



**Policy Committee Meeting Minutes
June 15, 2015**

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

Members Present:

Mr. Paul Milde, County of Stafford (Chair)
Mr. Bev Cameron, City of Fredericksburg
Mr. Matt Kelly, City of Fredericksburg
Mr. Tim McLaughlin, Spotsylvania County
Mr. David Ross, Spotsylvania County
Mr. Chris Yakabouski, Spotsylvania County
Mr. Anthony Romanello, Stafford County
Ms. Laura Sellers, Stafford County
Mr. Al Harf, Potomac and Rappahannock Transportation Commission (PRTC)
Ms. Allison Richter, Virginia Department of Transportation (VDOT)
Mr. Guy Gormley, Citizens Transportation Advisory Group (CTAG) (non-voting member)

Others Present:

Ms. Lisa Dumer, Department of Rail and Public Transportation (DRPT)
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Mr. Evan Charles, Virginia Department of Transportation (VDOT)
Mr. Scott Shenk, Free Lance Star (FLS)
Mr. Rupert Farley, Citizens Transportation Advisory Group (CTAG)
Ms. Fran Larkins, Citizens Transportation Advisory Group (CTAG)

Staff Members Present:

Mr. Lloyd Robinson, FAMPO
Ms. Marti Donley, FAMPO
Mr. Daniel Reese, FAMPO
Mr. Tim Ware, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chair, Mr. Milde, called the meeting to order at 7:20 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with all in consensus, the agenda was approved as submitted.

PUBLIC INVOLVEMENT

Mr. Farley stated as a result of several comments made at last month's meeting that he felt he needed to clarify two items that were incorrect. Mr. Farley stated that it was said by Policy Committee members that transportation funding is the problem; however, funding is not the problem. The problem is that the region is focusing on an automobile based plan and not on a transit based plan. Mr. Farley stated that transit costs are less expensive and would be more beneficial to the region than anything that has been attempted over the last sixty years. Mr. Farley stated it was said to the last Policy Committee that transit cannot serve the suburbs; however, transportation reform proposals are not intended to provide a transit system that could meet the needs of those in the suburbs, but to serve only dense, transit-oriented developments. Mr. Farley stated that switching to this transition cannot be done on our own; however, and the Policy Committee needs to take an active stand with both the state and federal legislators to make their voices heard.

CHAIRMAN'S COMMENTS

None

ACTION ITEMS

a.) Election of Officers – Mr. Lloyd Robinson

Upon motion by Mr. Ross and seconded by Mr. Kelly, with all in consensus, the chairman for the FAMPO Policy Committee for FY2016 will be Mr. Tim McLaughlin from Spotsylvania County.

Upon motion by Ms. Sellers and seconded by Mr. Ross, with all in consensus, the vice-chair for the FAMPO Policy Committee for FY2016 will be Mr. Matt Kelly from the City of Fredericksburg.

b.) Approval of FAMPO Minutes of May 18, 2015 – Mr. Lloyd Robinson

Upon motion by Ms. Sellers and seconded by Mr. Ross, with Mr. Yakabouski abstaining and everyone else in consensus, the minutes from the May 18, 2015 meeting were accepted as submitted.

c.) Approval of Resolution No. 15-14, recommending that GWRC authorize the retention of Cambridge Systematics and Michael Baker Companies as its On-Call Transportation Planning Consultants – Mr. Lloyd Robinson

Mr. Robinson advised that staff submitted a request for proposals from consulting companies interested in being considered as On-Call Transportation Planning Consultants for FAMPO. Mr. Robinson stated that six proposals were received; interviews held with four; and the top two were selected.

Upon motion by Mr. Kelly and seconded by Mr. Romanello, with all in consensus, Resolution No. 15-14 was adopted as submitted.

d.) Approval of Resolution No. 15-15, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Provide Adjustments to Various DRPT grants Affecting the FAMPO Region – Mr. Lloyd Robinson

Mr. Robinson advised that per request from DRPT that additional funding allocations were going to be made to FRED and Rappahannock Area on Aging. Mr. Robinson relayed that the new funding allocations have no impact on any other funding categories.

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with all in consensus, Resolution No. 15-15 was adopted as presented.

e.) Approval of Resolution No. 15-16, Recognizing the Dedicated Service of Paul Milde as Serving as Chairman of FAMPO for the FY2015 Year – Mr. Lloyd Robinson

Upon motion by Ms. Sellers and seconded by Mr. Kelly, with Mr. Milde abstaining, and all others in consensus, Resolution No. 15-16 was adopted as presented. Mr. Milde expressed his thanks for having the opportunity to serve in this capacity.

f.) Approval of Resolution No. 15-17, Recognizing the Dedicated Service of Alfred Harf as a Sixteen Year Member of FAMPO – Mr. Lloyd Robinson

There were considerable member comments expressing appreciation and gratitude to Mr. Harf for his sixteen years serving on FAMPO. It was stated that Mr. Harf had exhibited a wealth of knowledge, was a true and positive impact, had great influence to FAMPO, and that he was as perfect as he could be in the position he held. The committee expressed regrets to Mr. Harf for no longer serving on FAMPO but wished him the best with his retirement.

Mr. Harf stated that it had been his privilege to have had the opportunity to serve at FAMPO. Mr. Harf introduced Mr. Chuck Steigerwald who will be replacing Mr. Harf on the FAMPO Policy Committee. Mr. Harf advised that Mr. Steigerwald is a vital staff member at PRTC; that he is a long-term VRE commuter; and that he is a resident of Fredericksburg and that he is confident that he will be a positive asset to the ongoing efforts undertaken by FAMPO.

Upon motion by Mr. Romanello and seconded by Mr. Kelly, with Mr. Harf abstaining, and all others in consensus, Resolution No. 15-17 was adopted as presented.

DISCUSSION ITEMS

a.) Extension of I-95 Express Lanes from Exit 143 to Exit 126 – Mr. Lloyd Robinson

Mr. Robinson advised that there was substantial discussion that arose from last month's meeting regarding the extension of the 95 Express Lanes. Mr. Robinson stated that the concerns expressed have been reviewed and addressed by FAMPO and VDOT staff.

Mr. Robinson advised that the questions, responses, comments, etc. are included in tonight's agenda packet so he will not review them in detail. Mr. Robinson stated that clearly there are concerns about the increased daily commute time beginning at the Route 3 interchange. Mr. Robinson stated that VDOT has taken these concerns back to Transurban and are trying to come up with some new or different alternatives. Individual member comments were expressed on different experiences each has had with the new HOT lanes project. Mr. Robinson stated that staff was tasked with providing corridor data between exits 126 and 143 that give both data before the HOT lanes project opened and after and to provide the data in both north-bound and south-bound directions.

Mr. Reese advised that the data was reviewed from two time periods (August 2014 – November 2014 – before the HOT lanes opened and February 2015 – May 2015 after the HOT lanes opened). The northbound analysis reviewed data from Exit 130/VA-3 Plank Road to Exit 143/VA-610 Garrisonville Road. Data was researched during the 7-8 a.m. time frames during both periods. Listed below are the results:

I-95 Northbound @ Exit 126 – average speed = 71.78 before HOT lanes project opened
I-95 Northbound @ Exit 126 – average speed = 70.75 after HOT lanes project opened

I-95 Northbound @ Exit 130 – average speed = 70.96 before HOT lanes project opened
I-95 Northbound @ Exit 130 – average speed = 70.03 after HOT lanes project opened

I-95 Northbound @ Exit 133 – average speed = 56.36 before HOT lanes project opened
I-95 Northbound @ Exit 133 – average speed = 65.40 after HOT lanes project opened

I-95 Northbound @ Exit 136 – average speed = 63.26 before HOT lanes project opened
I-95 Northbound @ Exit 136 – average speed = 48.06 after HOT lanes project opened

I-95 Northbound @ Exit 140 – average speed = 51.88 before HOT lanes project opened
I-95 Northbound @ Exit 140 – average speed = 34.68 after HOT lanes project opened

I-95 Northbound @ Exit 143 – average speed = 39.88 before HOT lanes project opened
I-95 Northbound @ Exit 143 – average speed = 31.18 after HOT lanes project opened

Mr. Reese advised that the analysis for the southbound p.m. data for the same two time periods of August 2014 to November 2014 (before the HOT lanes opened) and February 2015 to May 2015 (after the HOT lanes opened) was run from 5-6 p.m. The results are listed below:

I-95 Southbound @ Exit 143 – average speed = 42.37 before HOT lanes project opened
I-95 Southbound @ Exit 143 – average speed = 30.93 after HOT lanes project opened

I-95 Southbound @ Exit 140 – average speed = 48.73 before HOT lanes project opened
I-95 Southbound @ Exit 140 – average speed = 37.45 after HOT lanes project opened

I-95 Southbound @ Exit 136 – average speed = 44.30 before HOT lanes project opened
I-95 Southbound @ Exit 136 – average speed = 39.09 after HOT lanes project opened

I-95 Southbound @ Exit 133 – average speed = 41.93 before HOT lanes project opened

I-95 Southbound @ Exit 133 – average speed = 39.09 after HOT lanes project opened

I-95 Southbound @ Exit 130 – average speed = 36.72 before HOT lanes project opened

I-95 Southbound @ Exit 130 – average speed = 32.38 after HOT lanes project opened

I-95 Southbound @ Exit 126 – average speed = 64.96 before HOT lanes project opened

I-95 Southbound @ Exit 126 – average speed = 64.86 after HOT lanes project opened

Mr. Reese advised that the observations obtained from researching the above-referenced data indicate the following:

Northbound:

A minor increase in the average speed between Exit 126 and Exit 133 which equaled 2.4 mph after the opening of the I-95 Express lanes.

Significant decrease in average speed between Exit 136 and Exit 143 which equaled 13.7 mph after the opening of the I-95 Express lanes.

Southbound:

Significant decrease in speed between Exit 143 and Exit 136 which equaled 9.3 mph after the opening of the I-95 Express lanes.

Minor decrease in speed between Exit 133 and Exit 126 which equaled 1.51 mph after the opening of the Express lanes.

Ms. Richter distributed a handout to the committee members. Ms. Richter advised that VDOT has looked at the increased traffic back-ups and delays beginning northbound at the Route 3 exits. Even though not officially finalized, Ms. Richter stated that VDOT has come up with improvements at four traffic spots on the I-95 corridor. These improvements will amount to \$18 million dollars and the funding will be coming from the safety funds category and not be in competition for funds coming from HB2. Ms. Richter stated that this should be finalized by the summer and will result in the improvements being fully funded from construction phase to build/design phase. If the improvements get underway by the summer, then they should be completed by FY2017.

Ms. Richter advised that the spot improvements are proposed for the following locations:

Exit 133 – Southbound – lengthen southbound entrance lane

Exit 130 – Southbound – lengthen southbound exit lane*

*(Mr. Ross asked if consideration could be given to see if this extension could occur all the way to the Rest Stop – Ms. Richter stated she would take this question back to the VDOT engineers for their response).

Exit 130 – Southbound – split and signalize to eliminate weaving effect (similar to what is currently at the 143/Garrisonville exit

Exit 130 – Northbound – extend northbound entrance lane to provide “Type B” weave design

Mr. Romanello asked Ms. Richter who made the decision that this is where the \$18 million dollars of surplus safety funds would be applied too and would this surplus funding be applicable to other interstate projects within the region. Ms. Richter stated that she did not have the answers to these questions but would relay them to the appropriate VDOT staff for follow-up.

The following questions were asked from members:

Ms. Sellers asked if data was available on where the transponders are coming from. Mr. Gormley advised that he is the Citizens Transportation Advisory Group (CTAG) Chair, and the questions that had been raised from CTAG are the following: signage is not sufficient to give accurate information before a decision has to be made whether to enter onto the HOT lanes; there is no way to know how much a daily trip on the HOT lanes will cost; has VDOT obtained data on the impacts to secondary roads within the county as a result of the HOT lanes opening; and time of use for EZ pass to when transaction is actually posted to EZ pass account has been up to two weeks. Mr. Milde asked if data is available that gives the overall trip expenses from Fredericksburg to the 495 Beltway. Mr. Harf asked if there are before and after traffic counts available. Mr. Yakabouski asked if the time frames of when the data counts were done were impacted by either wrecks (around a holiday) or weather (during the winter). Ms. Sellers asked what has the HOT lanes done to the sluggers. Ms. Richter stated that as slugging has been an informal mode of commute so there has not been any official VDOT study done on the slugging population. Ms. Richter stated that VDOT has data on the Park and Ride lots and slugging was a component of this study. Mr. Gormley stated that he is a daily commuter and picks up slugs on a daily basis. He stated the patterns have changed slightly – the number of sluggers has not increased; however, the number of cars chasing sluggers has increased. Mr. Yakabouski asked if there was a solution to the current dilemma.

Mr. Robinson asked what direction does the Policy Committee want FAMPO to pursue. Mr. Milde stated that he felt it should be the State making this decision. Mr. Milde stated that he felt Transurban should be held accountable for completing the next phase.

Mr. McLaughlin stated that he thinks as the HOT lanes are clearly broken that it is time that FAMPO send a letter to the VDOT Commissioner asking how they are planning to fix the situation. Mr. Kelly stated that he concurs with Mr. McLaughlin's request. Mr. Kelly relayed that the State VDOT administrators forced this region to include the HOT lanes project into the LRTP and supplied two letters indicating that funding was not a problem and that the project needed to be included and moved forward. Mr. Harf stated however the two letters regarding funding from VDOT were initiated prior to HB2 and unfortunately he thinks "we" (the committee) dropped the ball in not following up on these prior to the newest legislature in place.

Mr. Kelly made the motion, which was seconded by Mr. McLaughlin, and all in consensus, with the exception of VDOT who abstained, to instruct Mr. Robinson to prepare a letter that would be submitted to all members seeking acknowledgement of letter contents before being submitted to the CTB and State Commissioner's office. The purpose of the letter was to reiterate the problems to Route 3 that the opening of the HOT lanes project has incurred; that the HOT lanes project is clearly broken and what avenues are going to be available for the situation to be fixed; reference should be made to the fact that this region was forced by the State to include the HOT lanes project into its

LRTP, even when there clearly was no funding designated; and that the State forced the project submission and assured the region that the project would be fully funded.

b.) Goals and Policy Workshop – Mr. Lloyd Robinson

Mr. Robinson provided a handout on the agenda for the upcoming FAMPO/GWRC/VDOT workshop meeting. Mr. Robinson relayed that this meeting is the second part of the FAMPO Transportation Workshop meeting that was held per request from this committee. Mr. Robinson advised that the second meeting will occur between the July 6th and July 15th time frame as it is important to have this before the Commonwealth Transportation Board (CTB) meeting in July. Mr. Robinson stated that all the members of Policy, Technical, and CTAG; all elected officials in each locality; locality staff members; and the general public will be invited to participate in the meeting. Mr. Robinson stated that within the next week that staff will be forwarding available dates for the meeting and asks that everyone check their availabilities as soon as possible so the meeting date can be finalized. Mr. Robinson stated that this meeting will be facilitated by a non-staff member and the desired goals are to come together with a regional attitude and consensus on selecting one-two large projects to forward to the CTB with anticipation that it will meet scoring criteria to receive funding from the \$500 million dollars of funding that will be applied to projects of state-wide significance. Mr. Robinson advised that the meeting will begin at 6:00 p.m. and will be held at the VDOT District Office on Deacon Road.

FAMPO CORRESPONDENCE

Correspondence is included in packet and self-explanatory.

STAFF REPORT

None

MEMBER REPORT

Virginia Department of Transportation (VDOT): Ms. Richter advised that upcoming on June 24th, VDOT will be conducting the public hearing meeting for the purpose of the Rappahannock River Crossing location. The meeting will be held from 5-7 p.m. at James Monroe High School in Fredericksburg and everyone is invited to participate if they so desire.

FAMPO COMMITTEE MEETING MINUTES

The FAMPO Technical Committee (FTC) and the Citizens Transportation Advisory Group (CTAG) minutes are included in tonight's agenda packet.

ADJOURN

The FAMPO meeting was adjourned at 8:45 p.m. The next meeting will occur on July 20, 2015 at 7:15 p.m.