



## Policy Committee Meeting Minutes

September 18, 2017

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

### Members Present:

Mr. Paul Milde, Chairman, Stafford County  
Mr. Matt Kelly, City of Fredericksburg  
Mr. Tim Baroody, City of Fredericksburg  
Mr. Greg Benton, Spotsylvania County  
Mr. David Ross, Spotsylvania County  
Mr. Tim McLaughlin, Spotsylvania County  
Ms. Meg Bohmke, Stafford County  
Ms. Laura Sellers, Stafford County  
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)  
Mr. David Swan, Citizens Transportation Advisory Group (CTAG)

### Others Present:

Mr. Tim Roseboom, Department of Rail and Public Transportation (DRPT)  
Mr. John Jenkins, King George County  
Ms. Susan Gardner, Virginia Department of Transportation (VDOT)  
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)  
Mr. Michael Smith, Stafford County Deputy County  
Mr. Todd Rump, Citizen  
Mr. Roger Hunter, Citizen

### Staff Members Present:

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

### **CALL FAMPO MEETING TO ORDER**

Chairman, Mr. Milde, called the meeting to order at 7:16 p.m. and received acknowledgement that a quorum was present.

## **APPROVAL OF FAMPO AGENDA**

Upon motion by Ms. Bohmke and seconded by Mr. Kelly, with all concurring, the FAMPO Policy Committee agenda was accepted as submitted.

## **PUBLIC INVOLVEMENT**

None

## **CHAIRMAN'S COMMENTS**

None

## **CONSENT AGENDA**

a.) Approval of Policy Committee Meeting Minutes of August 21, 2017 – Mr. Paul Agnello

Upon motion by Mr. Kelly and seconded by Ms. Bohmke, with all concurring, the Consent Agenda was adopted by the Policy Committee.

## **ACTION ITEMS/DISCUSSION ITEMS**

a.) **DC2RVA Update** – Mr. Paul Agnello

Mr. Agnello advised that the Draft EIS was released on September 8 and a 60-day public comment period is in place. Mr. Agnello stated that all citizens and entities are encouraged to provide comment because all comments received will become part of the Final EIS.

Mr. Agnello advised that on October 2, after the FAMPO Technical Committee meeting ends, a question/answer session is scheduled with DRPT. The purpose of this meeting is to allow staff to ask questions and receive feedback on how the proposed project through Fredericksburg would impact localities within the region. Mr. Agnello stated that a public meeting will be held in the October timeframe for Fredericksburg residents, entities, etc.

Mr. Agnello advised that the Draft EIS is the same as what was presented by DRPT several months ago. For the Fredericksburg Region, the proposed recommendation is construction of a third track through the City of Fredericksburg. This project is 14 miles and will be constructed on the existing right-of-way at an estimated cost of \$507 million (including a new Rappahannock River bridge that will run parallel to the existing rail bridge). Mr. Agnello stated that to date, no funding has been allocated to the Fredericksburg improvements.

Mr. Agnello relayed that the Fredericksburg project will result in two road closures within the region. One is in Stafford County at Mount Hope Church Road, which is close to the Brooke Road VRE station. The second road closure will be in Caroline County at Cummings Mill Road. Mr. Agnello stated that Lansdowne Road in Spotsylvania County is proposed to be grade-separated. Mr. Agnello stated that representatives from these localities may want to attend the upcoming meeting that will be held in Fredericksburg, to make sure locality concerns are heard.

Mr. Milde asked if previously-expressed comments have already been incorporated in some manner. Mr. Agnello stated that no comments that have been submitted to date will be incorporated, so it is important to comment during the official public comment period that is underway.

Mr. Milde asked if the PRTC representative was in attendance at tonight's meeting. Mr. Agnello stated the representative from PRTC, Mr. Chuck Steigerwald, is not at tonight's meeting. Mr. Milde stated that at a recent PRTC meeting, a comment was made that not only had the Ashland portion of the study been pulled from review at this time but also the Fredericksburg study was pulled as well. Mr. Agnello concurred that the Ashland study is not a part of the Draft EIS, and this portion will be studied independently after the Final EIS ongoing is completed, however, Mr. Agnello advised that the Fredericksburg portion of the study is still included in the Draft EIS that was released on September 8.

Mr. Withers stated that regarding historic assets that may be part of the study, these are concerns that would directly involve the City of Fredericksburg. Mr. Withers asked if this should be addressed. Mr. Milde concurred that issues regarding the bridge and train station need to be addressed by FAMPO. Mr. Withers stated that an original plan did include train station improvements. Mr. Kelly asked Mr. Agnello if Mr. Erik Nelson, City Transportation Administrator, is looking at the Draft EIS and preparing comments from the City's perspective. Mr. Agnello stated that Mr. Nelson is preparing comments.

#### **b.) Update on Smart Scale Round 3 – Mr. Paul Agnello**

Mr. Agnello advised that the CTB will be meeting tomorrow and are continually updating the Smart Scale Round 3 process. Mr. Agnello stated that VDOT has been conducting meetings statewide in every District to make sure MPOs, the public, and other interested parties are kept updated. Mr. Agnello stated the Fredericksburg meeting was held on August 29. Mr. Agnello stated that a fall training session is going to be scheduled so that the new changes for Round 3 can be reviewed with all entities prior to the beginning of the application process in March.

Mr. Agnello advised that there are several major improvements to the Smart Scale process that will improve the overall application process. Mr. Agnello stated that some changes also occurred in the scoring process; however, most of these changes were minor. Mr. Agnello stated that staff has reviewed the Draft Technical Guide that was recently released, and the following changes will be in effect for Round 3:

- Application period moved to March 1<sup>st</sup> (previously was August 1<sup>st</sup>)
- CTB currently has set limits of 4 applications per entity for those with populations of less than 500,000 & 8 for those with more than 500,000 (this change request is still being reviewed by the CTB)
- CTB is also still reviewing how far apart multimodal projects within the same application can be from one another

Mr. Agnello stated more details on exactly what will be decided should be forthcoming after the October CTB meeting. Regarding the number of applications an entity can submit, FAMPO, GWRC, each locality and FRED can submit up to four applications each. Mr. Agnello stated that the

only agency that is eligible for submitting up to eight projects is VRE. Mr. Agnello stated that if this application limit is implemented, then the region will need to be more strategic with its submissions.

Mr. McLaughlin asked why FRED receives four applications on its own, as it is a City of Fredericksburg entity. Mr. Agnello stated FRED receives four applications on its own as it is classified as a transit agency.

Mr. Milde asked if FRED submitted individual applications last time, and Mr. Agnello said they did not. Mr. Agnello stated that VRE did not submit the number of applications they were entitled to with the Round 2 process. Mr. McLaughlin stated that he felt the limits assigned to FRED and VRE are disproportionate to the localities.

Mr. Milde stated that he thought PRTC would have qualified for submitting up to eight applications. Mr. Agnello stated that DRPT has advised that PRTC does not have 500,000 in total population, and he thinks this is because the State was only looking at service area for population totals.

Ms. Bohmke asked when new criteria were developed, was the old criteria analyzed and compared to previous processes or were numbers/data on who was actually awarded versus who could have been awarded provided.

Mr. Agnello stated that for both Rounds of Smart Scale, all eligible entities rarely exceeded the number they will now be limited to. Mr. Agnello stated that since the State's largest jurisdiction Fairfax County submitted no more than eight projects for either round of Smart Scale, State staff felt that eight was a reasonable maximum limit for all localities. There were only a few localities who had submitted more than eight applications for Smart Scale, e.g., Chesterfield County submitted 33 applications for Round 2. Mr. Agnello advised that in Round 2 for the GWRC/FAMPO area, only Spotsylvania County submitted more than the four projects.

Mr. Agnello stated that with the new potential restrictions, it may make it harder to group multimodal projects together; however, the application limit could be a plus in terms of submitting stronger applications.

Mr. Agnello relayed there is an opportunity to provide comments, and these need to be submitted to the CTB prior to their upcoming October meeting. Mr. Agnello stated that if FAMPO has concerns with the application limits, then FAMPO could provide comments to the State indicating the limits are too low for the localities and should be higher.

Mr. Milde stated that we are still a couple of years out before Round 3 will be implemented, as the current round of Smart Scale goes into effect next year. Mr. Milde asked as of right now, does it appear that the application limit is going to be a problem? Mr. Agnello stated that it would be more beneficial to the region if we had a slightly higher limit in place.

Mr. McLaughlin stated that if the region is limited, VRE receives twice as many applications as the localities do and FRED receives four on its own, even though they are part of the City, then the localities should not submit any applications supporting either FRED or VRE. This would include no locality projects being submitted for park & ride lots, commuter lots, etc., as this would no longer be fair to the constituents who pay the FRED/VRE bills.

Mr. Milde stated that with the last round of Smart Scale, we worked together with both FRED/VRE and there were not any problems. Mr. McLaughlin stated, though, with Round 3 we are now put at odds with the scenario. Mr. Milde asked for committee comments on what number, higher than four, is the recommendation from the board.

Mr. Withers stated that he thinks the committee needs to be aware that VRE does generate \$600 million of tax and income to the Commonwealth of Virginia that the City of Fredericksburg and both Spotsylvania and Stafford counties reap the benefits of. Mr. Kelly stated that the fact of the matter is this is what we have to deal with, and if Spotsylvania County is concerned about FRED, then everyone at the table needs to understand what each locality is submitting and how it will play out as the CTB will continue to move forward.

Ms. Bohmke stated that she does feel a letter should be submitted by FAMPO stating that the application limits set now are not equally distributed. Mr. Milde stated at this time he feels sending this letter is premature as for Round 2 of the Smart Scale process FAMPO/GWRC could have submitted up to eight projects and only submitted five. Mr. Milde stated that he felt if entities did not submit the highest number of applications they could submit in the previous round, he does not see the CTB increasing the application limit for Round 3.

Mr. Kelly stated that it is more important to focus on how applications are coordinated than how many can be submitted. Mr. McLaughlin stated that regardless, it is still an unequal balance and we need to request a better mix of projects be considered.

Upon motion by Mr. McLaughlin and seconded by Ms. Bohmke, with Mr. Kelly, Mr. Milde, and Mr. Withers voting no, Ms. Shropshire abstaining and all others in consent, it was decided that FAMPO draft a letter to the State/CTB asking that the project application limits be re-evaluated with lower limits for transit relative to those for localities and regional agencies.

Mr. Agnello advised that the Smart Scale application process begins on March 1<sup>st</sup> and June 1<sup>st</sup> is the latest date that applications can be created. Mr. Agnello stated that August 1<sup>st</sup> is the application submission deadline. Mr. Agnello advised that previously the application process was a two-month period and now is over five months, so this is an improvement. Mr. Agnello advised that between now and January is a good time for discussion/consensus of regional projects the committee desires to be submitted from FAMPO/GWRC. Mr. Agnello stated that early in 2018, staff will be calling for projects that are eligible for consideration from the CMAQ/RSTP funding categories.

Mr. Agnello advised that in tonight's agenda packet is a matrix that lists potential regional projects for consideration by the committee. Mr. Agnello stated that the project list has been slightly modified from the one presented last month. Mr. Agnello stated that an item that has been discussed at this committee is whether the I-95 NB Rappahannock River Crossing project is going to be re-submitted. Mr. Agnello stated it was submitted in both previous rounds and was not selected. Mr. Agnello relayed the project cost is more than \$100 million, and very few projects with this cost have been approved. The projects that have been approved that have a cost estimate of more than \$100 million are to localities that have substantial funding in place to off-set the total project costs.

Mr. Milde stated that this is an item that cannot be decided tonight because each locality needs to take this issue back to their respective boards for a determination on whether to submit or remove it. Mr. Agnello stated that staff is not asking that the project be removed from the LRTP but that the committee make a formal decision on whether to re-submit for Round 3.

Mr. Agnello stated that other studies are ongoing and it is possible that some recommended projects could be funded from other funding sources which could potentially free up more money to cover larger projects. However, how much additional funding, if any, that could potentially become available is unknown at this time. Mr. Agnello stated that also unknown at this time is whether new projects would be recommended as a result of the studies that are ongoing.

Mr. Milde asked Ms. Shropshire how many projects the CTB can submit in addition to ones being submitted by separate entities. Ms. Shropshire stated that the CTB can approve two additional projects that are not submitted from another agency.

Mr. Milde stated that if the committee decision is to remove the I-95 NB Rappahannock River Crossing project, it clearly needs to document why it was not re-submitted. Mr. Milde asked the localities if they would have ample time to discuss the I-95 NB Rappahannock River Crossing project before the October 16 FAMPO meeting. There was consensus that the City of Fredericksburg and the Counties of Spotsylvania and Stafford would be meeting prior to the October 16 meeting, so a decision on whether to submit or remove the project can be obtained at the upcoming Policy Committee meeting. [Note: This item was later changed from October 16<sup>th</sup> to November 20<sup>th</sup>]

Mr. Agnello advised that in February/March FAMPO/GWRC will review and approve the regional candidate projects. In the spring of 2018, FAMPO/GWRC will approve the local district grant candidate projects.

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

There are new federal (Map-21/FAST Act) performance measure requirements, which will be in place this year, that the MPO's must adhere to. Mr. Agnello stated that our region is the first of fifteen Virginia MPO's who will need to be in compliance with the new federal regulations.

Mr. Agnello stated there are seven new performance measures in place, and there are two deadlines for meeting the measures. In May 2018, four of the seven will need to be implemented, and in May 2019 the other three will be implemented. Mr. Agnello stated that if the MPO completes its CLRP and TIP under the current May guidelines for SAFETEA-LU conformity, and the plan is accepted, then the MPO can go another five years without new submission. However, if a TIP amendment is regionally significant, this could trigger the need for compliance with Map-21/FAST Act performance measure requirements.

Mr. Agnello advised that the first four requirements that need to be met by May 27, 2018 are:

- Highway Safety Improvement Program (HSIP)
- National Highway System – Asset Management: Transit Asset Management Plans & Emergency Relief Program
- Transit Asset Management – National Transit Database
- Transit Safety

Mr. Agnello stated that the last three requirements that need to be met by May 20, 2019 are:

- National Highway System Performance – Freight Movement on the Interstate System
- National Highway System Performance – Congestion Mitigation & Air Quality Improvement Program
- National Highway System – Asset Management – Pavement and Bridges

Mr. Agnello stated that the first goal is to make the 2045 FAMPO CLRP as compliant as possible in meeting the first four performance measure deadlines. Mr. Agnello stated that FAMPO is continuing to work with VDOT and DRPT. Per an August 10 VDOT letter, quarterly meetings will begin in September 2017. Mr. Agnello stated that the State target date for all first deadline performance measures is expected by November 2017. Mr. Agnello relayed that FAMPO will need to hold a special FAMPO meeting in December 2017 to approve the first four performance measures. Mr. Agnello advised that the December meeting is targeted for December 18 at 6:00 p.m.

Mr. Agnello advised the second goal is to meet all Map-21/FAST Act performance measure requirements by the 2<sup>nd</sup> deadline. Mr. Agnello stated that staff will continue working with VDOT and DRPT, and additional consultant support will be required. Mr. Agnello relayed a mini 2045 LRTP update in FY2018 will need to be completed prior to May 20, 2019. Mr. Agnello stated that the federal process schedule will not allow this to be completed in time for the April 2018 approval of FAMPO's 2045 LRTP.

Mr. Agnello advised that the LRTP Advisory Committee continues to meet monthly and are considering potential build alternatives. At this time, these are all just recommendations and none have been formally adopted. Mr. Agnello stated the Advisory Committee will be selecting up to three improvement projects for consideration. Mr. Agnello relayed the deadline for project submittals to FAMPO is September 20.

Mr. Agnello advised that the expected timeframes for completion of the I-95 Phase 2 study is:

Transit/TDM – October/November

Highway – November/December

**d.) Regional Transportation Authority (RTA) – Mr. Paul Agnello**

Mr. Agnello advised that per direction from the August Policy Committee, staff has gathered information from Northern Virginia (NVTA) and Hampton Roads (HRTAC) for committee review. After review of the paper presentations, the Policy Committee is to advise FAMPO if a formal presentation is needed.

Mr. Agnello advised that included in tonight's agenda packet is a summary sheet comparing the NVTA and HRTAC RTAs. Mr. Agnello stated that NOVA was not able to complete the paper presentation as requested in time for tonight's meeting. However, Mr. Agnello stated that the paper presentation from Hampton Roads is included in tonight's agenda packet. At this time, Mr. Agnello stated that staff is looking for direction from this committee on how to proceed.

Mr. Kelly stated that he fully understands the topic needs to be brought to a conclusion, and he is proposing the following two points be discussed at the respective locality boards with a

recommendation to be brought back to the November meeting on how the committee wishes to proceed. The points Mr. Kelly asked the localities to reach decision on are:

- have jurisdictions be prepared for a vote, either for or against, establishing an RTA
- have jurisdictions be prepared for a vote, either for or against, removing the I-95 NB Rappahannock River Crossing project from the Smart Scale project consideration list

The Board concurred with this approach and agreed to pursue both items with their respective jurisdictions by the November FAMPO meeting.

**e.) Harry Nice Bridge Letters – Mr. Paul Agnello**

Mr. Agnello advised that copies of the letters to the governors of Maryland and Virginia are included in tonight's agenda packet. The letters are in opposition to the scaling back of the Harry Nice Bridge replacement. This was a request by Ms. Brabo at the August meeting.

**STAFF AND AGENCY REPORTS**

Mr. Agnello advised that the VDOT location and design public hearing for the 95 Express Lanes Fredericksburg Extension project will be held on Monday, September 25, and he encouraged everyone to attend. The meeting will be from 6-8:00 p.m. at Stafford High School. Mr. Agnello stated displays will be available for review, and at 7:00 p.m. the formal presentation will begin.

**MEMBER REPORTS**

Mr. Milde asked if a study has been completed that shows where everyone is going on I-95. Mr. Agnello stated that StreetLight Data is available. Mr. McLaughlin stated that the federal government agencies for this area export people Monday through Friday and disperse commuters at different locations. Mr. McLaughlin stated that implementing reverse commuting would solve the region's daily and ongoing congestion problems, but no one here will contact the federal agencies to explore the options.

Mr. Kelly stated that in years past FAMPO members have held discussions with both the local delegates as well as the GSA, and there was no interest in moving federal agencies to this region. As the federal agencies employ citizens not only from this region but also from Northern Virginia, the District and Maryland, discussion of re-locating federal agencies has gone on deaf ears in the past. Mr. McLaughlin stated that discussions need to be on-going with delegates and chief administrators from the government agencies.

Ms. Bohmke stated that unlike Mr. Kelly, who has ten years of FAMPO service, she has only been a FAMPO representative for a year. Ms. Bohmke asked if there are any policy manuals, etc. available detailing specific decisions that have been made over the years and the reasoning why. Ms. Bohmke stated she feels this committee is tasked with making a lot of decisions on many topics and with limited or no background information to accompany the request for a decision. Ms. Bohmke stated she would like to see, in paper format, the fourteen years of knowledge, discussions, decisions, etc. made available to all FAMPO committee members. Ms. Bohmke stated a check sheet of what has been discussed, what has been accepted/not accepted, what has worked/not worked, etc. would be a helpful guide to newly-appointed FAMPO committee members.

Mr. McLaughlin stated that approximately a year ago, efforts were made to one TSA agency in D.C. regarding considering re-locating government offices to this region. Unfortunately, Mr. McLaughlin stated these discussions did not occur with top-level decision makers, and FAMPO, as a regional agency, needs to start engaging conversations with top level staff. Mr. McLaughlin stated that the committee, as elected representatives, need to re-engage this process.

Both Ms. Bohmke and Ms. Sellers concurred that it is time the committee begins to think “outside of the box.” Ms. Bohmke asked how we move forward with these efforts. Mr. McLaughlin stated that a committee needs to be formed to initiate discussion, etc. Mr. Withers stated that he is not opposed to forming a sub-committee; however, he feels this is a GWRC function and not a FAMPO concern.

Mr. McLaughlin stated that he feels staff needs to establish meeting criteria and that a sub-committee needs to be established to look at alternatives such as establishing federal government agency sites in this region. Mr. Milde stated that he is not in opposition to a sub-committee being formed. Both Ms. Bohmke and Ms. Sellers felt it would be worthwhile to pursue, and both indicated they would serve on a sub-committee.

Upon motion by Mr. McLaughlin and seconded by Ms. Sellers, with Mr. Kelly, Mr. Milde, and Mr. Withers voting no and all others in consent, it was decided that a sub-committee be formed to study the possibility of moving federal government agencies to this region. The request was for FAMPO staff to provide a mission statement and establish sub-committee criteria. It was also noted that the initial sub-committee members will be: Ms. Bohmke, Mr. McLaughlin, and Ms. Sellers.

## **CORRESPONDENCE**

In packet and 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, OCTOBER 16, 2017**

The meeting was adjourned at 8:57 p.m., and the next meeting will be October 16, 2017 at 7:15 p.m.