



Policy Committee Meeting Minutes

May 15, 2017

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

Members Present:

Mr. Matt Kelly, Chairman, City of Fredericksburg
Mr. Doug Fawcett, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Ms. Ruby Brabo, King George County (Non-Voting Member)
Mr. Greg Benton, Spotsylvania County
Mr. Tim McLaughlin, Spotsylvania County
Mr. David Ross, Spotsylvania County
Ms. Meg Bohmke, Stafford County
Mr. Paul Milde, Stafford County
Ms. Laura Sellers, Stafford County
Mr. Chuck Steigerwald, PRTC
Ms. Marci Parker, Virginia Department of Transportation (VDOT)
Mr. Todd Rump, CTAG (Non-Voting Member)

Others Present:

Mr. Todd Horsley, DRPT
Mr. Bob Schneider, PRTC
Mr. Chris McCahill, State Smart Transportation Initiative
Ms. Susan Gardner, VDOT
Mr. Stephen Haynes, VDOT
Mr. Peter Hedrick, VDOT
Ms. Michelle Shropshire, VDOT
Mr. Scott Shenk, Free Lance Star
Mr. John Jenkins, King George BOS
Mr. Michael Smith, Stafford County Deputy County Administrator
Mr. Rupert Farley, CTAG, At-Large
Mr. Ryan Furgerson, Michael Baker International
Mr. Paul Prideaux, Michael Baker International

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Nick Quint, FAMPO
Ms. Marti Donley, FAMPO (Via Satellite Phone Call-In)
Mr. Tim Ware, GWRC
Ms. Diana Utz, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chairman, Mr. Kelly, called the meeting to order at 7:22 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Withers and seconded by Ms. Bohmke, with all concurring, the FAMPO Policy Agenda for the May 15th meeting was accepted as presented.

PUBLIC INVOLVEMENT

Mr. Farley commended the committee and staff for having an excellent Public Participation Plan. He expressed concern that those efforts might be pulled down somewhat because of FAMPO not correctly pronouncing the names of local landmarks such as Berea, Dahlgren and Falmouth. Mr. Farley also suggested that the Policy Committee meeting of August 21st be changed because of a rare nearby total eclipse of the sun occurring on this date, and he, the committee and the staff should not miss this infrequent opportunity.

PUBLIC HEARING

Mr. Agnello advised that per federal requirements, a 45-day public comment period has been held for the purpose of obtaining comments on the Public Participation Plan (PPP). Mr. Agnello stated that no adverse comments have been received to date. There were no additional comments presented at the Public Hearing at the May 15th meeting. Mr. Kelly then closed the Public Hearing.

CHAIRMAN'S COMMENTS

None

ACTION ITEMS/DISCUSSION ITEMS

a.) Approval of FAMPO Minutes of April 17, 2017 – Mr. Paul Agnello

Upon motion by Ms. Sellers and seconded by Mr. Withers, with Mr. Milde and Ms. Parker abstaining, and all others concurring, the minutes from the April 17th meeting were accepted as presented.

b.) Discussion of FY2018 FAMPO Officers – Mr. Paul Agnello

Mr. Agnello advised that adoption of FY2018 FAMPO officers will be an agenda item for the June meeting. Mr. Agnello asked the jurisdictions who have not already selected their representative to serve as a FAMPO officer, to please let him know the appointment by close of business on Monday, June 12.

Mr. Agnello stated the FY2018 FAMPO officer rotation will be: Chair – Stafford County; Vice-Chair – Spotsylvania County; and Second Vice-Chair – City of Fredericksburg.

c.) Approval of Resolution No. 17-31, Recommending the Adoption of the Public Participation Plan (PPP) – Mr. Nick Quint

Mr. Quint advised that the PPP 30-day public comment period has closed. Mr. Quint stated that there were minor comments from VDOT staff and the public, and those comments have been addressed in the revised PPP that is included in tonight's agenda packet.

Upon motion by Ms. Sellers and seconded by Mr. Withers, with all concurring, Resolution No. 17-31 was adopted.

d.) Approval of Resolution No. 17-32, Adoption of the Fiscal Years 2018-2021 Transportation Improvement Program (TIP) – Mr. Nick Quint

Mr. Quint advised that the 30-day public comment period for the FY2018-2021 TIP closes at midnight on Tuesday, May 16th. Mr. Quint stated that to-date, no adverse comments have been received. Mr. Quint stated that a request was made to include an interactive map for the TIP. Mr. Quint stated that staff has implemented this request and showed the committee where the map is located on the FAMPO website.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-32 was adopted.

e.) Approval of Resolution No. 17-33, directing that a Public Comment Period and Public Hearing be Held Prior to the Adoption of the FY2018 Unified Planning Work Program (UPWP)– Mr. Paul Agnello

Mr. Agnello advised that the UPWP is FAMPO's work program, and federal law requires that a 30-day public comment period be held prior to adoption of the UPWP. Mr. Agnello stated that Resolution No. 17-33 is directing a public comment period for the FY2018 UPWP to begin on May 18 and conclude on June 16.

Upon motion by Mr. Withers and seconded by Ms. Sellers, with all concurring, Resolution No. 17-33 was adopted.

f.) Highway Safety Improvement Program (HSIP) – Mr. Peter Hedrich, VDOT

Mr. Hedrich stated that HSIP is a funding source that is available to VDOT district offices for funding of projects that improve safety and reduce crash sites. Mr. Hedrich stated that localities and MPO's can apply for HSIP funding, and the application period runs from August 1 to November 1.

Mr. Hedrich stated that HSIP applications need to meet the following requirements:

- Be relevant to the program purpose for reducing severe crashes or risks to transportation users

- Address hazardous situations through good safety planning and be identified by safety data driving network screening
- Demonstrate compliance with VDOT design guidelines
- Upgrade non-standard safety features to existing standards, when the features are related to targeted crashes identified within the work area of engineering study
- HSIP allocations approved by FHWA should be included in the STIP
- Projects should be designed and constructed within three years and should require none or minimal right-of-way acquisition

Mr. Hedrich advised that projects submitted for consideration require no local match and result in an approximate \$50 million statewide source of revenues. Mr. Hedrich stated the Fredericksburg District Office will receive \$5 million. Mr. Hedrich stated that eligible projects include: HSIP Project Life Cycle projects; Highway Safety Improvement Program projects; Bicycle and Pedestrian Safety Improvement projects; Highway Rail Grade Crossing safety projects; and Local Agency Safety Program projects.

There was discussion from committee members on whether their locality has utilized this funding source in the past, and if so, what types of projects were submitted for approval. Ms. Parker stated VDOT staff would forward a list to FAMPO of projects within the region that have been submitted for HSIP funding within the last five years.

g.) Locality Day – Fredericksburg Area – Ms. Michelle Shropshire, VDOT

Ms. Shropshire advised that VDOT is hosting its first “Locality Day” seminar. Ms. Shropshire stated that events will be held on two days and the date for the Fredericksburg District western area is May 22nd. Ms. Shropshire stated the seminar will allow VDOT staff to work with locality staff to help them successfully launch and deliver locally-administered projects.

Ms. Shropshire stated the seminar topics include the following: re-cap of funding sources that are available; development of project scopes, schedules & budgets; explanation of any environmental permits that would be necessary; right-of-way and utility acquisition process; best practices for construction; and lessons learned from past projects.

Ms. Shropshire advised that FAMPO and all localities have been invited to participate in the “Locality Day” seminar and all entities have responded and will have at least one representative in attendance.

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

Mr. Agnello advised that the CTB approved funding of \$350,000 for the 2045 LRTP study and the study results are being used for the 2045 LRTP update process.

- i. Final OIPI Study Presentation – Mr. Paul Prideaux, Mr. Ryan Furgerson & Mr. Chris McCahill, Michael Baker International

Mr. Chris McCahill stated that the goal of the study was to improve access to destinations using "big data" findings and analysis. Mr. McCahill stated the study analyzed “big data” to understand the

trip-making process of the citizens in the region. The goal for this study is to provide access to destinations by means of travel other than on major highways and transit investments. Mr. McCahill stated that TDM, parking management, network connectivity, bicycle/pedestrian connectivity, land use planning & transit enhancements were all focal points.

Mr. McCahill stated that 11 case studies throughout the region were completed, and the final report will have all of them listed and compared. Mr. McCahill stated that opportunities, benefits, & costs for each case study will be depicted in the final report.

Mr. McCahill advised that 5 of the 11 original studies have been advanced for further study for the FAMPO/GWRC LRTP efforts. The 5 focal areas are:

1. Downtown Fredericksburg
2. Central Park (Fredericksburg)
3. Cosner's Corner (Spotsylvania)
4. Garrisonville (Stafford)
5. Dahlgren (King George)

- ii. Approval of Resolution No. 17-34, Endorsing the Recommendations from the GWRC/FAMPO TDM Study – Mr. Paul Agnello (**ACTION ITEM**)

Upon motion by Mr. Milde and seconded by Mr. Steigerwald, with Mr. Benton voting no and all others concurring, Resolution No. 17-34, for further study of the 5 cases cited above, was adopted.

- iii. I-95 Corridor Study Phase 2 Highway Element Presentation – Mr. Paul Agnello & Mr. Paul Prideaux

Mr. Agnello advised that the Transit/TDM portion of the I-95 Corridor Phase 2 Study was approved several months ago by the Policy Committee. Mr. Agnello stated that this presentation, and subsequent resolution, is for the highway portion of the study. Mr. Agnello stated that the Phase 2 highway work will follow-up on the I-95 Corridor Phase 1 Study completed in 2016, be conducted in coordination with the Transit/TDM portion that recently began and the LRTP Advisory Committee, and inform the 2045 LRTP update and Round 3 of Smart Scale.

Mr. Agnello stated that the Phase 2 Highway element will include weekend travel data; strengthen the case for gaining approval of the I-95 Northbound Rappahannock River Crossing project; develop a full master transportation plan for the I-95 corridor within the FAMPO region; and provide travel demand modeling support for the LRTP update process.

Mr. Prideaux stated that the Phase 2 study will develop four alternative scenarios that will be tested in both horizon years 2030 and 2045. Mr. Prideaux relayed that one scenario will solely be on the Northbound Rappahannock River Crossing project. The other three new scenarios will be studied and alternatives presented.

Mr. Agnello stated that the next steps are to receive approval of the I-95 Corridor Study Phase 2 Highway Element scope, have the study completed in approximately 12 months so it corresponds with the LRTP update, and identify multimodal needs along the I-95 corridor for Round 3 of Smart Scale.

iv. VDOT Report – Ms. Marci Parker, VDOT

Ms. Parker advised that the Southbound Rappahannock River Crossing project now has a new design concept that resulted after VDOT's public hearing. Ms. Parker stated that the cost of the project would remain the same; however, instead of building the collector-distributor lanes to the west of the southbound I-95 lanes, the new plan calls for building three new lanes in the median. Ms. Parker stated that the new lanes would serve as new primary lanes. The existing primary lanes would be converted to collector-distributor lanes, allowing for three lanes instead of the two originally proposed.

Ms. Parker stated the new plan would also extend the southernmost merge area approximately one mile further than what was originally planned. Ms. Parker stated the \$125 million project will add feeder lanes along southbound I-95 between US 17 in Stafford County and Route 3 in Fredericksburg. The project also will include adding lanes to the US 17 southbound I-95 entrance ramp.

Ms. Parker stated that the companion project for the northbound side of I-95 has yet to be approved; however, there are now plans to move the northbound collector-distributor lanes into the median. Ms. Parker stated that the original plan raised comments and concern about the ramps and merging/signage issues, so this is why VDOT decided to look for alternatives.

Ms. Parker stated that the design concept will make the construction work easier, and even though it's still a concept, VDOT is moving forward with the new plan. Ms. Parker stated that work on the SB Rappahannock River Crossing is slated to being in late 2018 and be completed in 2022.

v. Approval of Resolution No. 17-35, Authorizing Staff to Work with Michael Baker International to Execute the I-95 Phase 2 Highway Study – Mr. Paul Agnello
(ACTION ITEM)

Upon motion by Mr. Withers and seconded by Ms. Bohmke, with all concurring, Resolution No. 17-35 was adopted.

a. NTP for Task Order for Technical Support for I-95
Phase 2 Study – Mr. Paul Agnello

Mr. Agnello stated that the Notice-to-Proceed is included in tonight's agenda packet for outside technical support for the I-95 Phase 2 Corridor Study.

vi. Summary of 2045 LRTP Advisory Committee Meeting of April 20, 2017 – Mr. Paul Agnello

Mr. Agnello advised that minutes from the 2045 LRTP Advisory Committee are included in tonight's agenda packet.

i.) Regional Motor Fuels Tax Floor – Mr. Chuck Steigerwald, PRTC

Mr. Steigerwald stated the regional motor fuels sales tax was initiated in 1981 at 2% of total retail sales. Effective January, 2010, the tax base was changed to 2.1% of the wholesale price. Mr. Steigerwald stated that revenues received from the gasoline sales tax are deposited into a special fund line item and then distributed to the applicable transportation district commission. Mr. Steigerwald advised that the funds received are applied to the operating deficit, capital and debt service of the mass transit system of said district or applied to and expended for any transportation purpose.

Mr. Steigerwald stated that the tax is based on the sale price of gasoline, so it fluctuates with the change in gas prices; lower gas prices result in less revenue. Mr. Steigerwald stated that revenues are deposited into an account for each jurisdiction, based on the amount of fuel sold in that jurisdiction.

Mr. Steigerwald relayed that in the summer of 2014, gasoline fuel prices began a trend of a significant decline. In FY2015 alone, the PRTC jurisdictions lost \$10.6 million in expected revenue. Mr. Steigerwald stated that HB2313 replaced the 17.5 cents per gallon tax with a 3.5% of the statewide average wholesale price of a gallon of gasoline. The tax is calculated twice annually based on the statewide averages of wholesale fuel prices. It established a floor for the statewide tax, but not the regional fuel tax. Mr. Steigerwald stated that the wholesale prices used for the calculations cannot be below the prices from February 20, 2013, which at that time was \$3.17 for regular gasoline and \$3.36 for diesel fuel. If a floor had been put in place for the regional fuel tax, Mr. Steigerwald stated that PRTC jurisdictions would have realized an additional \$25 million from FY2015-2016.

Mr. Steigerwald advised that the past legislative efforts have resulted in the following outcomes:

- 2016 General Assembly SB742 passed Senate – continued in House
- 2017 General Assembly SB1456 passed Senate – tabled in House
- PRTC, NVTC & HRTAC collaborated on lobbying efforts
- Individual jurisdictions lobbied and included tax floor in their legislative agendas
- FAMPO letter of support (included in tonight's agenda packet)
- Support received from the Virginia Transit Association
- Transit Capital Projects Revenue Advisory Board included consideration of tax floor into their report to the General Assembly

In preparing for the 2018 General Assembly session, Mr. Steigerwald stated that the above-mentioned efforts will still be in place; however, they will also include support from the following:

- Inclusion of tax floor in jurisdictional legislative agendas
- Direct communication of tax floor need with delegates and senators
- Leverage opportunities such as the gubernatorial election
- Engage both the Chamber of Commerce and the business community for support

j.) Regional Transportation Authority (RTA) Discussion – Mr. Paul Agnello

Mr. Agnello stated that the Regional Transportation Authority discussion is a process that would involve locality boards, not just the Policy Committee. Mr. Agnello advised that this is an item that is of interest to some entities, including some Policy Committee members, the Chamber of Commerce, PRTC, etc. Mr. Kelly stated that no action for approval or opposition is scheduled for tonight's meeting; this is just beginning discussion on the idea.

Mr. Agnello advised that some potential alternative revenue sources could come from the following options; however, creating a Regional Transportation Authority is the way to generate the largest amount of revenue. Options that could be considered are:

1. Legislatively Updating 1986 District Grant Formula for Smart Scale to be less focused on City/Town population within its district – this could allow for an additional \$5m per Smart Scale cycle being distributed to the Fredericksburg District
2. Regional Motor Fuels Tax Floor implemented – this could generate an additional \$5.5m per year for the FAMPO jurisdictions
3. Regional Transportation Authority – could generate an additional \$35M per year for all of GWRC jurisdictions and that an RTA could be created for two or more adjacent GWRC jurisdictions

Mr. Kelly requested that the local Boards of Supervisors, and City Council, discuss the issue and provide feedback to FAMPO staff within a couple of months at the latest as to whether the respective Boards support or oppose the idea.

Mr. Withers stated that he realizes that raising taxes is not a topic that is usually regionally supported; however, he advised that the Chamber of Commerce is in support. Mr. Withers stated that establishing a regional taxing authority would bring more revenue to the region. Mr. Withers stated that the regions across the state will never get all the money needed to supplement their needs, so to remain competitive with Northern Virginia and Hampton Roads, we too need to look for alternative revenue sources.

Mr. Kelly stated that eight years ago when discussions were held on a Toll Road Authority, a regional transportation authority option was discussed as well. Ms. Bohmke asked what the neighboring Board's opinions were eight years ago. Mr. Milde stated the issue was addressed at FAMPO meetings and the Toll Road Authority meetings, but was never taken back to the respective Boards of Supervisors for support.

Mr. Kelly stated that he realizes that imposing new taxes is not supported by some jurisdictions, and if an RTA is not an option then realistic alternatives and other options need to be brought to the table for discussion.

Mr. McLaughlin stated that the region continues to put more money into paving roads, and it does not matter how much money you have, it will never be enough. Mr. McLaughlin stated what needs to be addressed is having federal agencies relocate offices into this region that would allow for reverse job commutes and have a large number of regular commuters going into Washington, DC begin working within this region.

Mr. Kelly advised that discussions have occurred in the past with the General Services Administration and at that time there was no interest for them to relocate their offices outside of the District. Mr. Kelly stated this is also a political issue for the District; they are not willing to relinquish those ties. Mr. Kelly stated this effort is not just a job/commuting issue but also clearly shows that traffic congestion on the I-95 corridor is consistent and affects new businesses coming to the area, as well as tourism (people are not willing to come to the area for tourist opportunities because the commute from DC to Fredericksburg can result in a three-hour trip). Mr. McLaughlin stated that the interstate highways from Florida to Maine are not a regional problem and is one that needs to be addressed and fixed by the Commonwealth.

Ms. Sellers stated that an item of this significance should not have been placed as the last agenda item, after a two-hour agenda has already taken place. Ms. Sellers made a motion that a sub-committee be formed, with one member from each jurisdiction, to meet, discuss the issue, have documentation available for review on pros/cons, etc. Mr. Kelly stated that he did not know what more an advisory committee could do that the entire committee could not accomplish.

Mr. Withers recommended that instead of an advisory committee being formed, the June meeting agenda could be limited to only include necessary items and the RTA discussion. Ms. Bohmke stated that before she could take the issue back before her Board, she too would need additional information to review. Ms. Sellers stated that she would rescind her motion and provide a substitute motion.

The substitute motion requested that for the June Policy Committee meeting, discussion of a Regional Transportation Authority be the main topic. Upon motion by Ms. Sellers and seconded by Mr. McLaughlin, with all in consensus, the substitute motion was endorsed.

Ms. Bohmke also asked that staff spell out all acronyms on future agendas. Ms. Bohmke stated that on tonight's agenda, under 7.h.i., OIPI was not spelled out, and even after doing some quick research on her phone, she was not able to determine what it stands for. Mr. Agnello stated that OIPI is a State acronym for the Office of Intermodal Planning and Investment; however, staff would ensure that acronyms are spelled out on future agendas.

Mr. Milde also asked if staff could provide a Consent Agenda as part of the regular agenda items. Mr. Milde stated this agenda could include items placed together that require no specific time of discussion, and multiple items could be voted on at once. Mr. Kelly asked for clarification as to what agenda items this would include. Mr. Milde stated that items such as the approval of the minutes, resolutions directing a public comment period, and resolutions asking for adoption of the TIP, PPP, etc. could be included in the consent agenda. Mr. Milde stated that resolutions asking for adoption of TIP, PPP, etc. have already been discussed at previous FAMPO meetings and are not being submitted to the Policy Committee for the first time.

- i. Community Conversation: Our Transportation Crisis (June 1, 2017) – Mr. Paul Agnello

Mr. Agnello advised that the Chamber of Commerce is providing a forum on June 1st from 8:30 to 10:30 a.m. Mr. Agnello stated that the featured speakers would be himself, Mr. Hap Connors and

some local elected officials representing the GWRC region. Mr. Agnello stated that all GWRC jurisdictions are scheduled to be contacted, with a request that a representative from each locality participate in the forum.

Ms. Sellers stated that she felt the forum had validity; however, wanted to know why this was being sponsored by the Chamber and not initiated by FAMPO. Ms. Bohmke concurred and stated she felt FAMPO/Policy Committee should be leading this type of forum. Ms. Brabo stated that she was approached to participate in the forum, and it was her understanding that the topic for discussion was Smart Scale. Ms. Brabo stated that she did not know the discussion topics until coming to tonight's meeting and felt if the Chamber wanted more locality representation that the forum topic should have been more clearly relayed.

STAFF AND AGENCY REPORTS

Mr. Agnello stated that Marti Donley continues to improve and hopes to be back in the office for the June meeting.

MEMBER REPORTS

None

CORRESPONDENCE

In packet and are self-explanatory

FAMPO COMMITTEE MEETING MINUTES

Minutes from the Technical Committee and CTAG are included in tonight's agenda packet.

ADJOURN FAMPO MEETING/NEXT MEETING, MAY 15, 2017

The May 2017 meeting was adjourned at 9:27 p.m., and the next meeting will be held on June 19, 2017 at 7:15 p.m.