



Policy Committee Meeting Minutes October 19, 2015

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

Members Present:

Mr. Tim McLaughlin, County of Spotsylvania (Chair)
Mr. Matt Kelly, City of Fredericksburg
Mr. Mark Whitley, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Mr. David Ross, Spotsylvania County
Mr. Chris Yakabouski, Spotsylvania County
Mr. Paul Milde, Stafford County
Mr. Anthony Romanello, Stafford County
Ms. Laura Sellers, Stafford County
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Ms. Marcie Parker, Virginia Department of Transportation (VDOT)
Mr. Hap Connors, Commonwealth Transportation Board (CTB) (non-voting)
Mr. Guy Gormley, Citizens Transportation Advisory Group (CTAG) (non-voting member)

Others Present:

Mr. Jeff Taylor, FLUOR
Mr. Craig Eddy, Baker International
Mr. Raj Paradkar, VA Megaprojects
Mr. Randy Dittberner, VDOT
Mr. Jason Robinson, VDOT
Ms. Michelle Shropshire, VDOT
Mr. Craig Van Dussen, VDOT
Mr. Scott Shenk, Free Lance Star (FLS)
Mr. Rupert Farley, CTAG
Ms. Fran Larkins, CTAG

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Lloyd Robinson, 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. McLaughlin, called the meeting to order at 7:10 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon request made by Mr. Agnello, regarding Discussion Item Category, #8A – 95 Express Lanes Update, Mr. Agnello requested that the Letter of Support for UPC#13558:I-95 @ Courthouse Road project be moved to Action Item Category #7G. Upon motion by Mr. Kelly and seconded by Mr. Ross, with all in consensus, the agenda was approved as submitted with revisions made by Mr. Agnello.

PUBLIC INVOLVEMENT

None

PUBLIC HEARING

Proposed Amendments to add 3 new projects into the 2040 Long Range Transportation Plan

No Comments Received

CHAIRMAN'S COMMENTS

None

ACTION ITEMS

a.) Approval of FAMPO Meeting Minutes from September 21, 2015 – Mr. Paul Agnello

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with Mr. Whitley and Mr. Yakabouski abstaining, the minutes from the September 21st meeting were approved as submitted.

b.) Approval of Resolution No. 16-10, to Amend the 2040 CLRP to Include the Brooke and Leeland Road Virginia Railway Express Rail Stations in Stafford County, the Virginia Railway Express Rail Station in Spotsylvania County, and the I-95 J-Ramp Project at Exit 126 in Spotsylvania County – Paul Agnello

Upon motion by Ms. Sellers and seconded by Mr. Yakaboski, with all in consensus, Resolution No. 16-10 was adopted.

c.) Approval of Resolution No. 16-11, Endorsing Stafford County grant Application to the Virginia Department of Transportation for Fiscal year 2017 Transportation Alternatives Program (TAP) Funding – Paul Agnello

Upon motion by Ms. Sellers and seconded by Mr. Kelly, with all in consensus, Resolution No. 16-11 was adopted.

d.) Approval of Resolution No. 16-12, Endorsing District Grant Application Submission from City of Fredericksburg – Mr. Paul Agnello

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with all in consensus, Resolution No. 16-12 was adopted.

e.) Approval of Resolution No. 16-13, Endorsing District Grant Applications from Spotsylvania County – Mr. Paul Agnello

Mr. Jason Robinson with VDOT advised that Resolution No. 16-13 should be amended to include that Spotsylvania County's two grant application projects referenced in the above Resolution (reconstruction on Route 606 at Mudd Tavern Road & Bridge replacement on Route 17 at Mills Drive for widening to Hospital Boulevard) have also been submitted for consideration and are eligible to receive funding allocations in both the District Grant Program category and the Statewide High Priority category.

Resolution No. 16-13 as amended above, upon motion by Mr. Yakabouski and seconded by Mr. Kelly, with all in consensus, Resolution No. 16-13 was adopted.

f.) Approval of Resolution No. 16-14, Endorsing District Grant Applications from Stafford County – Mr. Paul Agnello

Mr. Jason Robinson with VDOT advised that Resolution No. 16-14 should be amended to include that Stafford County's three grant application projects referenced in the above Resolution (corridor/intersection improvements on Route 1/Route 630; safety improvements at Route 1/Telegraph Road; & turn lane construction on Route 1 at Potomac Creek) have also been submitted for consideration and are eligible to receive funding allocations in both the District Grant Program category and the Statewide High Priority category.

Resolution No. 16-14, as amended above, upon motion by Ms. Sellers and seconded by Mr. Kelly, with all in consensus, Resolution No. 16-14 was adopted.

g.) Letter of Support for UPC #13558: I-95 @ Courthouse Road – Mr. Paul Agnello

Mr. Agnello relayed that included in tonight's agenda packet there is a letter dated October 19, 2015 to the Honorable Aubrey Layne, Secretary of Transportation. Mr. Agnello stated that the letter was seeking support for the diverging diamond interchange design for the new interstate I-95 Exit 140 Interchange Replacement Project.

Mr. Agnello stated that the letter is indicating support from FAMPO, in conjunction with Stafford County and the Commonwealth of Virginia's support for the DDI at Exit 140 in Stafford County. Mr. Agnello stated that the letter of support recognizes that the project is vital to the regional transportation networks and the economics for the George Washington Regional Commission.

The letter of support indicates that VDOT studied a Diverging Diamond Interchange (DDI) design and found this design to provide sufficient cost savings due to simpler construction and fewer right-of-way impacts. The DDI design allows the Interchange project to proceed without further reductions to its scope. VDOT has completed additional environmental studies and traffic engineering analysis and has determined that a DDI project would perform better overall than the original cloverleaf design concept. Mr. Agnello advised that this project is fully funded and also includes a Resolution of Support from Stafford County.

Upon motion by Mr. Milde and seconded by Mr. Kelly, with opposition from Ms. Sellers and consensus from the rest of the committee, there was FAMPO endorsement for forwarding the letter of support to Secretary Layne.

DISCUSSION ITEMS

a.) Southern Express Lanes Correspondence – Mr. Paul Agnello

Mr. Agnello advised that copies of previous information regarding the southern express lane correspondence will be made available to committee members if they are interested in receiving.

b.) Summary of Past 95 Express Lane Toll Revenue Study Effort – Mr. Paul Agnello

Mr. Agnello reviewed the summary of the 95 Express Lane Toll Revenue Study Effort provided by VDOT. Mr. Agnello asked VDOT for an approximate cost for completion of a study of this nature.

Ms. Parker relayed that the cost for a full corridor study would probably run in the neighborhood of \$200,000. Mr. Agnello advised the Policy Committee that if this is something the committee still wants to pursue then funding for the study would need to be determined as FAMPO does not have the funding needed to complete the study. Ms. Parker also said that VDOT was hoping to release the full study to FAMPO in the near future.

c.) I-95 Express Lanes Speed and Travel Time Analysis – Mr. Paul Agnello

Mr. Agnello provided an update on the I-95 express lane southern terminus extension project. Mr. Agnello relayed that there have been 3 previous I-95 Express lane study efforts completed to date. The first was completed by Transurban in the spring of 2015. This study examined data from exit 143 to exit 170. The findings showed that the I-95 express lanes resulted in significant reduced travel times. The limitation of this study is that data between exits 126 and 143 were not looked at.

The second study was completed by FAMPO staff in the spring of 2015. The scope of this study looked at data from exits 126 to 143 and was intended to be supplemented with the Transurban study effort. The findings of this study showed that the I-95 express lane have significantly increased travel times south of exit 143 at Garrisonville. The limitations of this study are that the data reviewed was compared to data from different times in the year; however, did not account for seasonal variations of data.

The third study was completed in the summer of 2015 by the VDOT staff and was intended to combine both of the efforts in the first 2 studies. The findings of this study showed that the

differences between 2014 and 2015 were not as great as had been expected. The study showed that there were decreased travel times north of exit 143 and increased travel times south of exit 143. The limitations of this study is that data was used from the I-95 express lane early 2015 “ramp up period” which did not account for users to get acclimated to the new facility and data was compiled during the winter months of February/March which may have impacted the overall findings in the study.

Mr. Agnello relayed that the data utilized is based on INRIX and even though no data software is 100% perfect; however, the INRIX data source is widely used and well known. Mr. Agnello advised that the data is free and he provided the link for the members to review.

Mr. Agnello stated that FAMPO staff used analysis to get findings from 2014 to 2015. The period of time studied was from May through July. Traffic data was compiled using weekdays of Monday through Friday, excluding holidays, and an a.m. peak period of 5:30 to 8:30 a.m. and a p.m. peak period from 4:00 to 6:30 p.m. Mr. Agnello relayed that the data analyzed 2014 versus 2015 in the I-95 general purpose lanes and also looked at lane speeds and travel times. The combination of consultant and FAMPO staff efforts was \$11,000.

The study conclusions showed the following:

That I-95 express lanes have significantly increased the I-95 peak period travel times within the FAMPO region in both the a.m. and p.m. peak time periods;

That travel delay on the I-95 general purpose lanes in both the a.m. and p.m. peak times is significantly worse within the FAMPO region than compared to the NOVA region; and

That I-95 travel times during the peak periods are still significantly longer than the uncongested travel times even when included in the I-95 express lane improvements and that additional improvements to the I-95 corridor are still needed.

d.) I-95 Express Lanes Southern Terminus Extension Report Update – Ms. Marcie Parker

Ms. Parker provided a presentation which showed proposed improvements to mitigate both NB and SB traffic problems with the 95 express lanes near Garrisonville. Both improvements would extend the 95 express lanes from their current terminus near Mpt 144 to the south side of Garrisonville Road near Mpt 142. The NB improvement would add a flyover ramp for I-95e mainline traffic to access the 95 express lanes south of Garrisonville Road. The SB improvement would create a new left side merge with the I-95 mainline south of Garrisonville Road. Modeling results showed that the NB improvement would largely mitigate a.m. peak period traffic problems on I-95 NB but that the SB improvement would only partially mitigate p.m. peak period traffic problems on I-95 SB.

Mr. McLaughlin stated that as VDOT and Transurban owe the region a fix for the back-ups occurring at Exit 143 as a result of the express lanes project and he understands that short-term fixes are being explored and the cost will be covered by either VDOT and/or Transurban. However, he would also request that VDOT take a look at what costs would be involved in extending the construction lanes down from Exit 142 to Exit 140. Mr. McLaughlin stated that he realizes these projects costs would need to come from locality funding, etc. and not be a VDOT or Transurban

responsibility but as work is already going to be underway for improvements to Exit 143 it seems that the data, cost, etc. should be available.

Mr. Connors asked Ms. Parker when the short-term repairs would be finalized at Exit 143. Ms. Parker stated that they are pushing for an earlier completion date; however, the earliest appears to be summer of 2017. Ms. Parker stated that the VDOT funding to be used on Exit 143 is coming from a surplus that was left over from the original hot lanes express project.

Mr. Connors stated that this is a very frustrating topic. He wants to encourage this committee to do more and feels they need to get the attention of every one of the state representatives. Mr. Connors encouraged FAMPO to submit a letter to the CTB; to the Secretary; etc. Mr. Connors stated that the letter should sternly request that we need I-95 at Exit 143 fixed immediately; that the construction dates need to be accelerated; that data and analysis needs to accompany the letter; etc.

There was committee consensus to ask FAMPO staff to draft a letter and forward it for committee feedback. Once everyone is in agreement with the letter statements and facts then it will be submitted for signature by the FAMPO Chairman and mailed accordingly.

Upon motion by Mr. Kelly and seconded by Mr. Ross, with Ms. Parker abstaining and all others in consensus, FAMPO staff was asked to compose the letter accordingly.

Mr. Milde stated that this process is a work in progress and that the committee needs to keep sending messages of concern to the state department in Richmond, even if it seems like all previous efforts have fallen on deaf ears.

Mr. McLaughlin stated that data needs to be continued being captured and discussions need to continue. Mr. Withers asked what is the proposed time frame for the Rappahannock River Crossing project.

Mr. Jason Robinson, with VDOT, that the HB2 project selection process will be finalized in January. If the Rappahannock River Crossing project is one that is approved, then money for the PE phase will be received in FY2017; money for the construction phase in FY2018; & the project would be expected to be completed in FY2021.

e.) I-95 Multimodal Corridor Study – Mr. Paul Agnello and Mr. Lloyd Robinson

Mr. Agnello advised that staff had been instructed by the Policy Committee to provide information regarding a new I-95 multimodal corridor study. It was committee consensus that the study objective would be for developing a preferred alternative for the I-95 mainline between Exit 143 at Garrisonville and Exit 126 at Massaponax for long term years for 2040.

Mr. Kelly stated that he had three comments. First, as we go down the road the tendency is to look at just four-year cycles. He thinks the region needs to avoid this thought process and re-focus on one long-term improvement plan. Secondly, he thinks we need to be financially realistic and get away from an individual locality benefit to a more true regional approach. Lastly, the members need to keep an open mind, deal with issues, address issues, and continue to move forward.

Mr. Kelly stated that whatever solutions the committee comes up with and funding justifies that overall the region will be benefiting. Mr. Yakabouski stated that he feels the focus needs to be on more inner locality connectivity to work towards getting an additional 15,000 commuters off of the roads. Mr. Yakabouski stated that he thinks we need to look at opportunities at all of the major secondary roads to include Route 17, Route 1, Route 3, and Route 17 in Stafford, Route 630 and Route 610. Mr. Agnello stated that the multimodal corridor study can look at different access points; explore different options; and look for smaller projects that may be accomplished while still looking at long-term improvements to I-95.

Mr. Agnello stated that if the committee wishes FAMPO staff to continue pursuing that we should be able to obtain a finished project from the consultants by June of 2016. Mr. Romanello asked if the project would be bid or utilize the on-call consultants. Mr. Robinson stated that the task orders would be submitted to the on-call consultants; however, competitive bidding internally between the on-calls could occur. Mr. Romanello stated that he felt a June 2016 time frame was way too late and if any way possible he would ask for a completed project by March of 2016.

Mr. McLaughlin stated that once the study is completed what the region thinks is now the number one project to move forward on may end up not being that same project once the new study is completed. Mr. Agnello stated that the intent of the corridor study would be to look for smaller projects that could be phased into the overall larger project. Mr. Connors asked if existing data is already available could this be also incorporated and combined with any new data so you will get a truer picture. Mr. Agnello stated that data from previous studies could be included.

Mr. McLaughlin asked who will do the study and how much will it cost. Mr. Agnello stated that FAMPO staff would be working with both the consultants and with VDOT/DRPT as well as referring to other multi-modal models/studies that have already been completed for comparison of data, etc. It was committee consensus to instruct FAMPO staff to move forward in getting task order, study cost, study time line for completion, etc. and bring back any updated information for further discussion at the upcoming November Policy Committee meeting.

Mr. Agnello asked what the committee request to moving forward was. It was committee consensus that the committee likes the direction already being undertaken and would like for FAMPO to provide feedback on the scope of work requested; the time frame for completion; and a more accurate cost to the consultants for follow-up.

f.) HB2 Process Update and Debriefing on Submittal Process – Mr. Paul Agnello

- 1. HB2 Update**
- 2. VMTP Needs Assessment FAQ and Addendum**

Due to the lateness of tonight's meeting, Mr. Agnello stated that HB2 updates would occur at the November meeting. Mr. Agnello did state that currently there are no major updates anyway. Mr. Jason Robinson relayed that HB2 project scores should be available in January. Mr. Connors relayed that the CTB will be meeting in two weeks and they expect to find out if projects submitted for state consideration have at least in fact been scored and will move forward.

g.) Existing Transportation Funding Overview – Mr. Paul Agnello

Mr. Agnello advised that the current FY16-21 SYIP statewide transportation funding shows state revenues being \$25.6 billion dollars which is 78%. Mr. Agnello stated that for FY17-21 these figures are drastically reduced and will be \$1.2 billion dollars and with a 3.6% amount of disbursement. Mr. Agnello stated that the HB2 funding for FY17-22 should be \$6.9% for the Fredericksburg region which equates to \$41 million dollars. In FY18-23, this should remain at \$6.9%; however, the allocation to the Fredericksburg region will decrease to \$27 million dollars.

Mr. Agnello relayed that the RSTP funding allocations will see an increase in future years and the increases could be substantial in showing allocations of 3-4 times higher than what is currently being received. However, the future of CMAQ allocated funding is currently uncertain. Mr. Agnello stated that the Transportation Alternatives program (TA) is similar to RSTP and currently only gives credit to Northern Stafford County; however, this funding category will increase and could include eligibility for the entire region.

FAMPO CORRESPONDENCE

Correspondence is included in packet and self-explanatory.

STAFF REPORT

Mr. Agnello advised that at the upcoming November Policy Committee meeting updates will be provided on the following topics: Presentation from DRPT; Update on High Speed Rail Project; & Congestion Mitigation and Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP) Project discussion.

MEMBER REPORT

None

FAMPO COMMITTEE MEETING MINUTES

The FAMPO Technical Committee and Citizen’s Transportation Advisory Group meeting minutes are included in tonight’s agenda packet.

ADJOURN

The FAMPO meeting was adjourned at 9:27 p.m. The next meeting will occur on November 16, 2015 at 7:15 p.m.