mr. Agnello advised that in regard to the MAP-21/FASTACT Performance Measure requirements that there are new federal requirements implemented for MPO's to comply with. The seven performance measure areas are:

1. National Highway System Performance – Freight Movement on the Interstate System
2. National Highway System Performance – Congestion Mitigation & Air Quality Improvement Programs
3. Highway Safety Improvement Program (HSIP)

4. National Highway System – Asset Management Pavement and Bridges
5. National Highway System – Asset Management Transit Asset Management Plans and Emergency Relief Program
6. Transit Asset Management – National Transit Database
7. Transit Safety

Mr. Agnello stated the seven areas above are general areas and within each area there are different performance measures that need to be met as well. For example, the Safety measure has five different areas of compliance requirements. Mr. Agnello stated there are 15 MPO's in the State and FAMPO is the first MPO to be required to comply with the new measurements. FAMPO will continue working with the Secretary's Office, VDOT and DRPT to ensure the process, requirements and deadlines are met.

Mr. Agnello stated the requirements for the State to set targets and then the MPO's need to either accept or reject a target. Mr. Agnello advised that this region will need to be in coordination with the Washington, DC MPO.

Mr. Agnello stated that if an MPO completes its CLRP/TIP under SAFETEA-LU regulations before May 27, 2018, it is acceptable; however, CLRP/TIP amendments made after May 27, 2018 could trigger the need for compliance with MAP21/FAST ACT performance measure requirements. Mr. Agnello stated that staff is attempting to be proactive in the CLRP update so TIP amendments would not be necessary and complete the plan by May, 2018. Mr. Agnello stated the first goal is to make the 2045 FAMPO CLRP as compliant as possible with meeting first deadline performance measures.

Mr. Agnello stated the second goal is to meet all MAP-21/FAST ACT Performance measure requirements by second deadline. Mr. Agnello advised that a mini/condensed 20454 LRTP update in FY2018 will need to be completed by May 20, 2019. Mr. Agnello stated that the schedule for the federal process does not allow this to be done in time for the April, 2018 FAMPO 2045 LRTP update approval time frame.

a. August 10, 2017 – VDOT Letter – Mr. Paul Agnello

Mr. Agnello advised that included in today's packet is a copy of a letter written from VDOT to FAMPO which serves as the update on developing performance targets to be in compliance with federal regulations.

Mr. Agnello advised that schedule-wise, during September/October draft results and additional analysis will be completed. In November, completion of the I-95 Phase 2 Transit/TDM study will be finalized. In November/December, final results submitted to MPO committees for review. In December/January, a draft report will be available for review by MPO committees on the LRTP.

Mr. Agnello stated in 2018, January 25th to March 22nd the public involvement period will occur. In March of 2018, Smart Scale Round 3 process begins. In March/April of 2018, completion of the I-95 Phase 2 Highway study will be finalized. In late March/early April, LRTP revisions will be

made based on public comments received during public comment period. In April, 2018, CLRP/LRTP will be approved by FAMPO and GWRC committees.

Mr. Nelson stated that it appears that new performance measures relate more to the National Highway system so a lot of our existing performance measures will remain valid within our own network. Mr. Agnello stated that a lot of performance measures that are in place are coordinated with VDOT/DRPT and these will remain so will not be a new creation of the wheel.

Mr. Agnello stated there will be a number of performance measures being utilized by the MPO's and these efforts are being implemented by the update efforts. Mr. Agnello stated that there will be some tweaks needed and facets required that will not be covered before the plan will be adopted in April of 2018. Mr. Agnello stated that from a federal perspective, this is brand new and is more of an effort to retro-fit the State's plan into the federal process. Mr. Agnello stated this is probably the most significant changes for compliance by the State with the federal requirements in many years.

iv. I-95 Corridor Study Presentation – Mr. Paul Agnello

Mr. Agnello advised that the Phase II study objective is to develop a revised master plan for I-95 between mileposts 145 and 110 that takes into consideration weekday and weekend travel conditions. The study will provide projects that can be phased into smaller projects that could be considered for approval under the Smart Scale application process and/or other grant funding programs.

Mr. Agnello advised that the development of potential build alternatives are various ideas that have been recommended from the Advisory Committee. The alternatives are being tested to see the pros/cons of a project.

Mr. Agnello advised that recommendations have been received from the Advisory Committee and both the FAMPO Technical Committee and FAMPO CTAG will be asked to provide recommendations for testing as well. Mr. Agnello relayed that project recommendations can be submitted up to September 20th and that the Advisory Committee can submit up to three improvement projects for consideration.

v. Summary of 2045 LRTP Advisory Committee Meeting of June 22, 2017 and August 2, 2017 – Mr. Paul Agnello

Mr. Agnello advised that minutes from the June 22nd and August 2nd 2045 LRTP Advisory Committee meetings are included in today's agenda packet.

c.) Update on Smart Scale Round 3 – Mr. Paul Agnello

Mr. Agnello advised that since the last meeting, the State response to FAMPO Smart Scale Task Force recommendations has been received. The summary of State staff recommended changes to the Smart Scale process will be discussed. Discussion to occur on potential regional candidate projects to be submitted for Round 3 of the Smart Scale application process.

Mr. Agnello advised that FAMPO submitted 27 recommendations as input to the State in March of 2017. The State response accepted parts or all of 9 of the 27 recommendations submitted. Four of the ten recommendations on process changes were accepted and five of seventeen recommendations on prioritization methodology changes were accepted.

Mr. Agnello advised that in regard to significant changes based on FAMPO input in the process is that the Smart Scale Technical Guide will be made available before the start-up of the pre-application process. Also, improved application intake process that will provide reliable feedback on project applications was implemented. In regard to the scoring metrics Accessibility Factor the 45-minute threshold for highway trips was addressed. In both Round 1 and Round 2, it was implied that no one would commute further than 45 minutes. This region definitely exceeds the 45-minute commute time.

Mr. Agnello stated the second biggest issue is not including weekend traffic counts. The third issue is that the State is looking at using existing traffic updates rather than projected traffic data when looking at a project need. Mr. Agnello stated he is not sure if this if finalized at this time with the CTB; however, if implemented, this could benefit our region within the scoring metric process. The State has indicated they will not make any changes in regard to the weekend traffic congestion issues. GWRC, through its legislative agenda, is advancing this request to the General Assembly Committee for review in 2018.

Mr. Agnello advised that some major staff recommend changes from Round 1 & 2 to Round 3 in the application process are:

- Application period moved from August 1st to March 1st
- Limit on number of applications an MPO, locality or other entity can submit
- Limit on how far apart multimodal projects in the same application can be – decision still pending on this request

Mr. Agnello advised that at the July CTB meeting it was determined that localities with less than 200k in population and MPO's with less than 500k in population could only submit a maximum of four projects for consideration under Smart Scale. This threshold is the population number FAMPO, GWRC, and the localities qualify for. For populations greater than 500k, like VRE, these entities are eligible to submit eight applications for consideration.

Mr. Agnello advised that some projects do not require FAMPO/GWRC approval – these are some specific locality projects. However, in the past, FAMPO/GWRC has submitted Resolutions of Support for all projects.

Mr. Agnello stated that it is important for projects to be coordinated within the region to ensure that project applications are not duplicated. Mr. Agnello advised that even though the I-95 NB Rappahannock River Crossing project has been submitted as the number one project for project selection in both Round 1 and Round 2; however, there is discussion for Round 3 that the project may be removed and not re-submitted. This will be determined later in the process as the projects for consideration are submitted.

i. Potential List of Regional Smart Scale Projects – Mr. Paul Agnello

Mr. Agnello advised that included in today's packet, there are a list of potential projects that could be considered for submission for the Round 3 Smart Scale application process. The project list is just recommendation only at this time and is not considered to be the final projects the region will submit. Mr. Agnello stated that each locality can submit up to three projects for consideration and then staff will score the projects received and present the top three to the committee for recommendations of moving forward. Mr. Agnello asked for all project submissions to be submitted to him by September 20th.

CORRESPONDENCE

Mr. Agnello advised the committee that VDOT's design public hearing on the 95 Express Lanes Fredericksburg Extension will be held on Monday, September 25th. Mr. Agnello advised the meeting will be held at Stafford High School and will begin at 6:00 p.m. with a presentation at 7:00. Mr. Agnello stated that FAMPO staff would be attending and encouraged all members to attend.

STAFF REPORT

None

MEMBER REPORTS

City of Fredericksburg: Mr. Nelson asked if the power point presentation from the last Advisory Committee meeting from VISSIM is now available. Mr. Agnello relayed that the power point presentation is on the website.

County of Spotsylvania: Mr. Cole advised that the Transportation Advisory Committee will be meeting in Spotsylvania County on Thursday. Mr. Cole stated the purpose of this meeting is to discuss revenues and how the county can go about saving/securing projects.

Mr. Cole relayed that the county has hired a consultant who will be providing a corridor study within the county. Mr. Cole stated this study is expected to be completed in November and once the report is available, the contents will be relayed to the Technical Committee.

DRPT: Mr. Roseboom advised that the Advisory Board completed the final review/report in June and this report is now currently available on the website. Mr. Roseboom relayed the report will be submitted to the CTB in the fall as a legislative assembly action item.

Mr. Roseboom relayed that "Try Transit" week is occurring the week of September 18th through September 21st. Mr. Roseboom advised that FRED, PRTC and VRE are all participating and are offering drawings, giveaways, etc. Mr. Roseboom stated that DRPT will be giving away two round-trip Amtrak tickets.

FRED: Mr. White advised that FRED has undergone its two-day audit and all files/records, etc. have been submitted for review. Mr. White relayed that all of the new FRED buses are now on-line and fully operational.

GWRC: Ms. Utz advised that GWRC has re-newed the lease agreement in Ladysmith for the use of 25 spaces for commuter parking. Ms. Utz relayed that beginning this week, the fall advertising campaign is underway. Ms. Utz stated the fall advertising campaign is using multiple types of media advertising and the campaign will run through the second week in November.

VRE: Ms. Soneji advised that the first Wednesday in October VRE will be conducting its annual ridership survey. Ms. Soneji stated this survey is an important survey and the data is used for ridership forecasting. Ms. Soneji stated that VRE appreciates the help from localities and FAMPO staff in assisting with compiling the ridership data from the Fredericksburg region.

NEXT TECHNICAL COMMITTEE MEETING, October 2nd, 2017 at 9:30 a.m.
/ADJOURN

The next Technical Committee meeting will be held on Monday October 2nd, 2017. The September 11th meeting was adjourned at 11:32 a.m.



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
September 13, 2017**

fampo.gwregion.org/citizens-transportation-advisory-group

Committee Members Present:

Mr. Dave McLaughlin, City of Frederickburg
Mr. Tim Davis, Caroline County
Mr. Robert Ek, Caroline County (via “Go-To” meeting call-in)
Mr. John Davis, Spotsylvania County
Mr. Rupert Farley, Spotsylvania County (At-Large)
Mr. Larry Gross, Spotsylvania County (At-Large)
Mr. Stan Huie, Spotsylvania County
Ms. Adela Bertoldi, Stafford County
Ms. Dawn McGarrity, Stafford County
Mr. David Swan, Stafford County

Staff:

Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO

CALL TO ORDER

Mr. Quint called the meeting to order at 6:05 p.m.

APPROVAL OF AGENDA

Upon request by Mr. Farley, the editorial that ran in the September 9th Free Lance-Star was added on tonight’s agenda for discussion under Staff Report.

APPROVAL OF CTAG MEETING SUMMARY OF JUNE 14, 2017

Mr. Swan requested an edit to comments he made on page 3. The comments requested were clerical in nature and not in context. Upon motion by Mr. Farley and seconded by Mr. McLaughlin, with all concurring, the June 14th minutes were approved with the understanding an amendment would be made after the conclusion of tonight’s meeting.

**REVIEW OF FAMPO POLICY COMMITTEE MEETINGS OF JUNE 19, 2017
& AUGUST 21, 2017**

Mr. Quint advised the main topic of discussion from both meetings was consideration of establishing a Regional Transportation Authority to obtain additional revenue for the region.

Mr. Quint stated that decision from the Policy Committee from the August 21st meeting is the RTA will temporarily be put on hold. It was decided to re-evaluate this topic after the November elections have been held. It was also felt that the citizens and newly elected officials will need more education and information on this topic before being able to decide for or against.

Mr. Quint relayed that it was also decision from the Policy Committee to review paper presentations from both HRTAC and NVTVA who currently have an RTA established. The Policy Committee will discuss the paper presentations at the September meeting and then make a recommendation whether representatives from both respective organizations would be asked to come and make a presentation to the Policy Committee at the October meeting.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

a. Election of Officers– Mr. Nick Quint

There was committee consent in electing Mr. Dave Swan to serve as Chair for the upcoming year. As there were limited Spotsylvania County members present, two of whom were brand new members, the decision was made to defer appointing a Vice-Chair from Spotsylvania County until the October meeting.

At this time, CTAG members introduced themselves and Mr. Swan took over presiding as Chair.

b. DC2RVA Update– Mr. Nick Quint

Mr. Quint advised that the draft Environmental Impact Statement (EIS) was released by DRPT on September 8, and a public comment period was opened and will run for 60 days. Mr. Quint relayed that a public hearing will be scheduled in our region in early October, but details were not known as of the meeting.

Mr. Quint relayed the purpose and need of the study is to improve reliability, decrease travel times, and increase the frequency of service. Mr. Swan had questions regarding the Long Bridge portion of the project and Ms. Bertoldi asked if the recommended alternatives are finalized and moving forward.

Mr. Quint stated that the Commonwealth has determined that the most critical needs are in Northern Virginia. Mr. Quint relayed there are two projects in Northern Virginia that are moving forward, and no funding has been applied to the rest of the corridor. Mr. Davis stated that he thought the Long Bridge Project had received separate funding.

Mr. Quint stated the Long Bridge Project is currently under study with the District Department of Transportation, and this effort is slightly behind the DC2RVA study. To date, there is no funding designated for construction of the Long Bridge Project.

Mr. Quint relayed that DRPT stated there are no changes expected from the recommendations already presented. Mr. Ek asked if additional stops further south are planned. Mr. Quint relayed the study is not recommending new passenger service; however, this does not mean that additional stops will not happen in the future. Mr. Farley stated the platforms need to be raised and wondered if this was a recommendation. Mr. Quint stated that this was not part of the scope of the study. Mr. Swan stated that at the October DRPT public hearing the question needs to be asked about the fiber optic cable running along the tracks. Mr. Swan wondered if DRPT is getting any revenues from the cable, and if so, can this money be allocated towards rail improvements.

Mr. McLaughlin asked what the CTAG's role is in this process. Mr. Quint stated the public, as well as FAMPO staff is encouraged to attend the upcoming public hearings; however, this is not a FAMPO project so the role we play is limited at best.

Mr. Huie stated that one option that could be considered is "Rails with Trails". Unfortunately, the Rail Authority board does not want to be bothered with this option. The trail, though, could serve multiple functions since CSX could use it for maintenance purposes, and this could open up additional funding opportunities. Mr. Davis stated the problem with this alternative is that the study focused solely on rail expansion. Mr. Huie stated that people who ride "Rails with Trails" do this alongside the tracks. Mr. Huie stated that there are many communities in the State that have been revitalized with the trails. Mr. Huie stated this alternative gives functional options to a community and is a healthy community approach.

Mr. Quint advised that the recommended alternative for the FAMPO region is to add a third track through the City of Fredericksburg on the existing right-of-way. This includes a new Rappahannock River bridge parallel to the existing rail bridge. Mr. Quint advised that the portion of the corridor project to be built in Fredericksburg is expected to cost approximately \$507 million.

Mr. Quint stated that DRPT's prioritized recommendation summary for construction priority is as follows: Northern Virginia, Arlington, Fredericksburg, Richmond, and Central Virginia so this region ranks third in funding priority. Mr. Quint advised that there is still going to be a separate study that will occur after the conclusion of the study in place now for the Town of Ashland and that Ashland's improvements will not be a consideration with the current study recommendations.

Mr. Quint relayed that after the public hearings are concluded, the CTB will vote on a preferred alternative. A final EIS and Record of Decision (ROD) will be completed by December 2019.

c. 2045 Long Range Transportation Plan (LRTP) Update – Mr. Nick Quint

i. I-95 Corridor Study Presentation – Mr. Nick Quint

Mr. Quint advised the Phase II study objectives are to develop a revised master plan for I-95 between mileposts 145 and 110 that will consider both weekday and weekend travel conditions. Mr. Quint stated that staff is looking at submitting smaller projects along the corridor for funding consideration in the Smart Scale process, as well as capitalizing on other grant/funding programs that could be available.

Mr. Quint stated that staff are soliciting feedback on potential build alternatives for 2045. Some ideas that are being considered include:

- General Purpose lane widening in select areas
- Express Lanes extension to various points within the study area
- Potential new I-95 access points
- Collector-Distributor lanes constructed in key areas
- Improvements to existing interchanges
- Combinations of the above

Mr. Quint advised that each advisory committee member can submit up to three improvement projects for consideration. Mr. Quint relayed that CTAG is represented on the Advisory Committee (Mr. Farley & Ms. Larkins), so CTAG can submit up to three projects.

Mr. Quint stated the deadline for project submission is September 20. Mr. Swan asked that all CTAG members ensure Ms. Donley has correct email addresses, so he can follow-up with everyone after tonight's meeting. Mr. Swan stated he would take recommendations from each member, compile a list of the projects submitted, prioritize them accordingly, and forward to Paul Agnello. Mr. Swan stated that since the deadline is the 20, CTAG members should provide feedback to him by Friday, September 15.

Mr. Quint stated that the next steps are:

- Test the alternatives to see if they are eligible for moving forward
- Develop planning level cost estimates to each project submitted
- Complete modeling and calibrations of future no-build alternatives
- Continue working with Advisory Committee to receive consensus on build alternatives for testing
- Report results to Advisory Committee
- Screen alternatives to work towards a preferred solution

The CTAG committee members had the following comments, questions, etc.:

Mr. Davis asked if CD lanes are similar to the feeder lanes in Dale City. Mr. Quint concurred that they are.

Ms. Bertoldi stated she thought the current extension of the 95 Express Lanes was going to Route 17. Mr. Quint concurred that it will, but it is a separate project from the current extension that is under construction. Mr. Quint stated that the extension is known as Fred Ex, and preliminary engineering is currently underway; construction is expected to be completed in 2022.

On the slide that lists potential build alternatives, Mr. Gross stated it lists improvements to the Stafford Parkway from Exit 136 to Route 17 west, and a new arterial west of I-95 in Stafford between Garrisonville and Route 17. Mr. Gross asked if any Stafford representatives have heard anything about this project. Stafford representation advised they have not.

Mr. Farley asked if the Stafford Parkway is what was previously referred to as the Berea Parkway, and if so, why was the name changed. Mr. Quint concurred the Stafford Parkway is what was previously referred to as the Berea Parkway. Mr. Quint stated that since there was a lot of opposition to the original Berea Parkway project that included the outer connector, the name was changed to heed off some of the initial opposition.

d. Update on Smart Scale Round 3– Mr. Nick Quint

Mr. Quint advised that this presentation was made to the Policy Committee at last month's meeting. Mr. Quint explained the Smart Scale process to the new members.

Mr. Quint advised that there have been some recommended changes to Round 3 of Smart Scale:

- Application process will now begin in March rather than in August
- The number of applications a locality/entity can submit has been reduced
- There are limits/restrictions in place on how far multimodal projects can be from one another

Mr. Quint stated that all eligible entities will be divided into two categories (Tier I & Tier II). Tier I entities can submit up to four applications and Tier II can submit up to eight. All GWRC jurisdictions are Tier I. VRE is Tier II. Mr. Quint advised that the region as a whole can submit eight projects – four from FAMPO and four from GWRC. Also, each locality within the region can submit up to four projects, so potentially 28 projects could be submitted each cycle.

Mr. Quint stated that the Smart Scale process will begin in March 2018 and is a biennial process. In the November-January time frame, FAMPO committees will be discussing regional priorities. Mr. Quint stated that early in 2018, FAMPO will allocate the region's CMAQ and RSTP funding. Mr. Quint stated that CMAQ stands for Congestion Mitigation and Air Quality Improvement Program and RSTP stands for Regional Surface Transportation Program. Mr. Quint stated that the region receives approximately \$4 million annually from these two funding sources. Applying this funding to Smart Scale candidate projects makes them more competitive because the requested funding isn't as high.

Mr. Quint advised that in February/March the Policy Committee will approve the regional projects to be submitted. Mr. Quint advised that currently the potential regional projects that are being considered are:

1. I-95 NB Rappahannock River Crossing project (Mr. Quint advised this project has been submitted in both the first two rounds of the Smart Scale application process and has been unsuccessful both times. Mr. Quint stated that staff is currently working with VDOT to make this project more competitive. Mr. Quint also advised that there has been discussion from the Policy Committee on whether or not to remove the project and submit other projects that could have a higher likelihood of being approved. To date, there has not been a vote to remove the project).
2. I-95 SB at US 17 interchange improvements and US 17 STARS Study improvements (Mr. Quint advised that STARS is a VDOT study program that stands for Strategically Targeted Affordable Roadway Solutions. This program focuses on economical safety and other improvements. This study was completed in July).
3. I-95 NB at Route 3 interchange improvements and Route 3 STARS Study improvements.

4. Regional Park & Ride Lot improvements (this packages improvements at various park & ride lots within the region).
5. Mine Road Park & Ride Lot expansion (Mr. Quint advised this project was submitted in Round 2 of Smart Scale but was unsuccessful because it was combined with the 95 Express Lanes direct connect ramp).
6. New Park & Ride lot construction in the Chatham Heights area of Stafford County (Currently, GWRC leases parking spaces in two separate lots in the area, so there is a definite need).
7. Lafayette Boulevard intersection improvements at Kenmore Avenue and Charles Street.
8. Bicycle/pedestrian improvements in the City of Fredericksburg.

Mr. Quint advised that projects from ongoing studies could be added to this list. Mr. Quint stated these projects would come from the following studies: I-95 Phase 2; US 301/207; US Route 1 STARS; & Exit 126 STARS.

Mr. Swan relayed that there were two Smart Scale recommendations submitted by FAMPO requesting that changes be made to the process. Mr. Swan advised that FAMPO was the only MPO to submit comments. Mr. Swan stated that out of the 27 suggestions submitted, the Commonwealth accepted part or all of nine of them.

i. Potential List of Regional Smart Scale Projects – Nick Quint

Mr. Quint advised that included in tonight’s agenda packet information is a list of regional projects under consideration. Mr. Quint stated the list is not finalized and is provided for committee member review and input.

CORRESPONDENCE

Mr. Quint advised that on September 25 there will be an important meeting held by VDOT. This is the 95 Express Lanes Fredericksburg Extension (Garrisonville to US 17) location/design public hearing. This meeting will provide new information for where access points will be; what bridges will need to be replaced; where re-construction of I-95 will occur; how it will tie into the SB River Crossing project; etc. Mr. Quint stated the meeting is from 6-8 p.m. at Stafford High School. Mr. Quint advised that displays and visuals will be available for review and comment, and a presentation will begin at 7 p.m. Mr. Quint stated that FAMPO staff would be attending the meeting, and he encouraged each CTAG member to do the same.

Ms. Bertoldi stated that in years past, CTAG has had a table with displays and informational brochures and asked if this arrangement is in place for the September 25 meeting. Mr. Quint stated that FAMPO was not asked to set up a table for this meeting.

STAFF REPORT

Per request from Mr. Farley at the beginning of tonight’s meeting, Mr. Farley requested that a Free Lance-Star editorial titled “Building just one side of I-95 river crossing doesn’t make sense” should be addressed by the CTAG committee.

Mr. Farley said the editorial states that there is not a lot of money available to cover the projects needed in the region. Mr. Farley also stated that the I-95 NB River Crossing project has been submitted unsuccessfully twice. Mr. Farley stated that FAMPO's Administrator stated the NB River Crossing project "did not come close" to being selected for funding in part because Smart Scale is "very sensitive to funding leverage." In addition, Smart Scale metrics that were used to score projects only measure weekday commuter traffic between Tuesday and Thursday, and do not consider the worst northbound traffic congestion on Sunday.

Mr. Farley stated that his objections to the article were that the FAMPO Administrator did not also cite other concerns the region faces in making us more competitive with other regions within the state – i.e. the 45-minute cap on access to jobs; establishment of an RTA, etc.

Mr. Gross stated that he felt the statement was implying that if regions put up more money towards a project, possibly more projects would get approved.

Ms. Donley advised that FAMPO is in the process of updating its website, and she hopes this will be up and running by November. Mr. Gross stated that he thought the recent press release from the CTB regarding budget information was very informative. Mr. Gross stated that the focus appears to be all on Smart Scale where \$2.1 billion gets allocated; however, revenue sharing and other programs, etc. receive \$3.9 billion. Mr. Gross stated that all emphasis goes to Smart Scale; however, there are many other funding programs available that receive higher funding allocations.

MEMBER REPORT

None

ADJOURN

The September meeting concluded at 8:10 p.m. The next CTAG meeting will be held on October 11, 2017 at 6:00 p.m.

Meeting Minutes completed by Joanna Roberson

**Fredericksburg Area Metropolitan Planning Organization
2045 Long Range Transportation Planning Advisory Committee
Meeting #6 – 09/27/17**

Committee Members Present:

Mr. Erik Nelson, City of Fredericksburg
Mr. Craig Pennington, Caroline County
Mr. Dan Cole, Spotsylvania County
Mr. Joey Hess, Stafford County
Mr. Christopher Rapp, Stafford County
Mr. Tim Roseboom, DRPT
Mr. Chuck Steigerwald, PRTC
Mr. Stephen Haynes, VDOT
Ms. Sonali Soneji, VRE
Mr. Rupert Farley, CTAG

Others in Attendance:

Mr. Ram Jagannathan, Baker
Mr. Paul Prideaux, Baker
Ms. Katie List, Foursquare ITP (via Go-to Call In)
Mr. Jarred Toyos, Foursquare ITP
Mr. Adam Recchia, Foursquare ITP

George Washington Regional Commission (GWRC) Staff:

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

Welcome and Purpose of Meeting

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

Review of 2045 LRTP Advisory Committee Meeting of September 6, 2017 – Mr. Paul Agnello

Mr. Agnello asked if there were any questions or comments from the Advisory Committee from the September 6th meeting and there were no comments expressed.

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

Mr. Recchia advised that Foursquare has made revisions based on the comments received from the committee and these revisions are included in today's handout. Mr. Recchia stated that Foursquare is in the process of finalizing the transit route recommendations and finalizing the TDM plan. Mr. Recchia relayed Foursquare's task order will be completed soon and he will be providing a final update at the upcoming November 1st meeting. Mr. Recchia stated a complete overview from start to finish will occur in November, followed up with the draft and final report that will be submitted to FAMPO staff.

Mr. Recchia advised the study has shown the following transit service improvement options would be of benefit to the region and are listed as alternatives for consideration. The improvement options are as follows:

Implementation of Commuter Buses:

- 8 routes in place by 2024
- 9 routes in place by 2030
- 13 routes in place by 2045
- Reverse peak routes
- Commuter lot expansions

Mr. Recchia stated that VRE service improvements were also studied. Mr. Recchia stated that without commuter buses being added, the region would then need to determine how much new service options would be needed to satisfy the demand. Mr. Recchia advised that VRE improvements would include feeder services to Spotsylvania, Leeland Road, Brooke and Quantico stations.

In regard to vanpools, Mr. Recchia relayed that both expansion and maintaining existing vanpool service would still be needed as the market supports. Mr. Recchia stated that TDM strategies would occur that will support all modes of commuting options and will include Marketing & Incentives and Last-Mile connections.

Mr. Recchia relayed that two transit service improvement scenarios were studied. Scenario 1 includes what we currently have in place as well as the introduction of commuter bus services. This scenario would also include commuter buses as an alternate mode of transit. The study showed the following information on Scenario 1:

- Growth and transit demands will be absorbed by a commuter bus, VRE, and vanpools

- 13 commuter bus routes would be expected to meet the need by FY2045

- Commuter buses will also provide reverse peak routes

and will be supplemental to the VRE routes
Additional feeder routes to commuter lots and to the
VRE station will be needed

Commuter lot & VRE lot expansions will be needed

TDM strategies will be implemented

Mr. Recchia advised that Scenario 2 data is if commuter bus service is not introduced and just to meet the demand for existing services would focus on growth with the existing VRE/vanpool services and study showed the following:

Growth would be absorbed by both the VRE and vanpools

Feeder routes to commuter lots & VRE stations would
still be needed

Commuter lot & VRE lot expansion would still be
needed

TDM strategies would need to be included

Mr. Recchia advised that Foursquare is not advocating that commuter bus service is the only alternative; however, data did reveal it could be considered as an additional mode for consideration. Mr. Recchia stated that based on recommendations made from the Advisory Committee that a potential commuter bus option could have the following two options:

Commuter bus service that is operated by either/or
FRED/PRTC – this service could be directly operated or
bid out to a private bus entity such as MARTZ

Commuter bus service that could be operated by a new
regional transit authority agency – this service could
be directly operated or bid out to a private entity such
as MARTZ

Mr. Recchia stated that the TDM study was not done for the purpose of showing that commuter buses were the better alternative for what we currently have. Even though if commuter bus service is implemented, and some commuters would switch from their current mode of travel; however, commuter buses are not geared at competing with existing services but simply are providing an additional option and are to be complimentary. Mr. Recchia stated that providing citizens with more options could encourage more commuters to utilize one of the alternatives thus resulting in less single vehicle congestion on the roadways.

Ms. List with Foursquare advised the TDM plan is being developed to support transit recommendations and other non-SOV modes within the corridor. The TDM plan shows the following four elements:

- GwRideConnect I-95 multimodal target marketing – ongoing
- Commuter bus marketing
- Enhanced commuter programs & services
- First Mile/Last Mile connections – could allow for interest in a bike share program

Ms. List stated that a TDM plan would include follow-up and monitoring for the following areas: Target Marketing; Commuter Bus Marketing; Enhanced Commuter Programs; & First Mile/Last mile connectivity.

Mr. Recchia stated that Foursquare will be finalizing the TDM recommendations and the final report will also include cost estimates for support for other improvements.

I-95 Phase 2 Highway Study – Mr. Paul Prideaux, Baker

Mr. Prideaux with Baker International gave an updated on the I-95 Phase 2 Highway Corridor study. Mr. Prideaux stated that the study is defining a no-build alternative on which we will build and this is what is being used as the base years for comparisons.

Since the September 6th meeting, Baker has completed the following tasks:

- Coordination with VDOT on exact understandings of infrastructure/operational details of the FredEx project so the study team can complete modeling correctly and exactly into the no-build scenario – Mr. Prideaux stated that ongoing communication will continue to occur with VDOT, staff, etc.

- Travel Demand forecasting reflecting a no-build scenario has been completed

- Preliminary modeling of no-build scenario using VISSIM tools for determining travel demand
- Forecasts with VDOT buy-in

Mr. Prideaux re-stated that for the purpose of this study, the no-build alternative is defined as the future conditions that will include all of the planned and programmed improvements to the region other than the changes that are expected to be tested as part of the study.

Mr. Prideaux stated the future no-build assumptions still include the following infrastructures:

- I-95 corridor as it exists today

Southbound CD lanes between Exits 133 & 130

FredEx proposal to extend reversible express lanes further south to Exit 133

Interchange modification improvements at Exit 130 which replaces the existing eastbound to northbound loop ramp that has been previously a weave design that has been challenging – this will be replaced with a triple-left turn lane and will result in improvements to Exit 126

Mr. Prideaux advised that introducing a new concept of No-Build +, which would include everything in the no-build scenario plus the northbound I95 Rappahannock River Crossing project (CD-lanes) is still being tested. Mr. Prideaux stated that results of study data on this alternative will be analyzed for operational performance levels and will be presented for review at the upcoming November 1st meeting. Mr. Prideaux advised that just so as much data that can be compiled for comparison will be available in the final report will contain a couple of additional alternatives/possibilities beyond the no-build alternative.

Mr. Agnello stated that staff has received comments on additional potential alternatives for consideration that are not on the original no-build project list. A few of these are:

Widening of Courthouse Road west of I-95 (submitted by CTAG)
New Park & Ride lot on the Route 3 east corridor
New interchange at Exit 101 (Carmel Church/Doswell – Caroline County)

Mr. Prideaux stated that study efforts have already been completed on other concepts such as the following:

Improvement or construction of non-interstate roads that run parallel to I-95 in the east & west bound directions

New roadway that would connect the Stafford Courthouse area to King George County heading towards Dahlgren

Improvements being made at Exit 133 to assist traffic going to and from in the east bound direction

ITS improvements such as Active Traffic Management Systems (ATMS), Integrated Corridor Management (ICM), ramp metering, variable speeds, shoulder lane usage & other innovations

Mr. Prideaux advised that when testing candidate alternatives, the following evaluation criteria will be considered:

A forecasted increase in person movement when compared to the no-build conditions

A forecasted decrease in person travel delay times when compared with a no-build condition

Physical impacts (footprints)

Consistency with existing/updated local, state, & federal plans & policies

Planning level cost estimates to be included

Mr. Prideaux stated the additional testing will show comparisons versus the person movement and travel times. Mr. Prideaux stated the next steps in the study process are as follows:

Obtain committee feedback from today's presentation by October 6th

Complete the modeling/calibrations for future no-build alternatives that will also include Sunday traffic analysis

Continue working with Advisory Committee to come to an agreement on the bundling of three-build alternatives for testing purposes with concepts for a low, medium, or high build-out

Test all build alternatives into the VISSIM modeling tool to build a stronger study

Report results to Advisory Committee that shows the comparative results

Screen additional alternatives that work towards a preferred solution

Update on Schedule – Mr. Paul Agnello

Mr. Agnello advised the schedule is as follows:

October:

Alternative development & analysis for I-95 Phase 2 Highway study – Underway and any additional input is to be submitted by October 6th

Completion of Transit/TDM and Bike/Ped analysis – completed by
November:

November 1st – Meeting #7 for LRTP AC committee – meeting to begin at 12:00 noon with lunch to be served

Completion of I-95 Phase 2 Transit/TDM study

Completion of Highway Analysis for LRTP – Marti Donley currently compiling data

Additional analysis for I-95 Phase 2 Highway study – Technical analysis to be completed by March, 2018

December:

December 8th – LRTP Draft Documentation to be available

December 11th-13th – Tentative timeframe for LRTP AC to review plan at the 8th advisory committee meeting

December 18th – special FAMPO Policy Committee – approval of some LRTP items, including Map-21/Safety performance measures

Additional analysis for the I-95 Phase 2 Highway study

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 October 6th.

Next Steps & Adjourn

Mr. Agnello advised the next advisory committee meeting will be scheduled for November 1st beginning at 12:00 noon and lunch will be provided.

The 6th 2045 LRTP Advisory Committee meeting was adjourned at 2:38 p.m.