

**Fredericksburg Area Metropolitan Planning Organization
2045 Long Range Transportation Planning Advisory Committee
Meeting #8 – 12/11/17**

Committee Members Present:

Mr. Craig Pennington, Caroline County
Mr. Erik Nelson, City of Fredericksburg
Mr. Dan Cole, Spotsylvania County
Mr. Joey Hess, Stafford County
Mr. Todd Horsley, DRPT (Call-In)
Mr. Chuck Steigerwald, PRTC (Call-In)
Mr. Stephen Haynes, VDOT
Ms. Sonali Soneji, VRE (Call-In)
Mr. Rupert Farley, CTAG

Others in Attendance:

Mr. Tony Hoffman, Baker (Call-In)
Mr. Ram Jagannathaw, Baker
Mr. Paul Prideaux, Baker
Mr. Ed Petrovich, Spotsylvania County
Ms. Michelle Shropshire, VDOT

George Washington Regional Commission (GWRC) Staff:

Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Ms. Kari Barber, FAMPO
Mr. John Bentley, FAMPO
Ms. Diana Utz, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

Welcome and Purpose of Meeting

Mr. Agnello thanked everyone for attending today's eighth meeting.

I-95 Phase 2 Highway Study -Mr. Paul Prideaux, Baker

Mr. Prideaux advised that Baker has completed the following work since the November 17th meeting to include:

1. Met with VDOT staff to discuss findings of the 2045 no-build operations analysis and noted potential choke points along the I-95 corridor

2. Tested proposed new access points from study results along the I-95 corridor to better understand the intended and unintended consequences
Mr. Baker advised that the study data shows potentially three new access points that could be implemented that data supports would relieve some existing congestion choke points and these three new ideas/areas are: new access point at Central Park (near the south-bound rest area on I-95); at Harrison Road in Spotsylvania County; & South of I-126 In Spotsylvania County
3. Completed the 2030 operations analysis to determine when congestion hot-spots become problematic
4. Prepared list of potential ITS (Intelligence Transportation System) initiatives along the I-95 corridor that are not construction-heavy in nature but are improvements that could help to relieve the existing & future congestion areas
5. Made revisions to alternative bundling options previously discussed

Mr. Prideaux advised that VDOT's initiatives are still in the works and that further adjustments/revisions will be completed by Baker. Mr. Prideaux stated that a greater degree of analysis will come when recommended alternative bundling has been completed. Mr. Baker stated that the current study is designed to be more technical in nature and is not to be treated as an analytical tool.

Mr. Prideaux advised the next steps are to receive committee feedback on today's presentation and this feedback can be submitted directly to Baker and/or to FAMPO staff and the feedback cut-off date will be December 20th. Mr. Prideaux relayed that Baker will be finalizing the bundling of alternatives options; they will be initiating modeling for future build alternatives using the VISSIM data that is available; & will report the comparative results to the Advisory Committee.

Ms. Soneji stated that as Smart Scale projects are geared toward construction that developing a concept of operational vision could benefit the region. Ms. Soneji stated that with the current Smart Scale requirements and limited funding available that local jurisdictions or entities may not be in a position to pursue application submissions individually; however, there are other funding sources available that potentially could be requested in lieu of Smart Scale. Ms. Soneji stated that VRE has other operations in place and have spearheaded meetings with stakeholders and these meetings could be made available for stakeholders in the FAMPO region as well.

Mr. Farley stated that in spite of the bleak funding issues, is it time to change the FAMPO policy and start the process of initiating congestion pricing. Mr. Farley stated that congestion pricing makes money and does not cost money.

Mr. Agnello stated that implementation of congestion pricing is a political issue that would require governor initiation in order to implement and is not something that FAMPO can change.

Mr. Farley stated that as no studies have been completed that show the benefits of a congestion pricing system that has been implemented, then this would need to be FAMPO's first step. Mr. Farley stated that if this is an issue that FAMPO has no control over and is a decision that needs to be made politically beginning with the governor, etc. then how does FAMPO initiate this endeavor with a request that it be considered at the state level.

Mr. Agnello stated that highway projects are not just asphalt and contain many other components. Mr. Agnello stated that he does not see political support in this region for congestion pricing.

2045 LRTP Financial Forecasts– Paul Agnello

Mr. Agnello advised that there will be substantially less funding allocated from HB2313 for revenues for construction in the FY2014-FY2018 time period. Mr. Agnello stated that the initial FY2013 projections showed \$2,515.9 in funding to be allocated. However, the actual FY2017 forecast is showing revenues to be at \$2,124.5 and the Delta funding allocations are resulting in \$391.4m less being available for Smart Scale project approvals.

Mr. Agnello relayed that new financial forecasts were released by VDOT for all Virginia MPO's in late September and that staff will need to revise the financial forecasts based on the new information.

Mr. Agnello stated the decreased funding results in the following summary:

1. Higher financial assumption for the current SYIP from FY2018-2023
2. Lower financial assumptions for the out years of the CLRP from FY2024-FY2045
3. Less funding will be available for new capacity projects in the FY2045 CLRP as compared to the FY2040 CLRP
4. The decreased funding to be allocated will likely result in fewer new capacity projects being included in the FY2045 CLRP

Mr. Agnello relayed that there will be a decrease of \$185m in the State/Federal highway expansion funding from the FY2040 CLRP compared to the FY2045 CLRP. Mr. Agnello stated that the State/Federal Highway Capacity Expansion and the State/Federal Highway Maintenance categories will receive the largest amount of funding revenues.

Mr. Agnello stated the Highway Capacity Expansion for FY2045 CLRP shows available funding at \$761m (the amount of funding allocated in the FY2040 CLRP was \$946m). For FY2018-2023, \$52m will be awarded to the FAMPO region; however, most of this funding is already committed to the I-95 southbound Rappahannock River Crossing project and the Fred Ex project. Mr. Agnello relayed that from FY2024-2030, the region would receive approximately \$33m and from FY2031-2045 the amount would be \$15m a year. Mr. Agnello stated that for a region the size of FAMPO and considering the population will likely double in size by FY2045, that \$15m of funding to the region is inadequate.

Mr. Agnello stated that in regard to Transit funding, there will be \$112m available; however, most will be obligated for existing services. There will be limited funding available for new transit capital and additional transit operating expenses. Mr. Agnello stated that the I-95/395 TDM funding could become available and could provide additional revenue to the region; however, these allocations cannot be included within the plan.

Mr. Agnello relayed additional funding sources are available from the following two sources: GWRC 5307 NTD funding for \$30m and local funding (City, Spotsylvania & Stafford) will be \$463m.

Mr. Agnello advised the proposed funding scenarios are as follows:

1. Constrained Long Range Transportation Plan (CLRP) – this is federally mandated and will result in the following allocations: Highway Funding - \$761 M, with only approximately \$451m available for new projects; Transit Funding - \$112m; Local Funding - \$463m; additional funding - \$30m (GWRC 5307) for a total of \$1.37b.
2. Additional Potential Revenues above CLRP could result in an additional \$2b remaining to be allocated and the region needs to develop its “what if” project wish list for projects ready that could be submitted for funding consideration for any surplus funds not already allocated
3. Unconstrained Needs Plan includes approximately \$10b for the 2040 LRTP (It was noted by Mr. Nelson that he does not feel the term “unconstrained” is applicable as it implies that local planners in the respective jurisdictions have inappropriately planned which is not the case. Mr. Agnello stated that staff will consider changing the name of this funding category).

Mr. Agnello stated the Constrained Long Range Transportation Plan (CLRP) for capacity expansion allocations are as follows:

1. State/Federal is \$451m of unallocated funding for new projects beyond the FY2018-2023 SYIP; of the \$451m, \$21m is allocated for bike/ped projects and \$430m allocated for all other projects
2. From the \$430m, the top regional Smart Scale candidate projects have an estimated cost of \$315m which includes the following projects: I-95 northbound Rappahannock River Crossing project - \$130m; the Mine Road Park & Ride lot expansion project - \$20m; the Route 3 STARS project - \$15m; the Route 17 STARS project and new Route 17 Park & Ride lot east of I-95 - \$25m; Exit 126 ramp

- improvements from Route 1 to I-95 in the northbound direction - \$25m; a new I-95 southbound off-ramp access point at Central Park and a new Park & Ride lot - \$50m; and the 4th lane widening project on I-95 southbound from Exit 130 to Exit 126 - \$50m
3. Mr. Agnello stated with the projects currently committed by the region there will be limited funding remaining and available for consideration of other projects.

Schedule Update – Paul Agnello

Mr. Agnello advised the upcoming LRTP schedule is as follows:

January 8th – 9th LRTP Advisory Committee meeting – Meeting will be held at GWRC conference room and will occur from 12:00 – 3:00 with lunch being provided

February 5th – 10th LRTP Advisory Committee meeting – Meeting will be held at GWRC conference room and will occur from 12:00 – 3:00 with lunch being provided

February 26th – FAMPO/GWRC action for public involvement

March – public involvement/public hearing

March 5th – LRTP meeting #11, last meeting, if needed

Questions & Input from Advisory Committee Members– None given at today’s meeting; Mr. Agnello asked that committee members submit any additional comments on today’s meeting to him by December 20th.

Next Steps & Adjourn

Mr. Agnello advised the next advisory committee meeting will be scheduled for January 8th beginning at 12:00 noon and lunch will be provided.

The 8th 2045 LRTP Advisory Committee meeting was adjourned at 2:50 p.m.