



Policy Committee Meeting Minutes November 20, 2017

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

Members Present:

Mr. Paul Milde, Chairman, Stafford County
Mr. Tim Baroody, City of Frederickburg
Mr. Matt Kelly, City of Frederickburg
Mr. Billy Withers, City of Frederickburg
Ms. Nancy Long, Caroline County (Non-Voting Member)
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
Ms. Laura Sellers, Stafford County
Ms. Jennifer DeBruhl, Department of Rail and Public Transportation (DRPT)
Mr. Hap Connors, Commonwealth Transportation Board (CTB) (Non-Voting Member)
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Ms. Marci Parker, Virginia Department of Transportation (VDOT)
Mr. David Swan, FAMPO Citizens Transportation Advisory Group (CTAG) Chair (Non-Voting)

Others Present:

Ms. Susan Gardner, Virginia Department of Transportation (VDOT)
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)
Mr. Michael Smith, Stafford County Deputy County Administrator
Mr. Rupert Farley, FAMPO Citizens Transportation Advisory Group
Mr. Paul Prideaux, Michael Baker International
Mr. Andrew Zalewski, Foursquare
Mr. Curry Roberts, Frederickburg Regional Alliance (FRA)

Staff Members Present:

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

CALL FAMPO MEETING TO ORDER

Chair, Mr. Milde, called the meeting to order at 7:15 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 November 20th meeting was accepted as submitted.

PUBLIC INVOLVEMENT

None

CHAIRMAN'S COMMENTS

None

CONSENT AGENDA

- a.) **Approval of Policy Committee Meeting Minutes of October 16, 2017**
- b.) **Resolution No. 18-05, Endorsing Stafford County's Application to the Virginia Department of Transportation for Fiscal Year 2019 Transportation Alternatives Program Funding**
- c.) **Approval of Resolution No. 18-06, Amending the FY2018-2021 Transportation Improvement Program (TIP) for UPC 13558**

Upon motion by Mr. Kelly and seconded by Ms. Sellers, and all others concurring, items a, b and c from the consent agenda were approved by the FAMPO Policy Committee.

ACTION ITEMS/DISCUSSION ITEMS

- a.) **Employment Development Subcommittee Update** – Mr. Paul Agnello and Mr. Curry Roberts, Fredericksburg Regional Alliance

Mr. Agnello advised that work on the Employment Development Subcommittee has begun. Mr. Agnello stated the proposed organizational chart for the subcommittee is as follows: GWRC/FAMPO boards will be overseeing the work efforts and Mr. McLaughlin will chair the efforts. Mr. Agnello stated member representation from other entities will include: Chamber of Commerce, Fredericksburg Area Association of Realtors (FAAR), FRA, Germanna Community College, University of Mary Washington and the offices of Congressmen Brat and Whitman. Mr. Agnello relayed that locality representation members are included in tonight's agenda packet except for Stafford County who will appoint its members in January.

Ms. Brabo stated that as employment opportunities will also be studied along the Route 301/207 corridors in Caroline/King George counties, adding a representative from Rappahannock

Community College should be considered. Mr. Agnello stated that they could be invited to participate.

Mr. Agnello advised that there was an organizational meeting on November 8 and the next organizational meeting is scheduled for December 15. Mr. Agnello relayed that the first meeting discussed existing data resources so that the efforts aren't being duplicated. Mr. Agnello advised that the subcommittee's mission is to cooperatively work with FAMPO/GWRC and partner organizations to increase employment opportunities within the region, thusly increasing the Region's jobs/housing balance and by ultimately reducing traffic on the I-95 corridor.

Mr. Agnello stated the subcommittee will be gathering its initial research between November and January and will plan to meet from January to June of 2018. Recommendations gleaned from the subcommittee will be presented to FAMPO/GWRC in July of 2018.

Mr. Agnello stated the scope of work will include the following three items:

1. Investigation of opportunities to move federal government employees to the GWRC region
2. Investigation of opportunities to create increased flexibility in federal government telework options
3. Investigation of ways to increase GWRC's ability to attract and retain millennial workers, new employers and increased economic development possibilities

Mr. Agnello advised that he was now going to turn the remainder of tonight's presentation over to Mr. Curry Roberts from the Fredericksburg Regional Alliance (FRA). Mr. Roberts advised the Virginia Government partnership is completing its updated strategic plan for FRA. Mr. Roberts stated the update is not only looking at this region but also the entire state. Mr. Roberts stated a focal point was determining what it will take Virginia to get back into the Top 10 job producing states in the country, which is where we ranked during the 80's & 90's.

Mr. Roberts stated that currently Virginia is 28th and creating approximately 30,000 new jobs annually. However, to get back into the Top 10, that number needs to increase by another 75,000 jobs per year.

Mr. Roberts stated FRA reviewed data from now to FY2032 and also looked at the current labor force, the number of people living in our region who are working and updated data for the labor force classifications.

Mr. Roberts stated that it does not matter that they are employed within the Region but what does matter is that one is employed. Mr. Roberts stated that within the labor force category, a gap exists – 1.9% labor force but jobs being created here are only 1.7%. Mr. Roberts stated that today's statistics result in a 60,000-person gap between the number of available jobs within the Region and the out commuters. There are 173,000 people who live in the Region, but there are only 113,000 jobs.

Mr. Roberts stated that is you look at FY2032, starting with the Region being 60,000 down and then compound it with the anticipated continued growth rate, we then would be over 75,000 out commuters. Mr. Roberts stated the issue is how to increase the regional employment growth rate.

Mr. Roberts advised that solutions to this dilemma will result in multiple strategies. The other question that needs to be answered is how fast would we need to grow it to just break even?

Mr. Roberts stated we would have to change the regional employment growth from 1.7% to 4.2% annually to FY2032. Mr. Roberts relayed that no sensitivity analysis was used in providing this data and percentages are purely algebraic. There are a lot of factors involved, but based on the requests made from FAMPO this is how FRA would recommend the region taking the first step in moving forward.

Mr. Roberts stated that at some point in the future, sensitivity analysis, comparisons to regions with similar populations, etc. will need to be completed to determine the peak job growth rates. Mr. Roberts stated the factors would need to be determined in what helped other areas to close the gap.

Mr. Roberts advised another issue involved to even begin to grow the job rate here is you need to determine what makes up the region's work force. Of the 60,000 out commuters, 85% go north and 85% of the 85% are baby boomers so by FY2032 they will be out of the work force.

Mr. Roberts stated that regarding the gap analysis, you need to look at generational make-up of what the work force will be by FY2040 and will try to make the focus group mimic the generational mix of the work force in place by FY2026.

Mr. Roberts stated that the region does already have a lot of things the generational mix wants; however, we do not have one centralized location point to go find out about them. Mr. Roberts stated now we have to go locality to locality to get these questions answered.

Mr. Roberts stated that on more than one occasion, the following items came up that the region does not have such as a performing arts center in Fredericksburg, so in trying to expand on these requests, there will be no silver bullets. You will have to touch 70 things just to get one accomplished; you will have to play across multiple clusters; you cannot just work on marketing but also need to work on the product; and you need to work as a united work force in determining the future jobs.

Mr. Roberts relayed the future jobs will also need to have the amenities in place that would be attractive to a work force. In trying to be more holistic and to obtain a balance, all factors would need to be taken into consideration. Mr. Roberts stated that left to our own devices, this would be how an organization would begin its planning process.

Mr. Roberts added that in order to increase the "in region" jobs to 73,000 by FY2032, the following four categories need to be in place: business/attraction (industry clusters, business services, information/communication, manufacturing, logistics, public administration & federal agencies); work force (local schools, community colleges, university); creation (existing business expansions, B2B and small new business growth, tech transfer); & infrastructure (transportation, telecommute, broadband, cultural/recreational, business ready sites, & spec buildings).

Mr. Agnello advised that the subcommittee's proposed work plan will be the following:

- 1.) Develop strategies that will achieve a "Net Neutral" position by FY2032 and maintain these into the future

- 2.) Coordinate FAMPO/GWRC Transportation/Land Use resources that will support the strategies
- 3.) Coordinate other resources to support the strategies

Mr. Agnello advised that the proposed next steps will be the following:

- 1.) Completion of subcommittee development
- 2.) Working group to meet in December to continue to develop analysis plan and research for review by subcommittee in early January
- 3.) Early/Mid-January – first subcommittee meeting Mr. Agnello stated the meetings will be held at GWRC at 6:00 p.m. and asked the committee for best meeting nights – It was decided that either the 1st, 3rd, or 4th Wednesday nights would be the best days
- 4.) Mr. Agnello advised monthly meetings would occur from January to June with a presentation being given to FAMPO/GWRC in July

Mr. McLaughlin advised that Spotsylvania County has started this outreach and are working with FRA to determine how to capture some opportunities at least for federal government agencies. Mr. McLaughlin stated he felt Mr. Roberts' analysis is good in that the possibility of federal government agencies re-locating offices is only one pillar to the process. Mr. McLaughlin stated we are never going to fix the traffic/congestion problems regardless of how much asphalt is put down, so we need to look at reverse commutes which is where the federal jobs will be. Mr. McLaughlin stated there are other areas to the pillar that regionally we want to focus on – whether it is in manufacturing, warehouse, medical, IT jobs, etc.

Mr. McLaughlin stated that one of the things learned from working with Mr. Roberts is that we do not have shovel-ready work sites. The shovel-ready sites are ones where a business could be up, running and operating within a 12-month timeframe.

Ms. Brabo asked for clarification on what a shovel-ready site is as King George County does have these amenities available at sites now. Mr. McLaughlin advised that shovel-ready sites are those that already have utilities in place; already have appropriate site/building plans in place; have locality business incentives available to be offered; etc.

Ms. Brabo stated that King George County does have sites such as these in place. Mr. McLaughlin stated that not all localities throughout the region have available sites, nor do we have sites large enough that could adequately accommodate a federal headquarters.

Mr. McLaughlin asked if the subcommittee members would bring to the January meeting all available sites within specific jurisdictions that are available – whether it may be a 50,000 square foot site, a 130,000 square foot site, a 25-acre site, etc. that are zoned and ready for industrial growth opportunities and let this be the subcommittee's starting point.

Mr. McLaughlin stated the subcommittee could also develop a list of selling points to prospective businesses that could include items such as: stating the facts of the growing region; citing the region wants businesses to come here; highlighting the land that is available; listing the infrastructure in place; providing a finance plan to offer for a re-location; and ask what it would take for an agency to consider a re-location. Mr. McLaughlin stated that some localities may have its own incentive plan in place; however, regionally one is currently not available.

Mr. Milde stated that Stafford County has some agreements in place and he is interested in the concept and seeing it move forward; however, he does not feel this should become a FAMPO issue and feels it would more adequately be serviced as a GWRC initiative. Mr. Milde stated that FAMPO covers the transportation portion, but not the economic development portion.

Mr. McLaughlin stated that he thinks both transportation and economic development need to be tied together and as we are a regional planning organization he feels we get caught up on just the transportation aspect. Mr. McLaughlin stated that nowhere in FAMPO's make-up does it state the organization is specifically transportation in nature.

Mr. Milde asked Mr. Agnello for clarification on what an MPO is. Mr. Agnello stated that the MPO is a transportation/land use planning entity for the Fredericksburg urbanized area. Mr. McLaughlin stated that as the current system and method of doing business has proven to not work, there is never enough money and the problems will never be resolved, we can focus on building local roads and not focus on building interstate roads.

Ms. Bohmke stated she felt that both Mr. McLaughlin and Mr. Milde are saying the same things; however, since there is a difference of opinion on whether this should be a FAMPO-driven initiative or a GWRC/FRA, etc. Initiative, this issue needs to be resolved before the efforts move forward.

Ms. Bohmke asked Mr. Roberts if FRA is already aware of the sites currently available throughout the region that are shovel-ready. Mr. Roberts stated that FRA is familiar with one 30-acre pad-site that is ready to go in Stafford County and Spotsylvania County has one 9-acre site ready that could accommodate 78,000 square feet.

There was committee discussion on the difference between a shovel-ready site and a pad-ready site. Mr. Roberts stated that a true pad-ready-site is where a business could come in, be up and running with a structure in place that indicates everything is in place to make it a pad-ready site.

Ms. Brabo stated there are two sites in King George that are ready. Ms. Brabo relayed the sites are a level 3 classification, have water/utilities on the property, etc. Mr. Roberts advised that a level 3 classified tract is one that cannot be hooked up to easily as it is classified as a private enterprise. Mr. Roberts stated the parcels need to have long-haul fiber in place and sites that have openings on their pipes are not pad-ready sites. (Mr. Roberts stated this was about the Summit property in King George County). Regarding the other King George site (referenced as the Taylor site), other than topography, this site has never been audited for a business pad-site-ready development. Mr. Roberts advised the owner of this property was offered to have it audited at approximately the same cost that FRA paid 75% of the cost to complete the site that was presented to them from the King George Board of Supervisors. Mr. Roberts stated that today's cost would involve an approximate \$600,000 investment to make the site pad-ready.

Mr. Roberts stated that pad-ready and site-ready lots are similar; however, there are crossing issues. A pad-ready site is in place but will still be approximately 24-28 months before it is available for a business to consider; whereas a site-ready tract could be occupied within a 12-18 month time frame.

Ms. Long stated this item was discussed as well at tonight's GWRC meeting and there was consensus from this Board that an entity other than FAMPO should be leading the initiative. Ms. Long stated that as this is designed to be a true regional effort that also includes Caroline and King George representation that have voting privileges on GWRC but not on FAMPO that possibly this is the appropriate entity to oversee the efforts.

Mr. Kelly stated he had no problem going down this road, and Mr. McLaughlin has already answered some of his initial questions. Mr. Kelly concurred that the Region will not be able to pave its way out of the congestion it faces, which is why more focus is being directed towards transit projects, enhanced technologies, etc. Mr. Kelly stated exploring the option of having federal agencies re-locate offices here is another piece to a solution and the committee needs to realize it is not "the" solution. Mr. Kelly stated he does not want the committee to lose focus on considering all aspects of the transportation network. Mr. Kelly stated that the Fredericksburg City Council just recently received a presentation from a professional company who gave insight as to what is needed for companies to determine where work sites will go.

Mr. Kelly stated the three top factors in where companies select work sites are: work force; having ability for people/products to move smoothly between site locations; and infrastructure. Mr. Kelly asked what the end game is. Is this to be truly a regional effort because when focusing on larger employers, he does not think any locality within the Region on its own can handle what would be needed to attract large employers?

Mr. Kelly asked if regionally we invest in larger employment centers collectively and work out the necessary agreements/arrangements accordingly. Mr. Kelly stated that he does not want to see this committee going back to statements made earlier that would result in localities competing for the employers.

Mr. Kelly stated this was a mindset that was in place several years ago and he does not desire to see this occur again. Mr. Kelly cited the following example from the past– the surgery center in Stafford requested to move to the City – before any move occurred the City was approached by Stafford Board of Supervisor asking that the City please hold off on the move so that Stafford could at least have an opportunity to re-negotiate the employer to stay in Stafford. The City agreed to this request. Stafford later came back to the City and said the re-negotiations did not materialize and the business was still interested in moving into Fredericksburg at which time the City made the necessary contacts, agreements, etc.

Mr. Kelly stated that also a few years ago a cabinet company in Spotsylvania was looking for more space, which at that time the county did not have. However, the City had the space needed within its industrial park and the request to the county was to do a combined project with the cabinet shop and the Blue and Gray Brewery. Instead of the county re-negotiating with the employer about the opportunity to re-locate to the City, they instead provided a cash incentive of \$375,000 for the company to stay where it was.

Mr. Kelly reiterated again that in order for this to become successful it needs to be regional and not jurisdictionally competitive. Mr. Kelly stated that just recently the City got a business from Spotsylvania on the technical side and just lost one to Stafford. Mr. Kelly stated an ultimate goal would be discussion by this committee of the predatory movement of businesses within the region.

Mr. Milde stated that the committee needs to first be in concurrence on whether the subcommittee needs to be under the direction of FRA, FAMPO, GWRC, etc. Mr. McLaughlin stated that both FAMPO/GWRC are the same, so it does not matter whether subcommittee efforts, discussions, etc. occur at one or the other. Mr. McLaughlin stated the only difference is that FAMPO looks at transportation – whether it is trains, buses, roads, vans, etc.

Mr. Withers made a motion for the item to be endorsed; however, have it be led and overseen by GWRC and not FAMPO. Ms. Sellers seconded the motion. The following discussion occurred from the committee members after the motion was given.

Mr. Ross asked if GWRC has the authority to ask for federal dollars for roads. Mr. Milde concurred that they do. Mr. Ross stated he has sat on GWRC previously and he does not think they do in fact have this authority. Mr. Milde stated that if not, they would forward the request to FAMPO because we are a creature of the total organization.

Mr. Ross stated that if federal money is needed, it will have to come back to FAMPO anyway. Mr. Milde concurred but stated at this point it would become a transportation component. Mr. Ross stated it appears that FAMPO is trying to dilute the issue. Mr. Milde stated that to him, it appears that Spotsylvania is trying to use both sides: 1) not to build new roads; and 2) now talking about economic development opportunities. Mr. Milde stated that if FAMPO is going away from transportation and re-focusing on economic development, then this becomes a policy change.

Mr. Ross asked if by-laws can be written by the subcommittee that allows all members to vote then what harm could come from having it operate under FAMPO? Mr. Milde stated that FAMPO deals exclusively with transportation material. Mr. Kelly stated the only concern that could arise with this is that the subcommittee can be authorized to vote; however, policies would then need to be made by the board (Policy Committee). Mr. McLaughlin stated that he would think that if the subcommittee made a recommendation to the Policy Committee, the recommendations would be endorsed by the Policy Committee. Ms. Brabo stated that there is no guarantee this would occur as all members of the subcommittee are not members of FAMPO.

Mr. Milde asked Mr. Agnello what funding FAMPO had oversight for compared to GWRC. Mr. Agnello advised that FAMPO has the authority for federal transportation monies allocated to the City of Fredericksburg and to Spotsylvania/Stafford Counties. GWRC has some rural transportation responsibility for Caroline/King George Counties but has no oversight of federal transportation monies for these areas. Additionally, Mr. Agnello stated that whether funding allocations are either state or federal in nature, the request for these funds goes to the MPO if the request is regionally significant.

Mr. McLaughlin stated that provisions generated by the subcommittee could stipulate that representation by both Caroline/King George authorize them as a voting member. Mr. McLaughlin stated a subcommittee would set its own regulations. Mr. Agnello concurred and stated this has been proposed for consideration.

Mr. McLaughlin stated that he feels at the first meeting in January when the subcommittee officially meets, a lot of these questions/concerns could be discussed and resolved, and it should be up to the subcommittee to determine whether the focus is a FAMPO or GWRC initiative.

Mr. McLaughlin stated a subcommittee was newly formed last month with very little discussion and now we are going to move it to another organization without any research, discussions, etc. Mr. Milde advised that a motion and second has already been put on the floor, and if Mr. McLaughlin would like to make a substitute motion at this time he can do so.

Ms. Brabo stated she has expressed her reasons for requesting the subcommittee be overseen by GWRC and asked Mr. McLaughlin if he would provide comment as to why he is opposed to this request. Ms. Sellers commented that Mr. McLaughlin is not on GWRC. Mr. McLaughlin stated that this was irrelevant as he can actively serve on either of the committees.

Mr. McLaughlin stated there are members here who do not want these efforts to occur as they are very focused on transportation components and are trying to de-rail the efforts before they even begin. Mr. McLaughlin stated that his objection is this is a decision that does not have to be made tonight. Mr. McLaughlin stated it would make more sense to make this decision after the subcommittee has held its first meeting.

Mr. McLaughlin stated that at last month's FAMPO meeting, endorsement of the subcommittee was received. Now without any discussion by the selected subcommittee members, with no research completed, etc. we are again attempting to rush a decision to be made at tonight's meeting. Mr. McLaughlin stated he would like to submit a substitute motion asking that this item be deferred at tonight's meeting and re-evaluated at the upcoming January meeting. There was no second to the substitute motion, so the substitute motion did not move forward.

The original motion voiced and seconded to move this forward as a GWRC-led initiative resulted in a hand count vote with the following counts: 7 – yes votes (City of Fredericksburg – Mr. Baroody, Mr. Kelly & Mr. Withers; County of Stafford – Mr. Milde & Ms. Sellers; VDOT – Ms. Parker; & PRTC – Mr. Steigerwald) & 4 no votes (County of Spotsylvania – Mr. Benton, Mr. McLaughlin, & Mr. Ross & County of Stafford – Ms. Bohmke) so the motion was adopted.

b.) Final Presentation on Lafayette Boulevard Traffic Study– Mr. Paul Prideaux, Baker

Mr. Prideaux advised they have been working on the Lafayette Boulevard traffic study for FAMPO for the last year. Mr. Prideaux relayed the original research included compilation of the following data: traffic counts, travel time runs, intersection/roadway geometry, maximum queue lengths at intersection, crash history, bike/ped activity within study area, & general field observations. Mr. Prideaux stated data has been finalized on all the categories above. Mr. Prideaux stated the question resulted on with today's demands how is the intersection functioning. Mr. Prideaux stated that if we leave it as it is and do nothing, the intersection will fail by 2040.

Mr. Prideaux advised the study results have been submitted to the City Council and were well received. Mr. Kelly stated that in 2040, the corridor portion of Lafayette Boulevard into Spotsylvania County will need to be re-visited and then will not become just a city project. Mr. Kelly stated the

same will occur on Route 2/17. Mr. Kelly requested that joint discussions occur between both localities on both corridors.

Mr. Prideaux advised that three alternatives were compiled for consideration (some of them have been recommended in the past):

- 1.) Alternative 1 – “Peanut” Roundabout
- 2.) Alternative 2 – Dual Roundabout
- 3.) Alternative 3 – Intersection Widening project

Mr. Zalewski with Foursquare advised this study also included key bicycle and pedestrian needs. The determined needs would extend access to the VCR trail from Downtown Fredericksburg. It would improve the crosswalks along the corridor and enhance connection points between Lafayette Boulevard and Kenmore Avenue for cyclists. It has been determined that both Kenmore Avenue and Charles Street are key pedestrian routes within the bicycle/pedestrian infrastructure study.

Mr. Benton stated that with the traffic data given tonight, it does not seem that this intersection is as heavily congested as many others throughout the region and he did not see how VDOT would be able to justify approving this project. Mr. Benton asked if another locality project was being bumped to have the Fredericksburg project approved. Mr. Agnello advised that other projects would not be bumped if the City project is adopted.

Mr. Milde asked Mr. Agnello to clarify how jurisdictional projects are funded. Mr. Agnello stated that if any federally funded project that has regional significance is submitted, it is one that can be considered for funding approval. Mr. Agnello stated this project will be significant in that it supports the improvements to the Fredericksburg Train Station which has been in the LRTP.

Mr. McLaughlin stated it appears this is a project that is endorsing a concept only and should be submitted for consideration by the City of Fredericksburg and not one that would become a regional project. Mr. Agnello stated that this study could result in a lot of projects coming forward that could potentially be submitted by a locality for Smart Scale consideration.

Mr. Prideaux stated that based on the analyses conducted, the following conclusions to the three build alternatives for the Lafayette Boulevard study are:

- 1.) Potential for increased right-of-way impacts with Alternative 1, and Alternative 2 would require slightly more right-of-way
- 2.) Alternative 2 provides the best overall operations in terms of overall network delays
- 3.) Alternative 3 is the least expensive option based on the planning-level cost estimates

Mr. Prideaux stated that Alternative 1 may cause confusion for drivers who attempt to navigate a “peanut” roundabout with it having no direct northbound left turn onto Kenmore Avenue or a direct southbound left turn lane onto Charles Street from Lafayette Boulevard.

Mr. Prideaux advised that for the Lafayette Boulevard study that is based on overall traffic operations and reduced impacts to right-of-way, consultant recommendation is Alternative 2 as the preferred alternative for improvements to Lafayette Boulevard.

Regarding the bike/ped portion, Mr. Zalewski stated that while all three alternatives will improve the existing conditions for pedestrians and cyclists, Alternative 2 is the recommended alternative as well.

- i. Approval of Resolution No. 18-08, Endorsing the Recommendations from the Lafayette Boulevard Traffic Study – Mr. Nick Quint

Mr. Milde stated that Resolution No. 18-08 is authorizing FAMPO to apply for funding for the project and is not now endorsing a specific project. Upon motion by Mr. Kelly and seconded by Ms. Sellers, with Mr. Benton voting no and all others concurring, Resolution No. 18-08 was adopted by the FAMPO Policy Committee at the November 20th meeting.

c) Final Presentation on Bike Share and Bike/Ped Plan– Mr. Andy Zalewski, Foursquare

Mr. Zalewski advised the regional study looked at the investments of improving bicycle and pedestrian mobility. The two main components of the study were bike share feasibility and a bicycle/pedestrian infrastructure vision for the City of Fredericksburg.

Mr. Zalewski advised that a bike share program is a system that allows bicycles to be available 24 hours a day and usually comprises relatively short trips for up to 1-3 miles and approximately 30 minutes in length.

Mr. Zalewski stated that there are two types of bike share designs – one is kiosk stations which is a costly investment for small towns (~\$60,000 per station). The other system has tracking on individual bikes and does not need to be connected to a docking station, which makes it much more economically feasible for a city the size of Fredericksburg.

Mr. Swan stated that several years ago there was a bike event in Richmond that extended into Caroline County, so conceivably at some point a similar event could occur here. This would have economic benefit to the entire region. Mr. Swan suggested that FAMPO staff contact the Richmond authorities to get “lessons learned” feedback on what worked for them; what obstacles they had to overcome; project cost, etc.

Mr. Ross asked what Resolution No. 18-09 is endorsing – is it endorsing the bike share program, the bike/ped infrastructure improvements or both? Mr. Milde stated this too is a Resolution endorsing FAMPO staff to seek appropriate funding that could be allocated to these projects and tonight no specific project is being endorsed.

Mr. Agnello advised this study has been presented to the City of Fredericksburg, and at this time the City has endorsed the bike/ped portion of the project. Mr. Ross concurred that he was not in support of the bike share program; however, he does support the bike/ped portion. Mr. Ross stated the bike share program would cost essentially \$12.00 a ride, and he does not see this being an efficient system. Ms. Sellers stated that she feels this is in fact a service the millennial generation will be looking for. Mr. Kelly stated that at this time, the City is not in support of the bike share program; however, he also knows it is a factor that will have citizen interest by 2040, so it is something the City is in the initial stages of studying.

- i. Approval of Resolution No. 18-09, Endorsing the Recommendations from the Bike Share and Bicycle/Pedestrian Infrastructure Improvements Study – Mr. Nick Quint

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with Mr. McLaughlin voting no and all others concurring, Resolution No. 18-09 was endorsed by the Policy Committee.

d.) Approval of Resolution No. 18-07, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Add UPC 112046 – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-07 is a request from VDOT and is a placeholder for the express lane connection to SB I-95 and includes \$4,000,000 for bridge work. This resolution will allow VDOT to move through the procurement process to award the bid. Mr. Milde asked where the money would come from. Ms. Parker stated the money is passing through from Transurban to VDOT.

Upon motion by Mr. Kelly and seconded by Ms. Bohmke, with all concurring, Resolution No. 18-07 was adopted by the FAMPO Policy Committee.

e.) Update on Transportation Revenues Available for 2045 Long Range Transportation Plan (LRTP) – Mr. Paul Agnello

Mr. Agnello advised that revenue resources have reduced significantly over the last several months. Based on the most current information received from the State, when HB2313 came out, which provides the funding for Smart Scale, there were funding projections that resulted and were dispersed to MPO's CLRPs efforts. The 2017 funding received is less than what was forecasted in 2013. Mr. Agnello stated the other discerning fact is the gap will continue to increase over time within the five-year timeframe from FY2014-2018 and overall has resulted in a \$400million gap than what was expected.

Mr. Agnello stated that what this means for the Region is there will be a much lesser amount of money available for CLRPs efforts for the City of Fredericksburg and the Counties of Spotsylvania & Stafford.

Mr. Agnello stated there is an increasing amount of money being applied to maintenance in this CLRP compared to five years ago; however, the capacity funding for new projects is substantially less. From FY2018-2045, we have \$761million for new capacity; with \$310million in FY2018-2023 already committed to existing projects such as the SB I-95 River Crossing project, the FredEx project, and the Route 630 intersection project in Stafford County. There is not a lot of money remaining for FY2024-2045. Mr. Agnello advised that between FY2024-2030 the rate the region will receive is \$33millionper year and for FY2031-2045 there will be \$15millionper year allocated. Mr. Agnello stated that for a region the size of FAMPO, \$15million is inadequate.

Regarding transit funding, \$112million will be allocated. The majority of this will be applied to existing services and very little available for new transit projects. Mr. Agnello stated this likely will provide for only a few bridge projects being included into the CLRP. Mr. Agnello stated that local funding has increased; however, the amount of state/federal dollars that continues to go down outweighs the local funding increase.

Mr. Agnello stated that if any additional funding becomes available, which now potentially could be approximately \$2billion, the Region needs to have a project list compiled with projects that are ready to go that could be submitted immediately for funding consideration. Mr. Agnello stated this committee would need to compile the projects to be placed on the “ready-to-go” project list.

Mr. Ross asked with all the state sales tax that is paid annually does any of the revenue get applied to transportation projects. Mr. Agnello stated that some state sales tax goes towards transportation, 0.3% statewide and an additional 0.7% in NoVA and Hampton Roads only.

Mr. Agnello stated that he would like input from the committee as to whether FAMPO should forward a letter to the State asking that this issue be re-addressed with the next administration. Mr. Connors stated that not only should a letter be sent to all the delegates but also a request that they attend an upcoming FAMPO meeting, so issues can be discussed directly with them. It was committee consensus to write a letter to all delegates asking that issues be addressed with the next administration. This letter will be compiled by the FAMPO Executive Committee, with a copy forwarded to all members to review, and then forwarded by FAMPO. A request was also made to have all delegates invited to attend the upcoming December/January FAMPO meetings so current updates can be provided and discussed.

f.) Update on Smart Scale Round 3 – Mr. Paul Agnello

- i. CTB Presentation from October 23rd
- ii. FAMPO Letter Regarding Accessibility Measure Change

Mr. Agnello advised that final Smart Scale guidelines have been released. Mr. Agnello stated that two changes that are significant for this region are as follows: Congestion Mitigation & Accessibility scoring factors and current resource levels.

Regarding the Congestion Mitigation and Accessibility factors, the following changes will not be advanced. The Congestion Mitigation category adjusts person throughput calculations to better reflect the size of project improvements. The accessibility factor, which will have the most negative impact to this region, results in the 45-minute cap for auto and 60-minute cap for transit job access. Mr. Agnello stated this issue had been addressed, and a request was made to either group this region with the decay curve for Northern Virginia or remove the cap altogether. Mr. Agnello stated that earlier in the Smart Scale process, decision was made by the State that this category was going to be changed/amended. However, with the final guidelines published, the State has reversed the decision and the caps will remain in place. For this region, commuters typically travel longer than 45 minutes, and these extra commuting miles are not factored in to the data that is compiled.

Mr. Connors stated this is an issue that has been expressed statewide, and there is still room for negotiations to occur. Implementation of a statewide decay curve is still not a dead issue, so Mr. Connors encouraged FAMPO to keep pursuing the issue. Mr. Connors stated the desire overall from all regions is for a uniformed measure to be implemented statewide and he again reiterated that FAMPO should consider continuing to push the issue forward.

Regarding the current resource levels, Mr. Agnello advised that \$800million to \$1billion is available every two years for Smart Scale projects. These funds are allocated into two programs: the High

Priority Program and the District Grant Program. Mr. Agnello advised this computes to \$400million annually for high-priority projects and \$25million annually for district grant projects.

Mr. Agnello stated that included in tonight's agenda packet is an 11x17 spreadsheet that lists the draft candidate Smart Scale Round 3 projects for consideration by GWRC/FAMPO. Mr. Agnello stated the project list is the same that has been submitted at previous meetings, and in early 2018 decisions will need to be made by localities, FAMPO, GWRC, other entities, etc. on the projects to move forward. Mr. Agnello stated that with the reduced funding, it is even more critical that everyone works together. FAMPO staff will be working with the localities, VDOT, DRPT, the Technical Committee and the Policy Committee to determine which projects will be submitted; determine if similar projects can be packaged together; ensure that projects are not duplicated by either a locality or agency; etc. Mr. Agnello advised that the updates on this process will be presented to the Policy Committee at the upcoming January 2018 meeting.

STAFF AND AGENCY REPORTS

Mr. Agnello advised that staff will be submitting a call for Congestion Mitigation and Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP) projects in December/January, and this will give the localities two months to submit all projects for consideration. Mr. Agnello relayed there is no project limit per locality; however, there will be limited funding. FAMPO should receive approximately \$10 million. Mr. Agnello stated that any FAMPO voting member is eligible to submit projects.

MEMBER REPORTS

None

CORRESPONDENCE

In packet and self-explanatory

FAMPO COMMITTEE MEETING MINUTES

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

CLOSED SESSION

The FAMPO Policy Committee meeting adjourned at 8:40 p.m. and went into closed session to discuss a personnel issue. Upon motion by Ms. Sellers and seconded by Mr. Withers, with all concurring, the FAMPO meeting was adjourned and the closed session began.

The personnel issue was addressed, and upon motion by Mr. Kelly and seconded by Mr. Steigerwald, with all concurring, the Closed Session of tonight's November 20th meeting was concluded.

ADJOURN FAMPO MEETING/NEXT MEETING, NOVEMBER 20, 2017

The November 20, 2017 meeting was adjourned at 8:52 p.m. The next meeting date will be on December 18, 2017 at 6:00 p.m.