



**Policy Committee Meeting Minutes  
November 21, 2016**

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

**Members Present:**

Mr. Matt Kelly, Chair, City of Fredericksburg  
Mr. Tim Barody, City of Fredericksburg  
Mr. Billy Withers, City of Fredericksburg  
Ms. Nancy Long, Caroline County (Non-Voting Member)  
Mr. Greg Benton, Spotsylvania County  
Mr. Tim McLaughlin, Spotsylvania County  
Ms. Meg Bohmke, Stafford County  
Mr. Paul Milde, Stafford County  
Ms. Laura Sellers, Stafford County  
Ms. Jennifer DeBruhl, Department of Rail and Public Transportation (DRPT)  
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)  
Ms. Marci Parker, Virginia Department of Transportation (VDOT)  
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)  
Mr. Todd Rump, Citizens Transportation Advisory Group (CTAG) (Non-Voting Member)

**Others Present:**

Ms. Susan Gardner, Virginia Department of Transportation (VDOT)  
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)  
Michelle Shropshire, Virginia Department of Transportation (VDOT)  
Mr. Tom Harrington, Cambridge Systematics  
Mr. Tom Hickey, Virginia Railway Express (VRE)  
Mr. Rupert Farley, Citizen  
Ms. Fran Larkins, Citizen

**Staff Members Present:**

Mr. Paul Agnello, Fredericksburg Area Metropolitan Planning Organization (FAMPO)  
Ms. Marti Donley, Fredericksburg Area Metropolitan Planning Organization (FAMPO)  
Mr. Tim Ware, George Washington Regional Commission (GWRC)  
Ms. Diana Utz, George Washington Regional Commission (GWRC)  
Ms. JoAnna Roberson, George Washington Regional Commission (GWRC)

**CALL FAMPO MEETING TO ORDER**

Chairman Kelly 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 Mr. Milde and seconded by Mr. Withers, with all concurring, the FAMPO Policy Agenda was accepted as presented.

## **PUBLIC INVOLVEMENT**

None

## **CHAIRMAN'S COMMENTS**

None

## **ACTION ITEMS/DISCUSSION ITEMS**

### **a.) Approval of FAMPO Minutes of October 17, 2016 – Mr. Paul Agnello**

Upon motion by Mr. Milde and seconded by Mr. Withers, and all others concurring, the minutes from the October 17<sup>th</sup> meeting were accepted as presented.

### **b.) Update on I-95/I-395 Transit/TDM Study Results – Ms. Jennifer DeBruhl, Department of Rail and Public Transportation (DRPT) and Mr. Tom Harrington, Cambridge Systematics**

Ms. DeBruhl advised that an upcoming presentation on the I-95/I-395 Transit Transportation Demand Management (TDM) Study results will be given to the Commonwealth Transportation Board (CTB) at their meeting on December 6<sup>th</sup>. Ms. DeBruhl stated that the I-395 Express Lanes project will expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes on I-395 to three HOT or Express Lanes for an approximate eight-mile stretch along I-395 heading north of Edsall Road to Eads Street near the Pentagon.

Ms. DeBruhl stated that the project will provide for improvement connections between the Express Lanes and Eads Street and that signage, toll systems, an active traffic management system and sound walls are all components of the project. Ms. DeBruhl stated that DRPT has the sole responsibility for conducting the TDM study.

Ms. DeBruhl advised that the I-395 Express Lanes agreement provides for transit payments from the toll revenues to be distributed annually for utilization of multimodal improvements on the corridor. Ms. DeBruhl stated that transit and TDM projects that are deemed eligible for funding will ultimately increase the mobility and person through-put along both the I-95 and I-395 corridors. Ms. DeBruhl advised that the Commonwealth has committed at least \$15 million to be provided to the region annually.

Ms. DeBruhl stated that DRPT is leading the study in coordination with the other eleven stakeholders who include the counties of: Arlington, Fairfax, Prince William, Spotsylvania and Stafford; the cities of Alexandria and Fredericksburg; and Northern Virginia Transportation Commission (NVTC), PRTC, VRE and Washington Metropolitan Area Transit Authority

(WMATA). Ms. DeBruhl stated that the study is intended to develop a plan that will identify potential transit services and TDM program enhancements. Ms. DeBruhl advised that after the study has been completed, the Commonwealth will then decide on the prioritization approach, the selection of projects, and the funding to be allocated.

Mr. Tom Harrington with Cambridge Systematics relayed that the study area extends from the southern terminus of the I-95 Express Lanes at Garrisonville Road in Stafford County, north to the Potomac River. Mr. Harrington stated that even though not reflected on the map, projects as far south as Spotsylvania County have also been included for study and, if approved, could be eligible for funding.

Mr. Harrington advised that the transit/TDM services, programs, and facilities that are being studied are those that will serve work destinations inside the beltway; those that will directly utilize the I-395 Express Lanes; or those that will provide direct access to transit services along the corridors or increase the person through-put or travel options within the study area.

Mr. Harrington stated that examples of screened projects that could be eligible could include the following: new bus routes; express bus routes from this region going directly to Crystal City or the Pentagon; new and increased Fredericksburg Regional Transit (FRED) feeder routes to the Park and Ride lots and VRE Stations; additional commuter parking lots; and development of a transit/TDM hub at the new VRE station in Spotsylvania County. Mr. Harrington advised that for any of these projects to be pursued, they must already be included within a specific jurisdiction's local comprehensive plan.

Mr. Harrington stated that some types of service and facility improvement projects could include: Intelligent Transportation Systems (ITS) projects; VRE increase (number of trains), lengthen all existing trains to 8 cars; expansion of the VRE equipment storage facilities; provide for additional commuter parking at the existing VRE station lots; VRE platform extensions; rail infrastructure improvements; Metrorail fleet expansion; and commuter bus layover staging facilities.

Mr. Harrington advised that public outreach meetings have occurred in the summer of 2016 and that a final report is due mid-December 2016. Mr. Harrington stated that the express lanes are scheduled to be operational in 2019.

### **c.) Bike Share and Bicycle Infrastructure Improvements Study – Mr. Paul Agnello**

Mr. Agnello advised that this item was included as an Action Item on the September Policy Committee agenda; however, there were questions from members so the item was deferred for action until November.

Mr. Agnello stated that the Policy Committee approved last spring an inclusion of a bike share and bicycle infrastructure improvement study to be a part of the UPWP and to utilize RSTP funding for the study costs.

Mr. Agnello stated that the purpose of the study is for the following:

- 1.) 2045 LRTP requirement

- 2.) Smart Scale requirement
- 3.) 5307 funding from the GWRC Vanpool program that is regional funding allocated for bicycle/pedestrian projects
- 4.) Transportation Alternatives Program (TAP)
- 5.) CMAQ allocations (CMAQ dollars can be used for highway projects as well; however, some of the money allocated to the region needs to be designated for bicycle/pedestrian projects)
- 6.) Provide a first/last mile transit solution
- 7.) Promote health and wellness
- 8.) To reduce congestion and improve mobility

Mr. Agnello advised that the study overview will result in two phases.

Phase 1 is a bicycle infrastructure improvement study, and this study will be completed internally by staff. The data obtained will be a part of the updates to the Long Range Transportation Plan (LRTP) and will also expand out to the GWRC region to include the rural areas of Caroline and King George counties.

Phase 2 is a bike share feasibility study that will be completed by outside consultants. This study will initially look at the need and utilization of a bike share program being implemented within the City of Fredericksburg. After this has been completed the bike share feasibility opportunities will encompass the entire region.

Mr. Agnello advised that the start date for the study is January, 2017 with a final presentation being made to FAMPO in July of 2017. Mr. Agnello stated that the approximate total costs of both Phases will be \$49,299.70.

Mr. McLaughlin stated that he felt this item is not a FAMPO issue and is one that should be studied and funded by a private entity. Mr. Milde stated that he thinks the project has potential for both the City of Fredericksburg and Stafford County; however, asked if the others areas around the state that have a system implemented, is the area responsible for subsidizing the project. Mr. Milde stated that even if the money applied to the project from other regions is only start-up money, he would like to see a report on how the localities who have this program in place have allocated funding to support the program.

Ms. Sellers asked who the stakeholders would be in the study. Mr. Agnello stated that initially, the players would be FAMPO staff, City of Fredericksburg staff, and VDOT. However, any staff member can serve on the committee if they so desire. Ms. Sellers stated that she thought it would be important for the University of Mary Washington to also be a stakeholder. Mr. Agnello said that staff is looking into this. Ms. Bohmke asked if the study would also include bicycle routes to the Leeland VRE station and Mr. Agnello stated that it could.

Mr. Agnello advised that before anything can move forward, or not move forward, that the study needs to be done to determine the feasibility of the project. Mr. Withers stated that there are a lot of citizens in Fredericksburg who ride bicycles to the VRE station and he would like to see FAMPO support the study.

Mr. Kelly stated that the project has two components – one is that it does need to be in the 2045 LRTP, and if the region needs to have a commercialized program in place ten years from now that it needs to be planned for now.

Mr. McLaughlin stated that he does not see any resident from Spotsylvania or Stafford utilizing a bicycle/pedestrian trail or route and again feels this should be an individual locality project and not a FAMPO project. Mr. McLaughlin stated that wasting taxpayer money on a study, let alone investing in a purchase of shared bicycles, etc. for a city with a population of 25,000 people is not a viable solution.

Mr. Milde stated that the area around Chatham Manor in Stafford County has a pretty successful bicycle trail in place and he thinks it is worthwhile; however, usage would be purely recreational to the citizens here and he does not see it as being a tourist-revenue project. Mr. Milde stated that potentially there could be economic development opportunities to the region but he thinks these would be on a very small scale basis.

Mr. Agnello advised that there are other areas nation-wide with the population of Fredericksburg that have a successful bike-share system in place and the goal is to have innovative ways to have the system become self-supporting. Mr. Agnello stated that there would be initial cost to the region before the system becomes self-supporting. Mr. Agnello stated that the funding for the study, and potential up-front cost, would come from 5307 transit money that if it is not utilized would remain unused as it cannot be used for road/highway projects. Mr. Agnello stated that before any of these answers can be implemented, the study needs to be done to determine whether it is even feasible; and if feasible, we are trying to position ourselves to become eligible for this designated funding. Mr. Agnello stated that there was only one TAP application submitted from the region, which was a project in Stafford County, and he feels that other projects within the region could also be eligible if applications are submitted.

Ms. Sellers stated that even if this initially is a project that only is of benefit to the City, we are a regional board and as the City would benefit and funding is available and if not utilized will be re-allocated elsewhere, that she thinks the Policy Committee should endorse the request.

Mr. Kelly stated that there are two components to the request. The first is for the region to conduct a study, have a plan, and have improvements in place. Mr. Kelly stated that FAMPO's long range transportation plan is to be updated and this is an item that will be incorporated into other MPO's plans. Secondly, there is the commercial aspect. Mr. Kelly stated that it is something that needs to be planned for; it is something that makes sense; and is something that is eligible for funding so he too expresses support of Resolution No. 17-09.

**i. Approval of Resolution No. 17-09, Authorizing Staff to Work with the Foursquare Integrated Transportation Planning Consulting Team to Execute a Study of Bike Share and Bicycle Infrastructure Improvements**

Upon motion by Mr. Withers and seconded by Ms. Sellers, with Mr. Benton, Mr. McLaughlin and Mr. Milde voting no, and all others in support, Resolution No. 17-09 was adopted by the FAMPO Policy Committee (vote count: 6 – yes; 3 – no).

**ii. Approval of Resolution No. 17-17, Amending the FY20-15-2018 Transportation Improvement Program (TIP) to Add Funds for the Bike Share and Bicycle Infrastructure Improvements Study**

Upon motion by Mr. Withers and seconded by Ms. Sellers, with Mr. Benton, Mr. McLaughlin and Mr. Milde voting no, and all others in support, Resolution No. 17-17 was adopted by the FAMPO Policy Committee (vote count: 6 – yes; 3 – no).

**d.) Approval of Resolution No. 17-18, Authorizing Staff to Work with Michael Baker International to Execute a Traffic Study of Lafayette Boulevard – Mr. Paul Agnello**

Mr. Agnello stated that Resolution No. 17-18 refers to a long-standing FAMPO Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) project which initially came from a study completed by FAMPO in 2009. Mr. Agnello stated that the initial study proposed a round-about at Kenmore Avenue/Lafayette Boulevard. Mr. Agnello stated that the initial project had an estimated cost of about \$10 million, and City staff felt it was too costly of a project to pursue. The City felt that maybe a smaller project, with fewer right-of-way stakes, may be a more viable option for submission and consideration under the Smart Scale process. Mr. Agnello advised that with the 2009 study, the bicycle/pedestrian components were not studied. This new study would serve two purposes. One would be the development of a smaller-scaled project that would not necessarily be a round-about and would also be data driven that would look at existing traffic, safety, congestion and deficiencies. The second component would also develop potential solutions that would be in cooperation with both plans from the City and VDOT. Mr. Agnello stated that in order to incorporate bicycle/pedestrian connectivity, we need to look at developing solutions to include these new components and need to look at the needed highway improvements before improvements can be included.

Ms. Long stated that she is not in the area daily; however, whenever she has been in town, she has not experienced any traffic congestion at that intersection. Ms. Long stated that she is apprehensive about investing dollars into a study now when we do not know what will happen with the proposed DRPT rail project. Mr. Withers stated that if the third track comes through Fredericksburg that these improvements will occur on the opposite side of the tracks, where the FAMPO office is, and will not affect the Kenmore Avenue/Lafayette Boulevard intersection.

Both Mr. Agnello and Mr. Kelly stated that there are already documented safety issues at the intersection in the P.M. when the trains arrive and riders are trying to cross the streets, and a new traffic study would show what solutions are needed. The study would depict the current needs; factor in the future needs, and provide a solution to the intersection at a much lesser amount than the original round-about estimates.

Mr. McLaughlin asked why this was a FAMPO project and not a City of Fredericksburg project. Mr. Agnello stated that this is an operational study that is usually conducted by VDOT. However, as VDOT has a lot of funding allocated to the Atlantic Gateway project, they have asked that FAMPO pursue the study with funding allocated from CMAQ.

Mr. Milde stated that FAMPO has honored requests like this in the past within the region for varied corridor studies such as those fly-over studies in Spotsylvania County. Ms. Bohmke asked if there is any benefit to delaying the study. Mr. Agnello stated that the study will take approximately six months, and if there is a bicycle/pedestrian project solution that the City wishes to include in the next round of Transportation Alternatives Program (TAP) application submissions, delaying the study would not allow enough time to submit the application. Mr. Agnello also relayed that there is existing money allocated to the study from this year's funding, and if it is not used, it will be re-allocated elsewhere. Mr. Agnello stated that the current proposed intersection improvements are estimated to be approximately \$10 million which is significantly more than the original estimate from the 2009 study.

Upon motion by Mr. Milde and seconded by Mr. Withers, with Mr. McLaughlin voting no, and all others in support, Resolution No. 17-18 was adopted by the FAMPO Policy Committee.

**e.) 2045 Long Range Transportation Plan (LRTP) Effort – Mr. Paul Agnello**

Mr. Agnello stated that staff is beginning work on updating the 2045 Long Range Transportation Plan (LRTP). Mr. Agnello stated that this is a federal mandate that is required every five years. Mr. Agnello advised that the last update occurred in 2013. Mr. Agnello stated that the base year for this update will be 2015 and the horizon year will be 2045. Mr. Agnello stated that for the FAMPO jurisdictions, which include the City of Fredericksburg and the Counties of Spotsylvania and Stafford, the projects included need to be fiscally constrained. Mr. Agnello stated that FAMPO also includes the jurisdictions from the George Washington Regional Commission which includes the three mentioned above but also the rural areas of Caroline and King George counties. Mr. Agnello stated that projects located within the rural areas are not fiscally constrained. Mr. Agnello advised that updates will begin in the fall of 2016 and conclude in the winter of 2018, and the FAMPO committees will be given monthly updates on the plan status. Mr. Agnello advised that GWRC approved the following Resolution earlier at tonight's meeting.

**i. Approval of Resolution No. 17-19, Endorsing  
Future Year 2045 Population and Employment  
Control Totals for the George Washington Region  
for Use in the 2045 Long Range Transportation  
Plan (LRTP)**

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-19 was adopted by the Policy Committee at their November meeting.

**ii. LRTP Advisory Committee**

Mr. Agnello advised that a long-range transportation plan advisory committee will be formed. This committee will provide input and oversight to the 2045 LRTP process. Mr. Agnello stated that the advisory committee should be appointed by the Policy Committee and each locality should make one recommendation and one alternate. Mr. Agnello asked that the members selected be made by December 15<sup>th</sup>. Mr. Agnello stated that non-voting staff members are also welcome to attend the meetings but would be non-voting members in the LRTP process. Mr. Agnello stated that regular monthly meetings will be scheduled between the months of January and November 2017, the

meetings will be held during the work day. At this time, the specific monthly meeting date and meeting time have not been finalized and staff will provide this information once meeting dates/times are finalized. Mr. Agnello stated that it is important for the LRTP process that the member selected from each jurisdiction can regularly attend the meetings; participate in the meetings; represent their jurisdiction in regard to their position on LRTP issues; and provide feedback to their respective boards, as well as provide materials as requested by staff as they are needed.

**f.) Smart Scale Update – Mr. Paul Agnello**

Mr. Agnello advised that Round 2 of the Smart Scale application process resulted in 436 applications submitted by 148 entities. Mr. Agnello stated that \$9.25 billion in funding was requested. Mr. Agnello stated there were double the amount of applications submitted this round with less money available to be awarded. Mr. Agnello relayed that there is expected to be approximately \$650 million available to be awarded. Mr. Agnello stated though that it is likely that the figure will increase as two major projects that were initially funded by the Commonwealth are no longer in need of those funds. (A light rail project in Virginia Beach that had a cost of \$155 million was not supported, and \$300 million is not needed for I-66 outside the beltway project as this is being funded with a contractor deal).

Mr. Agnello advised that the release of the project scores and the base funding scenario should be available for review by the January CTB meeting.

**i. Letter Regarding 2016 Fall Transportation Meeting**

Mr. Agnello advised that included in tonight's agenda packet is a letter to be sent to Honorable Aubrey Lane which is advocating the region's priorities. Mr. Agnello stated that all comments to the State are due by December 22<sup>nd</sup>. Mr. Agnello advised that if the Policy Committee endorses, the letter will be submitted by FAMPO.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all in consent, it was requested that FAMPO forward the letter accordingly.

**g.) VDOT Update on Major I-95 Corridor Projects – Ms. Marcie Parker**

Ms. Parker advised that Route 630 interchange and widening project has the Notice to Proceed in place. In the Spring/Summer of 2017, the widening construction will begin and the right-of-way acquisition interchange process will occur. In early 2018, the I-95 interchange and Park and Ride lot construction project begins. The Route 630 widening project will be completed in December of 2019. Ms. Parker advised that all work is expected to be completed by July of 2020.

Ms. Parker stated that the Southbound I-95 Rappahannock River Crossing project was the Smart Scale project approved last year. The Request for Qualifications (RFQ) was released on November 1<sup>st</sup>; the Request for Proposals (RFP) release date is scheduled for March, 2017; and the project completion date is April, 2022.

Ms. Parker relayed that the Route 3 Safety Improvement project had an RFP release date of September 27<sup>th</sup> and proposals are due back by November 15<sup>th</sup>. The Notice to Proceed is scheduled to be released in February of 2017 with a project completion date of December, 2018.

Ms. Parker stated that the new commuter lot to be built at Route 1 and Commonwealth Drive in Spotsylvania County is the Smart Scale project that was approved last year. This project is currently in the PE phase. The ad date is scheduled for December 2020 with a project completion date of the summer of 2022.

Ms. Parker advised that the Express Lanes Extension project is on-going and on schedule. The southbound ramp is scheduled to open December 1, 2017 and the northbound ramp is scheduled to open in August of 2018.

Regarding the Atlantic Gateway express lanes extension project to Route 17, Ms. Parker stated that this project is now being referred to as the “Fred Ex” project. The Fred Ex project will connect to the Rappahannock River Crossing project. The southbound Rappahannock River Crossing project has design-build procurement underway. The northbound Rappahannock River Crossing project was a 2016 Smart Scale application. Ms. Parker stated that VDOT is partnering with Transurban to evaluate the design concepts, and access points are still yet to be determined; however, new access at Quantico is under consideration. Ms. Parker stated that the study area includes both the NoVA and Fredericksburg districts, and the Fredericksburg District public hearing was held on November 1st. Ms. Parker stated that the NoVA public hearing is scheduled for December 14<sup>th</sup>.

Ms. Parker stated that the Caroline County Rest Area construction projects are on schedule. The southbound site is scheduled to open on December 21<sup>st</sup>, 2016 and the northbound site in March of 2017. Ms. Parker stated that VDOT is still going to pursue constructing an additional 50-space lot for tractor trailers in the southbound direction. VDOT already owns the right-of-way associated with this project and work is scheduled to begin after both the southbound and northbound sites are completed.

#### **h.) High Speed Rail Update – Mr. Paul Agnello**

Mr. Agnello advised that the State’s draft Environmental Impact Statement (EIS) release date has been slightly delayed. Mr. Agnello stated that the new release date is now early in 2017. Mr. Agnello advised that once the study data is released, there will be a 60-day public comment period to gather feedback from citizens, localities, MPOs, etc. Mr. Agnello stated that previously, a 45-day public comment period was to be implemented.

#### **i.) Update Concerning NPRM on MPO Coordination**

Mr. Agnello stated that USDOT is pushing policies to encourage MPO’s to become larger entities which would require having joint Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). Mr. Agnello stated that FAMPO, as well as the other MPOs, have been in opposition to these proposed changes (refer to letter submitted by FAMPO on August 19, 2016 – included in tonight’s agenda packet). Mr. Agnello advised that there is a meeting scheduled for December 6<sup>th</sup>/7<sup>th</sup> to discuss the item again. Currently, with the recent election, it appears that the issue is not moving forward.

## **FAMPO CORRESPONDENCE**

Included in agenda packet and is self-explanatory.

## **STAFF REPORT**

None

## **MEMBER REPORTS**

None

## **FAMPO COMMITTEE MEETING MINUTES**

The minutes from both the FAMPO Citizen Transportation Advisory Group (CTAG) meeting and the FAMPO Technical Committee meeting are included in tonight's agenda packet.

## **ADJOURN FAMPO MEETING/NEXT MEETING, JANUARY 23, 2017**

The FAMPO meeting for November 21st was adjourned at 8:52 p.m. The next meeting will occur on January 23, 2017 at 7:15 p.m.