

**Fredericksburg Area Metropolitan Planning Organization
2045 Long Range Transportation Planning Advisory Committee
Meeting #5 – 09/06/17**

Committee Members Present:

Mr. Erik Nelson, City of Fredericksburg
Mr. Craig Pennington, Caroline County
Mr. Doug Morgan, Spotsylvania County
Mr. Ed. Petrovitch, Spotsylvania County
Mr. Joey Hess, Stafford County (In at 1:10 p.m.)
Mr. Tim Roseboom, DRPT (In at 1:11 p.m.)
Mr. Ivan Rucker, FHWA (Via Conference Call)
Ms. Lynn Erickson, National Capital Region Transportation Board (Via Conference Call)
Mr. Chuck Steigerwald, PRTC
Ms. Linda LaSut, VDOT
Ms. Sonali Soneji, VRE

Others in Attendance:

Mr. Ram Jagannathan, Baker
Mr. Paul Prideaux, Baker
Ms. Katie List, 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
Mr. Colin Cate, FAMPO
Ms. Diana Utz, GWRC
Ms. JoAnna Roberson, GWRC

Welcome and Purpose of Meeting

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

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

Mr. Prideaux advised that the purposes of the Phase II Study objectives are to develop a master plan for I-95 that covers the geographical areas from Exit 145 to Exit 110. Mr. Prideaux stated this study will include data for both weekday and weekend travel conditions. Mr. Prideaux relayed the final report will include recommendations received from the Advisory Committee for projects for

consideration into the Smart Scale process. Mr. Prideaux stated the projects selected will include what was originally a large project now being phased into smaller projects; projects for funding opportunities in other grant programs; etc.

Mr. Prideaux advised that the following work has been completed since the August meeting to include:

1. Revisions being made to existing conditions in the VISSIM model analysis based on feedback received from the Advisory Committee
2. Implementation to YouTube access for videos, graphics, Power point presentations, etc. that is included with agenda packets
3. Coordination with VDOT on exact understandings of infrastructure/operational data for the Fred Ex project to allow the information to be modeled correctly into the No-Build scenario alternative (this includes required shoulder widths needed, etc.)
4. Work updated; however, still in process, but travel demand forecasting input for future years travel demand forecasting
5. Begin the modeling input for the No-Build alternative in VISSIM by using travel demand forecasts – the calibrations are being worked on now

Mr. Prideaux advised that in order for the model to be successful and accurate, it is critical to have the No-Build assumptions correct as this will be the basis used for all build alternative testing. Mr. Prideaux stated that for the purpose of this study, the No-Build is defined as the future conditions with all planned and programmed improvements included other than the changes expected to be tested as part of the study.

Mr. Prideaux stated that the future No-Build assumptions include the following infrastructures:

1. I-95 corridor as it exists today
2. Southbound CD lane project between Exits 133 and 130
3. Fred Ex proposal to extend the reversible express lanes further south to the vicinity of Exit 133 (Route 17)
4. Interchange modifications at Exit 130 which will replace the eastbound to northbound loop ramp (removing the existing weaving traffic pattern) with a triple left-turn lane

Mr. Agnello advised that a VDOT public meeting is scheduled for September 25th from 6-8:00 p.m. Mr. Agnello stated this is a location/design meeting so some of the unanswered questions that remain now could be answered at the location and design meeting that is upcoming.

Mr. Prideaux stated that the potential build alternatives will be available to the Advisory Committee for consideration of build alternatives for additional testing to include the following:

1. General Purpose widening in select areas within the region
2. Express Lane extensions to various points within the study area
3. Potential new I-95 access points
4. Potential new Collector-Distributor lanes in specific key areas
5. Improvements to the existing interchanges
6. Combinations of all of the above

Mr. Petrovitch asked if a project has previously been submitted for consideration does it need to be re-submitted or will it automatically be tested? Mr. Prideaux stated that in order to include all alternatives, it is his recommendation that all projects for consideration should be re-submitted for testing. Mr. Prideaux advised that some potential build alternatives that will be tested are as follows:

1. General Purpose lane widenings (from 6 to 8 lanes from Exits 148 to 110)
2. I-95 Express Lane improvements (extension from Exit 133 to Exit 126); potential new access point at Exit 128 – Harrison Road)
3. Potential Interchange Improvements (new interchange at Exit 131 to Central Park; new interchange at Exit 128 – Harrison Road; interchange improvements at Exit 126 to Route 1 and Route 17)
4. Other road improvements (Stafford Parkway from Exit 136 to Route 17 west; new arterial improvements West of I-95 between Garrisonville and Route 17)

Mr. Agnello asked that committee members reply back to him by September 20th with projects from each locality that is being recommended for consideration. Mr. Agnello stated that each committee member can submit up to three projects from consideration and these are projects submitted from the GWRC localities, CTAG, DRPT, FHWA, MWCOG, PRTC, and VDOT.

Mr. Prideaux stated the next steps will be the following: complete modeling and calibrations of future No-Build alternatives; continue work with the Advisory

Committee to receive consensus on Build alternatives to be tested; test the build alternatives within the VISSIM modeling tool; report comparative results to the Advisory Committee; and screen alternatives to work towards preferred solutions.

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

Mr. Recchia advised that Foursquare was tasked with six requirements, with the first three being completed. Task 4 (transit route recommendations) and Task 5 (TDM plan) are still on-going. Task 6 (Draft and Final report) will be finalized in the October/November 2017 time frame.

Mr. Recchia stated that for Task 4 (transit route recommendations) data is being utilized from the FAMPO model and Streetlight to estimate total transit options for demand in the GWRC region and points further north (Northern Virginia/DC). Mr. Recchia advised the options being studied will include commuter bus, VRE, and vanpools.

Mr. Recchia advised the data being utilized for Vanpools comes from current ridership plus growth rate percentages added based on the FAMPO model projections. For VRE, the current ridership data plus growth rate from model minus riders who may shift to commuter bus service if available due to the ability of the bus to provide more direct service to job sites. Commuter bus data is generated based on the surplus of demand after vanpool and VRE numbers are calibrated.

Mr. Recchia relayed that once the TDM study has been completed the following elements will have been studied to include: Commuter Bus service, VRE improvements, Feeder services, new Vanpools and TDM measures. Mr. Recchia stated that all options will be prioritized and included into FAMPO 2045 LRTP.

Mr. Recchia stated the next steps are as follows:

1. Make final revisions to transit plan (after including feedback received from today's meeting) – Mr. Agnello asked that all feedback be submitted to staff by September 8th
2. Selection of commuter bus and vanpool routes to be included in LRTP by using prioritization methodology
3. Finalize TDM recommendations that would support other Improvements (to be presented at October meeting)

Update on Bicycle/Pedestrian Plan – Mr. Nick Quint

Mr. Quint advised that the FAMPO Bicycle/Pedestrian committee met last week. The meeting will be referred to as BPAC. Mr. Quint stated the first meeting consisted of reviewing by-laws, vision statement, goals/objectives, and analysis of bicycle level stress versus bicycle demand concerns throughout the region.

Mr. Quint stated the committee will be meeting again in late September and late October. The committee's upcoming tasks are the following:

1. Potentially adjusting the East Coast Greenway route
2. Determining needed facility types
3. Include the 5 E's for bicycle planning (developed by the league of American bicyclists)
4. Identification for potential corridors

Mr. Quint stated that the Needs Plan is developed and will be included as constrained projects as part of the CLRP. Mr. Quint advised the final plan will be submitted to the Policy Committee for adoption in January of 2018.

Update on Funding Scenarios and Schedule – Mr. Paul Agnello

Mr. Agnello advised that there is limited funding for the 2045 CLRP covering the time period from FY2018 to FY2045. Mr. Agnello stated funding is allocated to three areas which are as follows:

1. Highway Capacity Expansion
Available funding - \$706 million
Critical Needs from I-95 Phase 1 & Unfunded Smart Scale - \$1.1 billion
All unfunded needs from 2040 LRTP effort - \$10 billion
2. Transit Allocations
Available Funding - \$111 million (most of this funding is needed for existing service)
Limited funding for new Transit Capitol needs
Limited funding for additional Transit operating needs
3. Additional Funding (one time funding sources)
Atlantic Gateway FASTLANE Grant ("Fred Ex") - \$165 million
(Express Lane extended to Route 17)
GWRC 5307 National transit database funding - \$30 million
(this is in addition to the \$700 million already allocated)
Local Funding - \$463 million (City of Fredericksburg, Spotsylvania County and Stafford County)

Mr. Agnello advised that the proposed additional funding scenario alternatives were reviewed by the FAMPO Policy Committee at their August 21st meeting. As of this time, no endorsement by the Policy Committee has been made on whether any of the proposed additional funding scenarios will be adopted.

Mr. Agnello advised that the I-95 Phase 2 study that is ongoing is expected to be finalized in November of 2017. In the September/October time frame draft results and additional analysis will be conducted by staff. Mr. Agnello stated that the I-95 Phase 2 TDM study will be

forwarded for review to the FAMPO committees in the November/December time frame. In December/January, a draft report for inclusion into the LRTP will be submitted for review to the FAMPO committees.

Mr. Agnello stated that beginning in January (January 25th) and concluding March 22nd, 2018, the public involvement process will occur. In March of 2018, Round 3 of the Smart Scale process begins. In March/April, 2018, the I-95 Phase 2 highway study will be completed. Mr. Agnello relayed this was previously not formerly a part of the LRTP; however, will be included in the update for FY2045. In late March/early April, LRTP revisions will be made based on public comments submitted. Mr. Agnello stated that in April, 2018, the CLRP/LRTP will be submitted to both the FAMPO Policy Committee and GWRC committee for approval and adoption. Mr. Agnello relayed the updates need to be approved by May of 2018; however, FAMPO is striving to have the approval received prior to May of 2018.

Questions & Input from Advisory Committee Members

Mr. Agnello asked that any additional member comments be forwarded to FAMPO staff by September 20th.

Next Steps & Adjourn

Mr. Agnello advised the next advisory committee meeting will be scheduled after the conclusion of today's meeting and meeting notification will be utilized on the meeting "Go To" portal for members to reply back with availability.

The 5th 2045 LRTP Advisory Committee meeting was adjourned at 2:55 p.m.