



**Policy Committee Meeting Minutes  
April 17, 2017**

<http://www.fampo.gwregion.org/committees/policy-committee/>

**Members Present:**

Mr. Matt Kelly, Chairman, City of Fredericksburg  
Mr. Tim Baroody, City of Fredericksburg  
Mr. Billy Withers, City of Fredericksburg  
Ms. Nancy Long, Caroline County (Non-Voting Member)  
Ms. Ruby Brabo, King George County (Non-Voting Member)  
Mr. Greg Benton, Spotsylvania County  
Mr. Paul Trampe, Spotsylvania County  
Ms. Meg Bohmke, Stafford County  
Ms. Laura Sellers, Stafford County  
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)  
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)  
Mr. Todd Rump, CTAG (Non-Voting Member)

**Others Present:**

Ms. Jennifer DeBruhl, Department of Rail and Public Transportation (DRPT)  
Ms. Susan Gardner, Virginia Department of Transportation (VDOT)  
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)  
Mr. Scott Shenk, Free Lance Star  
Mr. John Jenkins, King George County  
Mr. Gary Kendrick, King George Planning Commission  
Mr. Rupert Farley, CTAG, At-Large  
Ms. Fran Larkins, CTAG, Stafford  
Mr. Tom Foley, Stafford County  
Mr. Michael Smith, Stafford County

**Staff Members Present:**

Mr. Paul Agnello, FAMPO  
Mr. Nick Quint, FAMPO  
Mr. Tim Ware, GWRC  
Ms. Diana Utz, GWRC  
Ms. Leigh Anderson, GWRC  
Ms. JoAnna Roberson, GWRC

## **CALL FAMPO MEETING TO ORDER**

Chairman Kelly, called the meeting to order at 7:35 p.m. and received acknowledgement that a quorum was present.

## **APPROVAL OF FAMPO AGENDA**

Upon motion by Mr. Steigerwald and seconded by Mr. Withers, with all concurring, the FAMPO Policy Agenda for the April 17<sup>th</sup> meeting was accepted as presented.

## **PUBLIC INVOLVEMENT**

Mr. Farley wanted members to know about a remark made by VDOT employee, Chad Tucker, at the March 30<sup>th</sup> Smart Scale Task Force meeting. After much discussion about the northbound I-95 congestion issue, Mr. Tucker stated that it did not matter if this was the most congested highway in the State. Mr. Tucker stated that what matters are the benefits of suggested solutions. If other projects in the state give more benefit for the buck, then the other projects will receive the funding.

## **CHAIRMAN'S COMMENTS**

None

## **ACTION ITEMS/DISCUSSION ITEMS**

### **a.) Approval of FAMPO Minutes of March 20, 2017 – Mr. Paul Agnello**

Upon motion by Ms. Bohmke and seconded by Mr. Withers, with Ms. Sellers abstaining, and all others concurring, the minutes from the March 20th meeting were accepted as presented.

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

Mr. Agnello advised that updates to the 2045 Long Range Transportation Plan (LRTP) are underway. Mr. Agnello stated that candidate project responses have been received from PRTC, the City of Fredericksburg, and the Counties of Caroline, King George, Spotsylvania and Stafford. Mr. Agnello relayed that the revenue estimates for FAMPO's Constrained Long Range Plan (CLRP) have been requested. Mr. Agnello stated the LRTP Advisory Committee will meet on Thursday, April 20<sup>th</sup> at 1:30p.m in the GWRC conference room.

Mr. Agnello advised that the Advisory Committee would be integrating the I-95 Phase 2 Study into the LRTP at the meeting. Mr. Agnello also relayed that the I-95 Phase 2 Highway Study will also be addressed and will primarily focused between Exit 136 and Exit 126 so documentation can be included that shows a need for the I-95 NB Rappahannock River Crossing project, as well as other potential improvements which could include: a Northern Tail for the NB River Crossing; US 17 interchange improvements; a Southern Tail for the SB River Crossing; and an Express Lanes extension south of US 17.

### c.) **Smart Scale Update** – Mr. Paul Agnello

Mr. Agnello advised that the State made some revisions to the draft funding scenario from the draft submitted in February, and as a result it had the following impacts to the region:

- The King George County project for Dahlgren turn lane extension for Route 301 South was previously unfunded and now is on track to be funded.
- The Stafford County District Grant project for Enon Road at Route 1 was considered for full funding, but is now not going to be fully funded.

Regarding the State's feedback on the NB River Crossing project, it was noted that it is a worthy and viable project for consideration for Round 3 of Smart Scale. However, in order for it to be selected and score high enough to receive funding, it likely needs significant additional leveraged funding and/or a strong multimodal component associated with it.

Mr. Agnello stated that he estimates that \$50 million in additional leveraged funding would have been needed for the project to be awarded funding. Mr. Kelly stated that the NB River Crossing project is along a critical corridor that not only needs to be fixed for the region but also for the State. Mr. Kelly stated that it is critically urgent for the Preliminary Engineering (PE) funding to keep moving forward so the work already completed on the project does not come to a complete stop.

Mr. Agnello stated that some potential alternative funding sources could be brought to the table for discussion, and these will be highlighted at the next Policy Committee meeting. Mr. Agnello stated TMA funding for Regional Surface and Transportation Program (RSTP) is only applied to northern Stafford County; however, if the total regional population is credited for TMA RSTP funding, the amount of RSTP funding available to FAMPO would be more than three times the existing amount. FAMPO narrowly missed becoming a full TMA following the 2010 Census, and it is anticipated it will become a full TMA following the 2020 Census. As a result of this expected change, RSTP funding will likely increase significantly around 2023. This increased RSTP funding could allow FAMPO to leverage funding for the PE phase of the NB Rappahannock River Crossing project in the near term to advance the project while waiting for it to be fully funded in a future round of Smart Scale.

Mr. Agnello also stated that another potential funding resource would be for FAMPO to allocate some of its transportation dollars received from the Congestion Mitigation and Air Quality (CMAQ) program. Both Mr. Agnello and Mr. Kelly stated that the committee needed to be thinking about the upcoming May meeting and to be prepared to discuss more creative funding opportunities. Ms. Sellers stated that it would be helpful if, before the May meeting, the committee was provided the list of approved projects and project costs that potentially could be transferred over to funding for the NB River Crossing project. This way everyone will know what potentially will need to be given up or delayed in order to move the NB River Crossing project to the next phase.

Mr. Agnello advised that the State's feedback on the Route 610 Direct Connect Ramp project that was screened out was that there were concerns that this project might not be necessary once the express lanes extension is completed. Mr. Agnello stated that this project is probably not a viable one for consideration in Round 3 of Smart Scale. The State wants to gauge how the 12 miles of

extension projects from Garrisonville to US 17 will impact current congestion before adding another express lanes project.

Mr. Agnello stated that in preparation for Round 3 of the Smart Scale process, the start of the application process might be moved up from August 2018 to the spring. Mr. Agnello advised that the Smart Scale Task Force will need to provide its input to the State before May 10<sup>th</sup> for consideration by the CTB at their retreat planned for the summer. Mr. Agnello stated that the revised Smart Scale program information would likely be available by this fall. Mr. Agnello stated that the FAMPO/GWRC coordination efforts for Round 3 of the Smart Scale process will likely begin in early fall, with applications ready to be submitted in early 2018. Mr. Agnello advised that the Smart Scale Task Force has compiled a total of 27 recommendations that will be submitted to the State for consideration (10 recommendations were regarding the Smart Scale process and 17 were regarding revisions to the six Smart Scale scoring factors).

Mr. Agnello stated that the highlights from the Smart Scale input are:

1. Focus Statewide High Priority Program funding on major regional projects and restrict project applications to those that are identified as meeting a VTrans Needs Assessment need that justifies a Corridor of Statewide Significance (CoSS).
2. Restrict bicycle/pedestrian projects from consideration in the Statewide High Priority Program and have projects of this nature submitted to the District Grant Program only.
3. Refine the Smart Scale prioritization methodology to better assess the benefits for larger regional projects versus small projects.
4. Improve the pre-application coordination process between the State and applicants so applicants can obtain reliable feedback on project eligibility, with consideration giving to providing complimentary pre-screening of candidate projects by an early deadline to encourage earlier project submissions and reduce the risk of candidate projects being screened out later in the final process.
5. As the number of applications submitted for Round 3 is likely to be higher than the total for Round 2, request that the State consider developing an expanded screening process or a two-phase prioritization process where initial screening or first-phase prioritization would employ a simpler approach in identifying the top 50% of eligible projects that are submitted.

Mr. Agnello stated highlights from the Smart Scale Task Force in regard to the input of the six scoring factors are as follows:

1. Congestion – include all travel days (Sunday through Saturday) in the congestion analysis. The current analysis only considers average weekday traffic counts.

Ms. Shropshire stated that the model used in Smart Scale is the travel demand model that FAMPO utilizes, and weekend travel counts are not part of the model. Mr. Agnello stated that VDOT maintains the FAMPO model and all the other MPO models within the state, not the MPOs, so developing weekend analysis capability for travel demand models is a VDOT responsibility. Mr. Agnello also added that there are other technical approaches VDOT could use to develop weekend traffic forecasting capability outside of travel demand models.

2. Safety – for larger projects competing for Statewide High Priority funding on Corridors of Statewide Significance, include accidents in all areas of reoccurring traffic congestion for all seven travel days.
3. Accessibility – either develop a decay curve for the Fredericksburg region or group the Fredericksburg region with NOVA for the decay curve analysis, instead of grouping Fredericksburg with the rest of the state. Review Access to Jobs highway and transit travel time thresholds for reasonableness for the NOVA and Fredericksburg regions.
4. Environment – again, request to include travel time data counts for all seven days and not omit weekend data.
5. Economic Development – request to increase weighting of intermodal access and efficiency and travel time reliability measures for all projects –currently each receives 20% of the economic development score .
6. Land Use – request to increase buffer size to more than one mile for large regional projects – using a one-mile radius for all projects gives small projects an advantage over larger projects.

**i. Letter to Secretary Aubrey Layne – Recommendations from FAMPO Smart Scale Task Force Regarding Smart Scale Prioritization Process**

Mr. Agnello advised that included in tonight’s agenda packet are the recommendations from FAMPO’s Smart Scale Task Force Committee that will be submitted to the State by May 10<sup>th</sup> for their review. Mr. Agnello stated that both the Lynchburg and Bristol areas had similar concerns to those expressed by FAMPO. Mr. Agnello stated that even though concerns and recommendations have been submitted, FAMPO thinks, even though not perfect, that Smart Scale is much better than the process previously utilized by the State to determine what projects receive funding.

Mr. Withers stated that he does not understand how the NB Rappahannock River Crossing isn't receiving funding when the State has expressed the need to correct the traffic congestion problems that regularly occur on the I-95 corridor. Mr. Withers stated this is not just a regional or state concern; it is also a national issue. Maybe if the State is not able to make the needed improvements then more federal presence is needed.

Mr. Kelly stated that at upcoming meetings, the Policy Committee really needs to focus on developing more options of meeting increased demands with lesser funding expected. Mr. Kelly stated that discussion of receiving approval for establishing a taxing authority for this region needs to be pursued. Recognizing the demand will always be greater than the available finances, the region needs to explore other means of increasing revenues and start helping ourselves.

**ii. Summary of Special FAMPO Task Force for Smart Scale Input Meeting #2**

Mr. Agnello stated that the minutes from the meeting of the Special FAMPO Task Force for Smart Scale Input from meeting two are included in tonight’s agenda packet.

**d.) Approval of Resolution No. 17-29, Directing that a Public Comment Period and Public Hearing be Held Prior to the Adoption of the Fiscal Years 2018-2021 Transportation Improvement Program (TIP) – Mr. Paul Agnello**

Mr. Agnello advised that Resolution No. 17-29 is asking for endorsement of advertisement of a Public Comment Period and Public hearing to be held for the adoption of the FY2018-2021 TIP. Mr. Agnello stated that the public hearing is advertised to begin on April 20<sup>th</sup> and close on May 19<sup>th</sup>.

Ms. Shropshire stated that May 19<sup>th</sup> was a problem for the public comment period, as time is of the essence and “days count.” Mr. Agnello stated that it was common FAMPO practice to begin the public comment period with advertisement in the Free Lance-Star, which starts on Thursday, and run it for the federally-required 30 days. Ms. Shropshire requested that the public hearing ad date begin on April 17<sup>th</sup> rather than on April 20<sup>th</sup>. Mr. Agnello stated that staff was not in receipt of the data for the TIP update from VDOT until Friday, April 14<sup>th</sup> and had already gone through extraordinary measures to accommodate the VDOT schedule. He also stated that the start date of April 20<sup>th</sup> is the earliest the Free Lance-Star could accommodate. Ms. Shropshire asked if the ad could be run on the FAMPO website advertising an April 17<sup>th</sup> start time, or if the public comment period could be shortened to less than 30 days. Mr. Agnello stated that staff could post an April 17<sup>th</sup> start time on the website; however, he did not know if there was anyway the Free Lance-Star could accommodate the April 17<sup>th</sup> start time. Mr. Agnello stated that staff would check to see what could be done regarding the VDOT questions and follow up with VDOT.

Upon motion by Ms. Sellers and seconded by Mr. Withers, with all others concurring, Resolution No.17-29 was adopted by the FAMPO Policy Committee.

**e.) Congestion Mitigation and Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP) Update – Mr. Paul Agnello and Mr. Nick Quint**

Mr. Quint advised that the State released the FY2018-2023 CMAQ/RSTP budgets and the region will experience a net decrease of \$70,000. Mr. Quint advised that staff needs to allocate FY2018-2023 CMAQ/RSTP projects by late April, and the draft allocations are being submitted to the Policy Committee tonight.

Mr. Quint advised that the call for projects deadline was March 15<sup>th</sup>. Staff has rescored the existing projects that were not fully funded or on track to be fully funded. Mr. Quint noted that some existing projects with partial funding could be defunded after being rescored. Mr. Quint also relayed that successful Smart Scale projects will not be rescored.

Mr. Quint stated that each locality was allowed to submit one new project for funding consideration. The submissions are:

- City of Fredericksburg – PE work for two VCR Trail Bridges (over Route 3 & US 1)
- Stafford County – US1&Enon Road Intersection and Roadway improvements
- Spotsylvania County (submitted 3 projects, but only the first project from their list was scored – the other 2 projects were not scored) – Old Plank Road & Andora Drive roundabout

Mr. Quint advised that out of the 11 projects that were scored/rescored, eight of them received CMAQ/RSTP funding. The three projects that did not receive funding will be removed from the CMAQ/RSTP project list.

**i. Approval of FAMPO Resolution No. 17-30, Allocating Fiscal Years 2018-2023 CMAQ and RSTP Funds**

Upon motion by Mr. Withers and seconded by Ms. Sellers, with all others concurring, Resolution No. 17-30 was adopted.

**ii. I-95 Corridor Study Phase 2**

Mr. Agnello advised that Phase 2 of the I-95 Corridor Study is about to commence and Michael Baker International is conducting the study. Mr. Agnello stated that updates on when the process will begin could be available by the next Policy Committee meeting.

**STAFF AND AGENCY REPORTS**

None

**MEMBER REPORTS**

None

**CORRESPONDENCE**

In packet and are self-explanatory

**FAMPO COMMITTEE MEETING MINUTES**

The minutes from both the FAMPO CTAG meeting and the FAMPO Technical Committee meeting are included in tonight's agenda packet.

**ADJOURN FAMPO MEETING/NEXT MEETING, MAY 15, 2017**

The FAMPO meeting for April 17th was adjourned at 8:43 p.m. The next meeting will occur on May 15, 2017 at 7:15 p.m.