



## Policy Committee Meeting Minutes December 18, 2017

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

### **Members Present:**

Mr. Paul Milde, Chairman, Stafford County  
Mr. Tim Barody, City of Frederickburg  
Mr. Matt Kelly, City of Frederickburg  
Ms. Nancy Long, Caroline County (Non-Voting Member)  
Mr. Greg Benton, Spotsylvania County  
Mr. Tim McLaughlin, Spotsylvania County  
Ms. Meg Bohmke, Stafford County  
Ms. Laura Sellers, Stafford County (In at 6:30 p.m.)  
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)  
Ms. Marcie Parker, Virginia Department of Transportation (VDOT)  
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)  
Mr. David Swan, Citizens Transportation Advisory Group (CTAG) Chair

### **Others Present:**

Mr. Adam Recchia, Foursquare  
Ms. Susan Gardner, Virginia Department of Transportation (VDOT)  
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)  
Mr. Michael Smith, Stafford County  
Mr. Rupert Farley, Citizens Transportation Advisory Group (CTAG)  
Mr. Mark Dudenhefer, Stafford County  
Ms. Cindy Shelton, Stafford County  
Mr. Todd Rump, Citizen, Spotsylvania County  
Mr. Scott Shenk, Free Lance Star

### **Staff Members Present:**

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

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

Chair, Mr. Milde called the meeting to order at 6:02 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 agenda for the December 18th meeting was accepted as submitted.

## **PUBLIC INVOLVEMENT**

None

## **CHAIRMAN'S COMMENTS**

None

## **CONSENT AGENDA**

- a.) Approval of Policy Committee Meeting Minutes of November 20, 2017 – Mr. Paul Agnello
- b.) Resolution No. 18-08, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Add a Statewide Rail Crossing - Mr. Nick Quint
- c.) Approval of Resolution No. 18-09, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Add the Interchange Modification Report (IMR) for the Northbound Rappahannock River Crossing Project – Mr. Nick Quint
- d.) Approval of Resolution No. 18-10, Adopting a Regional Highway Freight Network and Making Recommendations to Virginia Department of Transportation (VDOT) – Mr. Paul Agnello
- e.) MAP-21/FAST Act Performance Measures – Mr. Paul Agnello
  - i. Approval of Resolution No. 18-11, Adopting the VDOT Safety Targets for Each of the Five Safety Performance Measures – Mr. Paul Agnello
  - ii. Approval of Resolution No. 18-12, Adopting the Transit Asset Management Targets for Virginia Railway Express and Fredericksburg Regional Transit – Mr. Paul Agnello
- f.) Approval of Resolution No. 18-13, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Update the Chatham Bridge Rehabilitation Project – Mr. Nick Quint

Upon motion by Mr. Kelly and seconded by Ms. Bohmke, with all others concurring, the consent agenda items were approved by the FAMPO Policy Committee at the December 18<sup>th</sup> meeting.

## **ACTION ITEMS/DISCUSSION ITEMS**

### **a.) I-95 Phase 2 Transit/TDM Study – Final Presentation – Mr. Adam Recchia, Foursquare**

Mr. Recchia advised that Foursquare is making its final presentation on the I-95 Phase 2 Transit/TDM Study. The study components consist of the following four topics: summary of the existing conditions and review of previous studies; the transit market analysis; proposed recommended service improvements; & transportation demand management measures.

Mr. Recchia stated the existing study reviewed previous studies that are relevant to I-95; reviewed the existing service levels by operator and mode; reviewed transit data of ridership by operator and mode; & completed a Park & Ride Lot inventory on existing and proposed new lots. Mr. Recchia advised the study was from Ladysmith to Washington, DC.

Regarding the market analysis component, Mr. Recchia stated data was gathered to determine where a new commuter bus service, as well as other transit services that would be the most successful, could be implemented. Mr. Recchia advised that the study focused on commuters and peak period services. Mr. Agnello stated the data for the market analysis component was provided from VDOT regarding where commuters begin and end their route.

Mr. Recchia advised that the market analysis data showed commuters are interested in not only going to Downtown D.C. but also the Navy Yard, Union Station and Farragut Square. The data showed the same trends existing from previous studies regarding locations commuters are seeking in both the City of Fredericksburg and Spotsylvania County. In Stafford County, the data showed a lot of commuters going to Quantico, Pentagon & Crystal City and also showed a desire to travel to the Ballston/Rosslyn areas in Arlington. Mr. Recchia stated for the counties of Caroline and King George, there was significant interest to the Pentagon & Fort Belvoir and not as much interest to Quantico, Rosslyn & DC.

Mr. Recchia advised that the analysis recommended new transit service improvement scenarios that the Commission & FAMPO could consider if funding is available. Mr. Recchia stated the following two scenarios are provided for consideration:

#### **Scenario 1 – Introduction of a commuter bus service**

The anticipated population growth for the region would need excess transit demand options to be absorbed by a commuter bus, VRE & vanpools. By 2045, thirteen new bus routes could be considered. These routes would be reverse peak in nature and be supplemental to the existing VRE routes. Mr. Recchia stated there also was data that determined feeder routes to the existing commuter lots and VRE stations is a service needed to keep up with the region's anticipated population to double by 2045. Mr. Recchia advised new commuter lots and existing VRE lot expansions would be needed; as well as enhanced TDM strategies.

Mr. Recchia stated the FAMPO Travel Demand model was utilized for data for need between this region and Washington, D.C. and data was obtained from GWRideConnect in determining park & ride lot enhancements.

#### **Scenario 2 - no commuter bus service**

In Scenario 2, all population growth would be absorbed by VRE and vanpool transit options. Feeder routes to the commuter lots and VRE stations would still be needed. Commuter lot and VRE lot expansion and enhanced TDM strategies would also be needed components.

Mr. Reechia advised the commuter lot needs include the Route 630 & Route 610 expansion projects, as well as construction of the new lot on Commonwealth Drive. Mr. Reechia stated that even with the planned improvements to the commuter lots on the Route 610 corridor, these two lots will be operating with a deficit of available parking spaces by 2045.

Regarding feeder routes from the existing commuter lots to the VRE station, data was compiled for both scenarios. Currently there is no good connector route between the VRE station and the Park & Ride lots, and data showed those citizens who do not have access to a vehicle would utilize a feeder if one was available.

Ms. Shelton asked if the data compiled by Foursquare also contained commuting data for those commuters who slug. Mr. Reechia stated that currently no data is available that determines the number of commuters from the Region who use slugging as a transit option. However, StreetLight Data likely includes some of these commuters.

Mr. Reechia advised that in Scenario 1 (this scenario includes implementing commuter bus services as a transit option); the operating and capital expenses are approximately \$154.3 million versus \$74.6 million in Scenario 2 (this scenario does not include adding new commuter bus service and just includes the needed expansions and improvements). With Scenario 1, Mr. Reechia stated that higher expenses are more upfront because new commuter buses would need to be purchased; however, past trends have shown that more federal dollars have been available for capital costs for the out years.

Mr. Reechia stated that Transportation Demand Management (TDM) is the practice that provides services that promote the use of alternative transportation options in lieu of persons driving alone. Mr. Reechia advised that four elements are developed that support transit recommendations and other non-SOV (single-occupancy vehicle) modes throughout the I-95 corridor. These four elements are: GWRideConnect I-95 multimodal target marketing; Commuter Bus marketing; Enhanced Commuter Programs & Services; & First Mile/Last Mile Connections. Mr. Reechia stated some of the TDM program costs are still unknown at this time such as enhanced van start programs and mobile app ride matching options. Other costs for the marketing campaign and first mile/last mile are based on staff time. The categories that cost data is available now are: 8-month TDM marketing campaign = \$175,000; marketing expenses for commuter bus roll-outs in 2024, 2030 & 2045 = \$50,000 per rollout; real-time information costs are approximately \$350/counter; ride hailing/kiss & rides is approximately \$100.00 per sign; & covered bicycle parking shelters are approximately \$8,000 per shelter. Mr. Reechia stated these expenses for TDM improvements are for the City of Fredericksburg and the Counties of Spotsylvania and Stafford.

For Caroline County, Mr. Reechia stated that a mini study was completed. Mr. Reechia stated that currently there are two FRED bus routes serving Caroline County (the C1 & C2 routes). Mr. Reechia stated these routes are currently low performing and generate 15% of FRED revenue miles but only account for 2% of ridership totals. Mr. Reechia stated the market analysis for transit service in Caroline County looked at demographic factors and employment from where to where transit

services would be the most successful. The service improvement recommendations for Caroline County are to serve areas with the highest demands and usage from the market analysis, and to increase the efficiency of the existing service. Mr. Reechia stated the focus for Caroline County is to make the existing services more efficient without adding additional routes. Mr. Reechia stated transit demand data was compiled for both the peak and off-peak areas along the Route 1 Corridor.

Regarding King George County, Mr. Reechia advised that a mini study was completed; however, King George County currently has no transit services in place. The survey showed the service need was around focal business sites such as Dahlgren, during the peak periods. Mr. Reechia stated the market analysis looked at demographic factors and employment from where to where transit service routes would be the most successful. The analysis showed the highest demand service area would be Dahlgren; however, there was also demand for transit service needs from King George to Fredericksburg.

Mr. Reechia advised that last mini study included an express bus route in northern Stafford County. This study recommended a route from the Route 630 or Route 610 Park & ride commuter lots to Quantico. This express route would also allow riders to transfer to the other existing Stafford County FRED routes. The service employment centers were the Quantico Corporate Center, the Marshall/Davis buildings on Russell Road and a VRE/PRTC transfer route at Quantico.

**i. Recommendations for the I-95 Phase 2 Recommendations for the I-95 Phase 2  
Transit/TDM Study – Mr. Paul Agnello Transit/TDM Study – Mr. Paul  
Agnello**

There was committee discussion on whether any other options other than transit was studied; whether funding would be available for transit projects; whether cost break-outs were completed on each phase versus a total package cost; the reality that not only this region will be experiencing budget shortfalls annually but the shortages also will apply to DRPT, PRTC, & VRE so federal allocations will begin to decrease as well.

Mr. Milde advised that Resolution No. 18-14 is not asking the committee to endorse a specific project; instead it is endorsing the recommendations being presented from Foursquare for further and future considerations.

Upon motion by Mr. Kelly and seconded by Ms. Bohmke, with Mr. Benton and Mr. McLaughlin voting no and all others concurring, Resolution No. 18-14 was endorsed by the FAMPO Policy Committee at the December 18<sup>th</sup> meeting.

**b.) I-95 Southbound Rappahannock River Crossing Project Update – Ms. Marcie Parker, VDOT**

Ms. Parker advised that the I-95 Southbound Rappahannock Crossing project was presented to the CTB and the project was approved and is scheduled to be awarded in January. This project is part of the Atlantic Gateway suite of projects and will receive \$125 million from the Smart Scale Program and \$20 million from the State of Good Repair Program. Ms. Parker advised that comments received from the public at the public hearing resulted in VDOT reviewing the initial design. The new recommendation reviewed and endorsed by VDOT results in three lanes in the median extending north of Exit 133 and South of Exit 130.

Ms. Sellers asked how many proposals were submitted to VDOT and Ms. Parker advised that three were received. Ms. Parker stated that VDOT has received technical proposals from each of the three and the price proposals are due to be submitted on December 19.

Ms. Parker stated construction is scheduled to begin in the summer of 2018 and end in the summer of 2022.

Mr. McLaughlin asked if the cost proposals come back cheaper than estimated, would the project be extended further south into Spotsylvania County at Harrison Road. Ms. Parker stated that probably not because if even prices come in lower, they would not come in low enough to cover the expenses of replacing the bridge at Harrison Road.

Ms. Parker also provided update on the northbound Rappahannock River Crossing project. Ms. Parker stated that plans are to re-submit this project in Smart Scale for Round 3. Ms. Parker relayed that the funding needed for the Interchange Justification Report (IJR) has been a collaborative effort between FAMPO & VDOT. Ms. Parker stated WRA is working with VDOT on the IJR and that data obtained from both the Fred Ex and FAMPO I-95 studies would be used. Ms. Parker stated the kick-off meeting has been held and the framework for the document preparation is underway.

Mr. Kelly asked if the river crossing projects preclude an extension of the 95 Express Lanes to Route 3. Ms. Parker said it does not.

Mr. Kelly asked if FAMPO should be exploring additional improvements now for I-95 south of the SB Rappahannock River Crossing. Ms. Parker stated that VDOT staff would be working with FAMPO to determine and identify the next projects along the corridor.

Mr. Kelly stated that his concern with the northbound project is that we are now looking at project cost and how the project can be downgraded to make approval more obtainable. Mr. Kelly stated that it is his opinion that the region is rapidly reaching the point where in order to ease the traffic congestion concerns, the project needs to be built as initially planned. Mr. Kelly stated that if the project is continually being downsized from its original plan/concept, maybe the region needs to re-consider whether the project should be built at all.

c.) Smart Scale Update and Project Discussion – Mr. Paul Agnello

Mr. Agnello stated that the Technical Guide was released in November and is being reviewed by staff.

Mr. Agnello stated the application process begins March 1 and the biggest change for Round 3 is the number of applications an entity can submit. Mr. Agnello stated that FAMPO, GWRC, GWRC localities & FRED will each have four applications each. PRTC is allowed to submit up to ten applications. Mr. Agnello stated that all projects submitted for consideration will need to be included in the CLRP in order for the project to be eligible to submit. Mr. Agnello stated that June 1 is the deadline date for creating an application and August 1 is the submission deadline.



Mr. Kelly asked Ms. Parker if the northbound river crossing project, which is currently being re-designed, will be ready by March 1. Ms. Parker advised the IMR would not be completed by the March 1 deadline; however, it should be completed by the June 1 deadline.

Mr. Kelly asked Mr. Agnello if the northbound river crossing project is not submitted in Smart Scale Round 3, what project will be submitted to replace it. Mr. Agnello stated the projects for consideration are included in tonight's agenda packet and will be discussed later in the meeting.

Mr. Agnello advised the preliminary Smart Scale funding estimates for Round 2 were approximately \$1 billion. The Round 3 funding is expected to be \$800 million to \$1 billion, with most of the funding available in FY2024 & 2025. Mr. Agnello stated the Fredericksburg District is expected to receive \$25-30 million from the District Grant Program.

i. I-95 Phase 2 Study Update – Mr. Paul Agnello

Mr. Agnello advised the upcoming steps in the I-95 Phase 2 Highway study are:

- Major presentation scheduled for January 22<sup>nd</sup> MPO meeting
- Further analysis to be compiled for weekday p.m. and weekend congestion after the I-95 southbound committed improvements are completed in 2022
- Obtain results from new access points recommended at Central Park & Harrison Road
- Obtain results from a 4<sup>th</sup> auxiliary lane between the southbound river crossing terminus and Exit 126
- Smart Scale Round 3 draft recommendations for consideration

ii. Updated Matrix of Regional Projects – Mr. Paul Agnello

Mr. Agnello advised that included in tonight's agenda packet is a matrix of twelve potential Smart Sclae projects for round 3 submission. Mr. Agnello stated that as FAMPO/GWRC can only submit up to four applications each, the region is already four over the limit (unless some of the projects are bundled). Mr. Agnello asked that committee members review the list of projects and be prepared at the January meeting to discuss which ones to keep on the list and which ones to remove. Mr. Agnello asked that any new projects to be considered be brought to the January meeting for discussion as well. Mr. Agnello stated that FAMPO staff, as well as VDOT staff, are willing to assist the Policy Committee and/or the localities if needed.

Mr. Agnello advised that since the new state administration will be in place shortly, he wanted to obtain feedback and endorsement from the Policy Committee on whether to direct staff to compose a letter to be sent to the Commonwealth. The letter would not need to be specific; it would simply be asking if additional revenue sources are available. Mr. Agnello stated that as gas taxes have decreased, the funding deficits need to be re-addressed in order to ensure that projects submitted for consideration continue to move forward.

Mr. Kelly stated that even though many members on the committee are not in favor of any tax increases, the issue needs to at least be explored to determine what could or could not be appropriate actions for the region to consider pursuing.

Ms. Bohmke stated that as the State is not maintaining roads and much of the allocated funding the region receives goes toward maintenance expenses, she too feels other alternatives should at least be explored.

Mr. Benton stated that he felt the ideas on how to improve the funding system has and is already being discussed by the State, so he does not see where sending a letter asking them to re-address the issue would be beneficial.

Ms. Bohmke stated that she too is not in favor of raising taxes. She is also not in favor of a mileage-based revenue allocation system, so again she reiterated that sending a letter for State review could not hurt.

Mr. Agnello stated that the ideas to compile in a letter to the State asking for their review and possible change would include the following two points:

1. Request that the State study developing a new transportation revenue system not based on gas taxes
2. Request that the State conduct a comprehensive multimodal study of I-95 from I-495 to Massaponax at Exit 126

The existing transportation funding system is inadequate as the current system based on gas tax revenues is failing. One reason this system is failing is due to the transition of vehicles that are now more fuel efficient and do not use gas. Mr. Agnello also relayed that this is primarily not a federal issue as approximately 83% of the transportation funding allocated to Virginia becomes either a State or Local issue/concern.

Mr. Agnello stated that I-95 has the worst traffic congestion not only in the State but also in the Nation. Mr. Agnello stated that similar traffic studies have been completed by the State for I-66 in Northern Virginia and I-64 in the Richmond/Hampton Roads areas when determining the transportation needs for these localities and that possibly something additional could be allocated here. Mr. Agnello stated that a request would also be made to the State asking that development of ITS strategies, like Integrated Corridor Management (ICM), be studied to better utilize the existing transportation infrastructure and services needed which could help advance projects for further funding consideration.

No motion was taken; however, Chair, Mr. Milde asked for a consensus for staff to formulate a letter addressing the two points noted above. Mr. Milde again reiterated that neither staff nor FAMPO were supporting either recommendation and were simply asking the State to consider these options. There was unanimous consent from the FAMPO Policy Committee to have staff draft a letter to be forwarded to committee members for endorsement that will then be sent to the State.

**d.) Approval of Resolution No. 18-15, Recognizing the Dedicated Service of Paul V. Milde, III – Mr. Matthew Kelly**

Mr. Kelly stated that even though there had not been dull moments and many times he and Mr. Milde had not agreed on issues, Mr. Milde always maintained a regional perspective and approach to getting things accomplished. The Policy Committee thanked Mr. Milde for his service and wished him well with his future endeavors.



Upon motion by Mr. Kelly and seconded by Ms. Bohmke, with Mr. Milde abstaining and all others concurring, Resolution No. 18-15 was approved by the FAMPO Policy Committee at the December 18<sup>th</sup> meeting.

### **STAFF AND AGENCY REPORTS**

None

### **MEMBER REPORTS**

**VDOT:** Ms. Parker advised that VDOT has two upcoming public hearings. The first is scheduled for January 11<sup>th</sup> at Cedar Forest Elementary from 5:00 to 7:00 p.m. The purpose of this meeting is for public comments on the new Park & Ride lot to be constructed on Commonwealth Drive in Spotsylvania County. Ms. Parker relayed that the second meeting will be held on January 25<sup>th</sup> at the VDOT District Auditorium from 5:00 to 7:00 p.m., and this meeting is for public comment on the rehabilitation of the Chatham Bridge.

**CHAIR:** Mr. Milde welcomed Mr. Dudenhefer and Ms. Shelton and advised these were two newly elected members serving on the Stafford Board of Supervisors. Mr. Milde expressed his thanks to everyone and stated he enjoyed his time of service on the FAMPO Policy Committee. Mr. Milde stated that even though there will never be sufficient funding to have all transportation projects approved, major transportation projects have been funded that will greatly benefit the Region. Mr. Milde relayed it has been a privilege to serve on the Policy Committee where many of the projects have been approved by this committee. Mr. Milde relayed that he looks forward to seeing the Policy Committee move forward with future transportation endeavors.

### **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, DECEMBER 18, 2017**

The December 18, 2017 meeting was adjourned at 7:22 p.m. & the next meeting date will be on January 22, 2018 at 7:15 p.m.