

**Meeting Summary
Policy Committee Meeting
January 26, 2009**

Members Present:

Mr. Mark Dudenhefer, Stafford County, Chair
Mr. Matthew Kelly, City of Fredericksburg
Mr. Phil Rodenberg, City of Fredericksburg
Ms. Mary Katherine Greenlaw, City of Fredericksburg
Mr. Al Harf, Potomac and Rappahannock Transportation Commission (PRTC)
Mr. Benjamin Pitts, Spotsylvania County
Mr. Douglas Barnes, Spotsylvania County
Mr. Anthony Romanello, Stafford County
Mr. Bob Woodson, Stafford County
Mr. Paul Milde, Stafford County
Mr. Maxie Rozell, Caroline County
Mr. Quintin Elliott, Virginia Department of Transportation (VDOT)
Ms. Jamie Brown-Porter, Virginia Department of Transportation (VDOT)
Ms. Unwanna Dabney, Federal Highway Administration (FHWA)

Others Present:

Mr. Fulton deLamorton, Stafford County
Ms. Sara Woolfenden, Stafford County
Mr. Mike Finchum, Caroline County
Mr. Eldon James, Rappahannock Regional Disability Service Board
Mr. Eric Vogel, Virginia Department of Transportation (VDOT)
Mr. Jim Ponticello, Virginia Department of Transportation (VDOT)
Mr. Tom Rumora, BRAC Coordinator
Ms. Kelly Hannon, *Free Lance Star*
Mr. Rupert Farley, FAMPO Transportation Advisory Group Member

Staff Members Present:

Mr. Lloyd Robinson, FAMPO Administrator
Mr. Robert Wilson, George Washington Regional Commission (GWRC)
Ms. Diana Utz, George Washington Regional Commission (GWRC)
Mr. Andy Waple, George Washington Regional Commission (GWRC)
Mr. David J-H Lee, George Washington Regional Commission (GWRC)
Mr. Daniel Reese, George Washington Regional Commission (GWRC)
Ms. Jean Ivester, George Washington Regional Commission (GWRC)
Ms. Marti Donley, George Washington Regional Commission (GWRC)

CALL TO ORDER

Chairman Mark Dudenhefer called the meeting to order at 7:06 p.m. The Pledge of Allegiance was recited.

DETERMINATION OF QUORUM

A quorum was present.

PUBLIC INVOLVEMENT

No comments from the public were made.

APPROVAL OF FAMPO AGENDA

A motion was made to by Mr. Kelly and seconded by Ms. Greenlaw to approve the FAMPO Agenda of January 26, 2008 with moving item 16b) FAMPO Resolution No. 09-01, Adopting the 2035 Long Range Transportation Plan (LRTP) from the Consent Agenda to 17d.) under Action Items. The Board voted unanimously.

CONSENT AGENDA

a.) Approval of FAMPO Meeting Summary of December 15, 2008

A motion was made to by Mr. Kelly and seconded by Mr. Woodson to approve the modified Consent Agenda. The Board voted unanimously.

ACTION ITEMS

a.) FAMPO Resolution 09-02, Supporting the Request of the City of Fredericksburg for a Functional Classification Revision

The Fredericksburg City Council is requesting that the Virginia Department of Transportation (VDOT) revise the functional classification of Cowan Boulevard, Carl D. Silver Parkway, and Fall Hill Avenue from urban collector to minor arterial. These three roadway link collectors to the urban highway system and carry traffic volumes more typically handled by minor arterials. This was endorsed unanimously by the FAMPO Technical Committee. The FAMPO Resolution supports the City Council's Resolution which is scheduled to be presented to the Fredericksburg City Council on January 27, 2009. A motion was made by Mr. Kelly and seconded by Ms. Greenlaw to adopt Resolution 09-02, Supporting the Request of the City of Fredericksburg for a Functional Classification Revision. The Board voted unanimously.

b.) FAMPO Resolution 09-03, Approving a Project to Repair the Canal Path Trail in the City of Fredericksburg

This is an emergency situation for the City of Fredericksburg. An inspection by City staff has identified deficiencies on the Canal Path Trail consisting of a sink hold, a breach under the trail, and erosion at both ends of an existing culvert. The current condition of the Canal Path is that the deficient section could collapse at any time and is unsafe to trail users. Included in the packet are drawings and estimates. A Transportation Improvement Program (TIP) adjustment could be implemented to remove Regional Surface Transportation Program (RSTP) funds out of reserve for engineering and removal/replacement costs that are estimated at \$75,000. This was endorsed unanimously by the FAMPO Technical Committee. During the discussion, concerns were expressed as to whether FAMPO should fund small local projects. Mr. Kelly stated that the LRTP supports Regional trails. A suggestion was made to task the Technical Committee to develop a specific procedure on how to implement the reserve funds and/or have the FAMPO staff give the Board a briefing on what funds are available and how they can be allocated. Mr. Robinson stated that the Technical Committee will undertake the Congestion Mitigation and Air Quality (CMAQ) and RSTP allocation in April. The Technical

Committee can either complete a methodology for expenditure of reserve funds now or complete it comprehensively as part of the CMAQ and RSTP allocation in April.

A motion was made by Mr. Romanello and seconded by Mr. Woodson to defer Resolution 09-03, Approving a Project to Repair the Canal Path Trail in the City of Fredericksburg. The results of the Role Call Vote were 6 to defer and 4 not to defer.

c.) FAMPO Resolution 09-04, Adopting the 2009 Federal Transportation Legislation

Attached to the Resolution is a position paper entitled FAMPO Region Federal Transportation Priorities – January 2009. The Statement of Principle which states that an effective Regional MPO is beneficial to the entire area, to local governments and to the Commonwealth. If some local governments desire to pursue individual project priorities outside the Regional process, it is detrimental to the greater success of the FAMPO Region and to the long term goals of each of the local governments comprising FAMPO. In highway project prioritization methodology adopted by FAMPO, the higher prioritized projects will be implemented before other projects, but all projects will move forward. The Federal Legislative Priorities for 2009 include the following:

Stimulus Package

Within the Stimulus Package, there are three specific actions being requested by our State Congressional Delegation:

- *Uses and Funding Levels* – Fund highway and transit projects and programs through the existing Surface Transportation Program (STP) where all phases of projects are eligible and Federal Transit Administration (FTA) Section 5307 program.
- *Equitable Intra-State Allocation of Highway Funds* – Include language in the Stimulus Package which assures an equitable intra-State allocation of STP funds.
- *Transit Services* – This is an American Public Transportation Association (APTA) position recommending \$2 million be set aside nationally for Transportation Operations Assistance.

2000 Census

The US Department of Commerce has been directed to adopt Delineation Criteria which are the rules by which urbanized areas are defined after counts are completed. In the 2010 Census, the FAMPO will probably become a Transportation Management Area (TMA) because the population will be over 200,000.

SAFETEA-LU Reauthorization

- *Overall Reauthorization* - Most of the Federal trade organizations have recommended over the last two years a reauthorization of \$100 billion annually for six years.
- *Highway Reauthorization* - Continue STP, CMAQ and PL funding, including set-asides for TMAs. If earmarks are included in the final bill, fund all design and environmental work for the four major Interchanges projects in the FAMPO area for a combined total of \$80 million for these improvements.
- *Transit Reauthorization* – Consistent with American Public Transportation Association (APTA) recommendations, continue the use of formula allocations through FTA Designated Recipients and allow transit systems of less than 100 peak hour buses in TMAs to use FTA Section 5307 funds to pay a portion of their operating deficits, up to a maximum of 50% of those costs. Combine New Freedom, Job Access/Reverse Commute (JARC) and Section 5310 Programs into one formula program, and allow operating expenses as an eligible expense. If earmarks are included in the final bill, \$60 million will be recommended for improvements.

A Transmittal Letter will be included with the Resolution and sent to the Governor, the Virginia Transportation Secretary, Members of the George Washington Region Congressional Delegation, to each of the local governments in the George Washington Region, and to each of the members of the Virginia Association of Planning District Commission (VAPDC).

There will be a two-part Resolution. The first Resolution will state that FAMPO is supportive of the Reauthorization in the macro sense as the stated in the industry lobbies, and that FAMPO is continuing to confer on the Region's prioritization list with earmark request to follow. Stay silent on both the transit and highways on the first Resolution, and on the second. Additional suggestions were also made to make the following revisions on the first FAMPO Resolution 09-04:

Discussion Paper

- Take out references about specific processes inside Virginia.
- Modify the language of Federal Highway Reauthorization to include references to the Regional Priority List requesting \$80 million.
- Remove the earmarks.
- Spell out acronyms.

Resolution:

- Correct the VAPDC name.
- Add the Virginia Transportation Secretary to the Distribution List.

The second Resolution will include a specific prioritization list.

Mr. Harf made a motion which was seconded by Mr. Kelly to adopt the amended Resolution 09-04, Adopting the 2009 Federal Transportation Legislation with the above changes, and to send a second Resolution at a later date which will include a specific prioritization list. The Board voted unanimously.

Mr. Eldon James gave an update on the status of HOUSE BILL No. 2009, "A BILL to create the George Washington Toll Road Authority and to prescribe its powers and duties". This BILL is on the docket for House Transportation for Tuesday, January 27, 2009. The Chairman will re-refer it to House, Counties, Cities and Towns. The Transportation Committee wants the House, Counties, Cities and Towns to deal with this BILL because they work with Section 15.2 of Code. It will be before subcommittee Counties, Cities and Towns either February 4, 2009 or February 5, 2009 which is the last meeting of these subcommittees. The Patron requested a meeting in the next few days to help him prepare a presentation. The Department of Transportation is currently reviewing the BILL to add their comments or suggested language.

d.) FAMPO Resolution 09-01, Adopting the 2035 Long Range Transportation Plan (LRTP)

This Resolution is for the adoption of the 2035 Long Range Transportation Plan. A few members of the Policy Committee requested that a few topics be discussed for the adoption of the LRTP. The Public Involvement Process is complete, and the Public Transportation Advisory Board (PTAB) had a few concerns about sprawl and parking being noted. The Technical Committee formally reviewed the LRTP, and a unanimously recommended the adoption of the LRTP, and PTAB endorsed the transit portion of the LRTP.

Some of the changes that have occurred resulting from public comment are the following:

- Mapping layout was changed for ease of reading.

- Minor language changes were made on the Transit portion.
- A statement was included regarding the Maintenance Funds which are likely to be available over the life of the Plan.
- Documentation of Projects that have already received funding. The cost estimates in the Plan are reflective of the money that has already been placed on the projects.

VDOT stated that there are a six of projects that may not have been included in the list that are projects already in local secondary six-year plans. These projects are moving forward, and these projects are in the adopted Transportation Improvement Program (TIP) and in the Statewide Transportation Improvement Program (STIP). Depending on the cost of these additional projects, there is reserve fund allocated in the Constrained Plan. These projects can be added to Existing Committed Project List which will not have an impact on the Fiscal Constrained Project List.

A suggestion was made to give direction to the FAMPO staff to add the six projects, reconcile the list, and to make certain that there is no adverse impact on the Constrained Long Range Plan (CLRP).

Mr. Pitts raised a concern of the some Spotsylvania citizens. They felt that the LRTP showed the lack of smart growth issues, the lack of more use of Urban Development Areas (UDAs), and that it promotes sprawl. Mr. Robinson stated that the Spotsylvania County’s Planning Director and staff reviewed the Comprehensive Plan and forecasted where the densities would be and it reflected the County’s policy including UDAs. The UDAs only called for four per acre and that is not transit supportive. The Findings in the LRTP show that the historic and future land use policies in our Region, collectively, are still promoting development, largely, at the suburban fringe. This is an issue because that eliminates transit as a tool in the transportation toolbox, and it makes transportation overall more expensive and less effective. Once this LRTP is adopted, the next one will be in four years in which the development will begin soon. If directed by the Board, the FAMPO staff will initiate the Regional Land Use Scenario Planning exercise.

Mr. Kelly made a motion which was seconded by Mr. Harf to adopt Resolution 09-01, Adopting the 2035 Long Range Transportation Plan (LRTP) provided that the additions that FAMPO staff will be working with VDOT on will not have an adverse impact on the Constrained Long Range Plan. The Board voted unanimously.

Mr. Rodenberg pointed out that the Transit Needs Plan on page 62 refers to a Celebrate Virginia Transportation Center. This is not supportive of the City of Fredericksburg’s Comprehensive Plan. He requested the language be modified to say that, “FAMPO is evaluating the Celebrate Virginia Transportation Center concept”.

Mr. Kelly made a motion which was seconded by Mr. Harf to adopt Resolution 09-01, Adopting the 2035 Long Range Transportation Plan (LRTP) provided that the additions that FAMPO staff will be working with VDOT on will not have an adverse impact on the Constrained Long Range Plan, and to include the modified language suggested by Mr. Rodenberg. The Board voted unanimously.

DISCUSSION ITEMS

a.) High Occupancy Toll (HOT) Lanes Parking

The Technical Committee formed a Parking Task Force chaired by Ms. Sara Woolfenden of Stafford County. Vanesse Hangen Brustlin, Inc. (VHB) is the on-call consultant for this project. The Board has already authorized FAMPO staff to spend up to \$100,000. Mr. Robinson reviewed a presentation on the HOT Lanes Park & Ride Lot Study. This work will be in partnership with FAMPO, VHB, Transurban, and Virginia Department of Transportation (VDOT). Flour-Transurban has committed to construct 3,000 Park & Ride lots spaces in the I-95 corridor. Of those 3,000 Park & Ride Lots, our Region will receive 300 Park & Ride Lots in Massaponax, and 1,050 Park & Ride Lots in Garrisonville. The Parking Task Force will be locating those spaces that work from a transportation and long term land use standpoint including transit. In addition, the Virginia Department of Rail and Public Transportation (DRPT) study recommended an additional 3,700 additional spaces in the corridor including some for the Virginia Railway Express (VRE) in which half has been assigned to the south. Throughout the process of locating Park & Ride spaces, the task force is mindful of the issues of the City of Fredericksburg with sightings in the Celebrate Virginia area. The sighting of the Park and Ride spaces need to be compatible with the 2035 Long Range Transportation Plan (LRTP), have good access to transit, adjacent roads and HOT lanes. The task force will also screen and evaluate potential Park and Ride lot sites. The Parking Task Force needs to have the site selection completed within six or seven months because Transurban will finalize all site selections in September 2009. Each of the local governments will be briefed for input at the key point of this study, and then the results will be brought to the Policy Committee. The study approach will be three-tiered approach. Tier 1 includes screening sites at the 30,000 ft. level, environmental fatal flaws, and data acquisition. Tier 2 will include evaluating the nodes throughout the Region, and Tier 3 includes reviewing construction cost estimates for a Location Design Study. The consultants will be sending a draft Task Order, and after review, a Notice-to-Proceed letter will be issued. The Parking Task Force, the Technical Committee and the VDOT Working Group will be meeting on a monthly basis.

b.) Rest Area/Route 630/Jackson Gateway/Route 630 Interchange Access Update

The Feasibility Study/Interstate Justification Reports (IJR) for the I-95 Rest Area Access and Jackson Gateway Access are underway. Model is very important in these studies because it shows the highest potential volume. The Conceptual Design shows how the project handles the highest potential volume and the costs involved. The FAMPO Model used in a consistent fashion to get creditable outputs. There is a level of confidence that the numbers from the model are defensible and highly creditable. On the I-95 Rest Area Access Study, a Preferred Alternative will be identified in the next month to six weeks. The FAMPO staff will look for guidance from the Policy Committee for a Preferred Alternative.

c.) Proposed Revision to the Six-year Improvement Program/Stimulus Package

Included in the meeting packet is a document issued by the U.S. House Appropriations Committee on Additional Infrastructure Investment Formula Funding. Highways and Bridges as well as Transit Capital are represented on this document. The House version of this BILL runs all the money in the Highways and Bridges through the Surface Transportation Program (STP). Everything that is eligible in STP is also eligible in Stimulus for highways which include all phases. The funds are allocated among the various states by taking a percentage comes off the top as a set-aside for a Transportation Management Area (TMA) in the country. Ten percent was set aside for enhancements, and the remaining goes to the states. The following questions remain unanswered: How are the remainder of those funds in the State of Virginia sub-allocated around the State? Are they subject to the State Highway Formula where each VDOT District receives these funds? Are they under the digression of

the Commonwealth Transportation Board (CTB), or is it a mixture? Mr. Robinson is awaiting answers to the above questions from VDOT.

Also included in the meeting packet are two additional documents. The first document is a list of multi-modal projects that has been assembled by FAMPO staff while working with the Technical Committee for funding in Bonus Obligation (OA) and Stimulus. The projects include highway, bridge, enhancement and transit projects. The second document is a list recommended project cuts recommended by VDOT to the CTB. These project cuts are from the Interstate and Primary Programs in the Fredericksburg VDOT District in order to solve the State's fiscal crisis due to revenues being down. Planning District 16 (PD16) was assigned cuts totaling \$125 million, or about 7.9% of the statewide total. According to the Weldon Cooper Center, the 2007 population of the State of Virginia was about 7.712 persons. The 2007 population of PD16 was about 312,000 people, or about 4.1% of the State. Thus FAMPO and PD16 were cut at just under twice their population of the statewide population.

Mr. Elliott stated that when reviewing the overall Six-Year Plan, the entire document is analyzed to determine what the impacts have been of each individual project, what was in the previous plan, and what is in the current plan to determine the total impacts that occurred in each district. He said the cut list shows the projects that did not make it into the Six-Year Plan, and that there are other fiscal impacts that have occurred in each district on projects. There were shifts in dollars on actual projects, and schedules were changed moving back the project. Therefore, the funding levels in the Six-Year Plan have been reduced on a project because it will be funded in the out-years.

Mr. Robinson stated that the House Bill has approximately \$500 billion to fill the hole in the \$1,582 billion of total cuts in Virginia. Therefore, one-third of the money that was cut could be available to replace some of the projects that were cut. Mr. Robinson presented to the CTB a flow chart showing the relationship between the MPOs, the State, and the Federal government in the process of planning and programming funding. He mentioned that FAMPO is respectful of the fact that the CTB and the Six-Year Plan exists in State law, but the MPO's also exist. The MPO's were not consulted in the project cuts, and at some point, since Federal funds were taken out of our Transportation Improvement Program (TIP); they are going to need TIP amendments. He stated to the CTB to please consult the MPO's in developing the list for the Stimulus Package. Mr. Robinson told the Secretary of Transportation and the CTB that the Commonwealth needs the MPO's to make this work. TIP amendments are needed to move Federal funds.

The Virginia Association of Planning Districts Commission (VAPDC) is having an annual meeting on Friday, January 30, 2009, and Mr. Robinson requested that this item be listed on the agenda. Mr. Robinson will be presenting the TIP Development Program at the meeting.

Mr. Elliott gave an update on the financial situation. In reference to the Stimulus Package, any project lists developed by FAMPO need to be sent to the Secretary of Transportation's office for consideration. VDOT had a \$1.3 billion reduction in the program. After the public hearing, the Secretary of Transportation announced that there were an additional \$400 million in reductions that would have to occur in the program, and that number is anticipate going beyond the \$400 million. In order to accommodate these reductions, there will not be any funds available in FY2010 to put through formula because of the amount of dollars being reduced. For the counties, there will probably not be any unpaid road funds. The formula funds will remain for FY2009. The maintenance payments to localities will be reduced to a 3% reduction. The current focus is going to be on funding construction projects already underway or scheduled to go to October 2009. In

October 2009, VDOT has a Federal obligation to meet so projects have to be ready to go and on the street by the end of September or October 1, 2009. Failure to do so, VDOT risks losing Federal dollars. The State will fund only projects likely to see the greatest impact as these funds will need to be used to backfill using available previous allocations. There will not be any discretionary State funds. The Interstate Program will remain very similar to the draft in the December plan. There will be another public hearing on February 5, 2009 at 6:30 p.m. at VDOT Central Office Auditorium. The CTB plans to go over the revised revision of the draft plan that was done due to the reduced funding. The CTB is currently working on those revisions to the draft plan to adjust for the new revenue forecast, and plans to approve this during the CTB's February meeting. VDOT realizes that there needs to be some coordination with the MPO's regarding STP and CMAQ funds. When the coordination with the MPO's is completed, VDOT will begin working on the FY2010 – FY2015 plan which has to be adopted by July 1, 2009. Therefore, the funding situation is worse than anticipated, and the draft plan will have further reductions and cuts.

d.) Metro Rail Expansion

The Policy Committee asked the FAMPO staff to conduct an investigation of Rail in our Region. The Department of Rail and Public Transportation (DRPT) has guidelines on all types of transit. Included in the meeting packet is the Transit Service Design Guidelines published by DRPT. The staff will generate the land use maps and present a regional presentation on the affectability or no affectability of rail in our Region including treatment of the question, "Instead of building the HOT Lanes, why can't rail be run down I-95?"

e.) Transportation Improvement Program (TIP) Adjustment

In May 2008, FAMPO passed Resolution 08-20. In Resolution 08-20 is a series of TIP amendments which removed \$350,000 from William and Sophia Street Intersection into a reserve because the City of Fredericksburg wanted to postpone the project because the City wanted to complete the improvements and rehabilitation of the Chatham Bridge. Now, the Chatham Bridge project has been put on hold, and the City wants to reactivate the money and move forward with the William and Sophia Street Intersection Project. The TIP Amendment to move the money into reserves was never processed by VDOT. An Administrative TIP Amendment can be used to go forward with the project as if the funds were never placed in reserve. Mr. Robinson is requesting guidance from the Policy Committee on this matter. Mr. Kelly made a motion which was seconded by Ms. Greenlaw to process an Administrative Amendment with VDOT to activate the \$350,000 from the Sophia and William Street Intersection project. The Board voted unanimously.

f.) Draft Transportation Air Quality Conformity Analysis Report for the Fredericksburg, Virginia 8-Hour Ozone Air Quality Maintenance Area

The Draft Transportation Air Quality Conformity Analysis Report for the Fredericksburg, Virginia 8-Hour Ozone Air Quality Maintenance Area was approved by the Technical Committee on January 9, 2009 and is currently undergoing a 30-day Public Comment Period.

The Caroline County Board of Supervisors has asked Mr. Robinson to meet with them to discuss the potential of Caroline County joining the Metropolitan Planning Organization (MPO), and to let their position be known to the Policy Committee. In 2000 and 2004 in past discussions about Caroline County joining the MPO, the discussion was over an Air Quality issue each time. In 2000 Caroline County was violating the standard, and a Resolution was signed for Caroline County to join the MPO. By the time EPA got around to designating the areas, Caroline County came back into attainment and

was not included as part of the non-attainment area. Caroline County and the Fredericksburg area are currently in a non-attainment status for ozone under the 8-hour standard. The Environmental Protection Agency (EPA) passed a new lower standard in March 2008. Caroline County has a monitor that is currently violating that standard. The Governor of Virginia is required to send a letter to EPA by March 12, 2009 on the recommended designations for non-attainment areas in the state of Virginia. It is extremely likely that Caroline County will be included as part of the non-attainment area for the new ozone standards.

STAFF AND AGENCY REPORTS

Mr. Robinson stated that the meeting with Mr. Elliott went well and will continue meeting monthly.

FAMPO BOARD MEMBER COMMENTS

Mr. Harf – There is a design public hearing on HOT lanes for the northern section which is scheduled for February 9 which is the southern most of the public hearings. There is also a Bill, SD1532, which was introduced by Senator Barker which will govern what the speeds for the HOT lanes need to be. It will be more of an exacting standard than the federally-prescribed minimum of 45 mph. This Bill is slated for a public hearing on Thursday this week in Richmond, Virginia. If the HOT lanes were to materialize, SB1532 would compel VDOT and Fluor/Transurban to insure that actual travel speeds in the northerly segment of the HOT lanes to be no less than the posted speeds at least 90% of the time in the peak periods. The posted speed is 55 mph and 65 mph north and south of the Shirlington Circle, respectively. This contrasts with a Federal standard of no less than 45 mph 90% of the time.

FAMPO – The two finalists for the position of Regional Mobility Coordination are being interviewed.

FAMPO CORRESPONDENCE

The correspondence is in the packet.

FAMPO COMMITTEE MEETING SUMMARIES

The FAMPO Committee Meeting Summaries are in the packet.

ADJOURN FAMPO MEETING/NEXT MEETING, FEBRUARY 23, 2009

The meeting was adjourned at 9:47 p.m.

Minute Summary prepared by Marti Donley.