



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes  
November 10, 2015**

[www.fampo.gwregion.org/transportation-advisory-group](http://www.fampo.gwregion.org/transportation-advisory-group)

**Committee Members Present:**

Mr. Guy Gormley, Chair, City of Fredericksburg  
Mr. Claude Dunn, Spotsylvania County  
Mr. Bill Milligan, Spotsylvania County  
Mr. Todd Rump, Spotsylvania County  
Ms. Michele Trampe, Spotsylvania County  
Ms. Adela Bertoldi, Stafford County  
Ms. Fran Larkins, Stafford County  
Ms. Dawn McGarrity, Stafford County  
Mr. Larry Gross, At-Large Member (Spotsylvania County)

**Others Present:**

Mr. Craig Van Dussen, Virginia Department of Transportation (VDOT)  
Ms. Mallory Barker, Citizen, Spotsylvania County  
Ms. Manbel Barker, Citizen, Spotsylvania County  
Ms. Sarah Gormley, Citizen

**Staff:**

Mr. Paul Agnello, FAMPO  
Ms. Marti Donley, FAMPO  
Mr. Nick Quint, FAMPO  
Ms. JoAnna Roberson, GWRC

**CALL TO ORDER**

Mr. Gormley called the meeting to order at 6:00 p.m.

**APPROVAL OF AGENDA**

The CTAG agenda for November 10, 2015 was approved as amended with the following two revisions: under Discussion Item category, Item number 9C – 95 Express Lanes update be moved for discussion under Item # 5 – Public Comment and Discussion Item number 9H – Bypass Alternative discussion be removed from tonight’s agenda and be tabled until the January 2016 meeting.

**APPROVAL OF CTAG MEETING SUMMARY OF OCTOBER 14, 2015**

The minutes from the CTAG meeting from October 14th were unanimously accepted as presented.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING – OCTOBER 19, 2015**

Mr. Agnello advised that the minutes from the October 19th Policy Committee meeting is included in tonight's agenda packet. Ms. Larkins stated that she felt Mr. Gormley has done a good job of representing CTAG at the Policy Committee meetings. Mr. Gormley stated that he does think having a physical presence at the meetings has made a difference in how the Policy Committee now views the CTAG committee.

### **PUBLIC COMMENT**

None

### **NEW BUSINESS**

None

### **DISCUSSION ITEMS**

#### **a.) DC2RVA Project Update – Mr. Paul Agnello**

Mr. Agnello advised that currently the process for the DC2RVA project is ongoing and is now in the middle of the completion process. Mr. Agnello relayed that the study/project should be completed in early 2017. Mr. Agnello stated that the rail speed will increase to 90 mph and that increased speed is only a secondary benefit. Mr. Agnello relayed that improved reliability is the desired primary benefit. Mr. Agnello stated that the project will result in new bridges being built and that CSX will still own the tracks; however, the rail capacity will increase from the current 2 tracks to 3. Mr. Agnello stated that an eastern bypass project is being considered around the Fredericksburg region. Mr. Agnello relayed that a public informational meeting is scheduled for Fredericksburg on Tuesday, December 8<sup>th</sup> at the Dorothy Hart Community Center from 5-7:30 p.m.; with a presentation being made at 6:00 p.m.

#### **b.) I-95 Corridor Evaluation, Phase 1 – Mr. Paul Agnello**

Mr. Agnello advised that the I-95 Corridor Evaluation study, Phase 1 has been endorsed by the Policy Committee with a directive that FAMPO staff pursues completion of Phase 1 by June, 2016. Mr. Agnello stated that the first phase will study from Garrisonville in Stafford County to Route 3 in Spotsylvania County. Mr. Agnello relayed that data would be compiled for this section on I-95 and would look at multiple options to include: extension of express lanes; construction of cd lanes; evaluation of hybrid lanes; and extensions to general purpose lanes. Mr. Agnello advised that the cost of Phase 1 will be approximately \$280,000 and funding has been secured. Mr. Agnello stated that Phase 2 of the project will go further south to Massaponax and/or the Caroline county line; however, no funding has been allocated to date for this phase.

## **ACTION ITEMS**

### **a.) Resolution No. 16-15, to Allocate \$280,000 in Regional Surface Transportation program (RSTP) Funding to a new I-95 Corridor Evaluation – Phase 1 Project – Mr. Paul Agnello**

Mr. Agnello stated that Resolution No. 16-15 will be submitted to the Policy Committee for adoption at the upcoming November meeting. Mr. Agnello relayed that Resolution No. 16-15 is endorsing the \$280,000 of funding needed for completion of the Phase 1 I-95 Corridor evaluation study. Mr. Agnello advised that this funding will come from allocated RSTP funds that were previously assigned to a project in Stafford County that currently is not moving forward. Mr. Agnello relayed that re-allocating these funds would not delay the project in Stafford.

There was unanimous consensus from CTAG to move Resolution No. 16-15 forward with a request that the Policy Committee endorse it at the upcoming November meeting.

### **b.) Resolution No. 16-16, Setting a Public Comment Period and Public Hearing to Amend the FY2016 Unified Planning Work Program (UPWP) – Paul Agnello**

Mr. Agnello advised that Resolution No. 16-16 is requesting a public comment period and public hearing for the purpose of amending the FY2016 UPWP. Mr. Agnello relayed that this amendment coincides with Resolution No. 16-15 and as the I-95 Corridor study was not previously in the current UPWP the FY2016 UPWP needs to be amended.

There was unanimous consensus from CTAG to move Resolution No. 16-16 forward with a request that the Policy Committee endorse it at the upcoming November meeting.

## **DISCUSSION ITEMS (cont'd)**

### **c.) 95 Express Lanes – Mr. Paul Agnello and Mr. Craig Van Dussen**

Mr. Agnello advised that previously there have been 3 completed studies done on the I-95 corridor; however, FAMPO staff does not feel that realistic pictures for the transportation congestion problems that exist in the region were accurately captured.

Mr. Agnello stated that the first study was completed by Transurban in the spring of 2015 and this study focused on Exit 143 (at Garrisonville) to Exit 170. The limitations of this study are that no analysis was completed between Route 126 (Massaponax) to Route 143 (Garrisonville).

The second study was completed by FAMPO staff in the spring of 2015 and these study limits focused on Exit 126 (Massaponax) to Exit 143 (Garrisonville). The limitations of this study compared different times of the year but did not account for the seasonal variations in increased traffic congestion.

In the summer of 2015 a third study was completed by VDOT. This study focused on Exit 126 (Massaponax) to Exit 170. The limitations of this study are that data that was used came from the I95 express lane early 2015 “ramp up period” which did not account for time for users to become

acquainted with the express lanes and also did not account for winter weather results in February/March that could have impacted the study results.

Mr. Agnello advised that the new study that FAMPO will be undertaking will begin in the fall of 2015 and will focus on the areas at Exit 126 (Massaponax) to Exit 170 (Springfield). Mr. Agnello stated that this data from this study will be based on INRIX and even though no data source is 100% accurate that INRIX is well known and is used nation-wide. Mr. Agnello stated that this study will result in both staff time and consultant efforts and will cost approximately \$11,000.

It was recommendation from CTAG members that the study also include data for Saturdays in both directions (north bound and south bound) and on Sundays for south bound traffic.

Mr. Van Dussen advised that VDOT has been continually working with Transurban with efforts geared to make the current traffic congestion that has occurred at Exit 143 (Garrisonville) even more difficult as a result of the Express lanes opening last December and to look at ways to alleviate some of this congestion and daily back-up.

Mr. Van Dussen stated that VDOT/Transurban plan to make improvements for extension of approximately 1000' at the exit ramp at Exit 143. Mr. Van Dussen stated that at this time the design is still in the conceptual phase; however, plans for the improvements are scheduled to begin the construction phase by 2017.

Mr. Van Dussen relayed that the benefits of the exit ramp extension would decrease the northbound I95 congestion during the peak a.m. morning commutes; that it will reduce the weaving effects from the cars entering I95 heading northbound at Garrisonville Road; and that there will be a slight reduction in the congestion for the southbound I95 traffic congestion prior to Exit 143 at Garrisonville.

Mr. Van Dussen stated that the next steps in this process are the following: finalization of the project scope (work continuing between VDOT/Transurban); continue negotiations with Transurban; finalize the NEPA review; finalize noise evaluations; schedule public involvement meetings; and finally for construction to begin.

**d.) Fiscal years 2017-2022 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Call for Projects—Mr. Paul Agnello**

Mr. Agnello advised that staff will be meeting with the localities to receive projects that would qualify for consideration of CMAQ/RSTP funding allocations. Mr. Agnello stated that staff will review the projects submitted; assist with the application process; etc. and that projects for consideration need to be submitted to FAMPO by year end.

**e.) Existing Transportation Funding Overview – Mr. Paul Agnello**

Mr. Agnello provided a handout that explained the existing transportation funding allocations and explained how the region could receive funding from the different categories. Mr. Agnello advised that the FY2016 Commonwealth Transportation funding budget equals a total budget of \$5.6 billion

dollars. Approximately \$2 billion dollars is allocated towards the maintenance and operations categories. Approximately \$1.67 billion dollars statewide will be allocated towards construction of new projects.

Mr. Agnello relayed that the HB2 funding will be distributed as follows:

FY2017-2022 SYIP will equal to \$1.2 billion dollars in total funding  
\$600 million dollars being allocated to projects that have statewide high priority consensus  
\$600 million dollars being allocated towards projects in the District Grant categories

Mr. Agnello stated that for FY2018-2023 the total SYIP funds will be \$778 million dollars and will result in distributions respectively for \$389 million dollars in both the statewide high priority classifications and \$389 million dollars for allocation to the District Grant projects.

Mr. Agnello advised that with the current HB2/HB1887 funding allocations that Fredericksburg ranked the second lowest at 6.9%; with Culpeper being the lowest at 6.2%. The new funding criteria could definitely hurt areas such as Fredericksburg with the low rating when they are compared to the amount of funding that will be allocated to other regions – i.e. Northern Virginia (20.7%); Hampton roads (20.2%); and Richmond (14.4%).

With the Revenue Sharing program, Mr. Agnello advised that the current state policy direction is to decrease the size of this program and shift some funding to HB2. Mr. Agnello relayed that the state regulation will be \$15 to \$200 million dollars a year with a maximum award of \$10 million dollars being allocated. Mr. Agnello stated that this distribution also requires a 1.1 match from each locality. For the FY2017-2022 years it is estimated that \$150 million dollars total will be allocated; with this figure dropping to \$100 million dollars in the FY2018-2023 years and with only \$50 million dollars being available for the end years of FY2022-2023.

Mr. Agnello advised that for MPO's that have populations over 200,000 people there is access to 3 federal fund types for projects included in its TIP and within the MPO planning boundary area. These funds come from the following areas: RSTP, CMAQ, and TA (Transportation Alternatives). Mr. Agnello stated that currently these funds are only applicable to northern Stafford County as it is part of the Northern Virginia region. Mr. Agnello stated that member localities need to apply for the available funds through the MPO for any RSTP project. For TA projects, applications are considered on a statewide basis and need to comply with the statewide application process.

In regard to RSTP funding, Mr. Agnello stated that this category is broad in the flexibility for usage. However, once RSTP funding is allocated to a project the funds must be obligated within 1 year from the date they are received and typically must be expended within 3 years of the obligation. Mr. Agnello stated that the current RSTP funding for the FAMPO region in FY2016 is approximately \$1.3 million dollars; with approximately \$7.8 million dollars being allocated for the FY2016-2021 SYIP. Mr. Agnello stated that the future outlook is that this funding has been flat and/or declining in recent years and is expected to remain in this status-quo through FY2022. Mr. Agnello relayed however that with the anticipated population increase that is anticipated for the FAMPO region as a result of the 2020 census should see larger allocations being delivered to this region beginning in FY2023.

In regard to CMAQ projects, Mr. Agnello stated that these are intended for projects that do not increase a main line capacity and are needed to improve congested conditions and/or to improve the region's air quality and are projects such as road projects, bicycle/pedestrian projects, transit projects, etc. These funds need to be obligated within 2 years from the allocation and must be expended within 4 years of the obligation date.

Mr. Agnello stated that the current funding from CMAQ to the FAMPO region will be approximately \$2.44 million dollars in FY2016 and then drops to \$14.5 million dollars in the FY2016-2021 SYIP. Mr. Agnello stated that the future outlook of this funding source has been flat and declining slightly in recent years. Mr. Agnello stated that this status-quo is expected to continue and it is uncertain what impacts the future air quality conformity regulations and updated census counts will have on the FAMPO region but a significant funding increase from this source appears unlikely.

Mr. Agnello stated that the last category is the TA (Transportation Alternatives). Mr. Agnello relayed that this funding source is a new option for TMA MPO's in Map-21. Mr. Agnello stated that as currently these funds only apply to northern Stafford County; however, it will likely include the entire FAMPO region following the 2020 decennial census.

Funding for this category can be applied to projects that are defined as transportation alternatives that include on/off road pedestrian and bicycle facilities, infrastructure projects for the improvement of non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation projects, recreational trail projects, safe routes to schools, and projects for planning, designing, or constructing boulevards in the right-of-way on former interstate system routes or divided highways.

Mr. Agnello stated that currently the TA funding for FAMPO for FY2016 is approximately \$81 thousand dollars and for FY2016-2021 SYIP statewide the funding will be approximately \$0.5 million dollars. Mr. Agnello stated that the future outlook is that this funding category has all remained flat in past years and no additional revenues are expected until FY2022. Mr. Agnello relayed that this category has well could result in higher funding being allocated to the FAMPO region as result of the upcoming 2020 census that would become effective in FY2023.

Mr. Agnello advised that statewide needs are great; more needs to be accomplished; and more funding opportunities need to be explored. Mr. Agnello stated that there is consensus that there is not enough money and that money available will continually decline; however, there is a lack of consensus politically on how to create more funding for transportation.

Mr. Agnello stated that regions are looking at other potential funding sources to include: regional revenues; transportation partnerships; transportation infrastructure banks; public/private partnerships, local transportation funding; bond referendums and service districts.

## f.) House Bill 2 Updates – Mr. Paul Agnello

Mr. Agnello provided the current HB2 updates, time lines, schedules, etc. Mr. Agnello stated that on November 12<sup>th</sup> the Fredericksburg District's Fall Transportation meeting is scheduled. Between December 8<sup>th</sup>-9<sup>th</sup>, there could be potential CTB action being taken that could add up to 2 additional HB2 projects, if necessary, that could be projects that have not been rated and/or prioritized and have not gone through the previously required application submittal process. On January 15<sup>th</sup>, the CTB is expected to release the HB2 project scores; in February, CTB project selections will be announced. In the March/April time frame, the CTB selection and possible modifications of the 4 potential funding scenarios will be finalized. Final CTB FY2017-2022 SYIP allocations based on HB2 funding will be released. In June, 2016 the final SYIP for FY2017-2022 will be available and in August, 2016 round 2 for HB2 project submittals will begin.

Mr. Agnello relayed that the 4 funding scenarios that have been discussed are as follows:

- 1 – Fund the top scoring project based on rank of benefits to HB2 project costs
- 2 – Fund the top scoring project based on rank of benefits to the total project costs
- 3 – Same as #1 but force fund #1 as a CTB priority project
- 4 – Same as #2 but force fund #1 as a CTB priority project

Mr. Agnello advised that statewide 321 HB2 candidate projects were submitted and that 131 agencies submitted at least one application for consideration. Mr. Agnello stated that the requested HB2 funding is \$6.95 billion dollars and that applications that included other funding sources equaled \$6.22 billion dollars.

Mr. Agnello stated that \$5.88 of the \$6.22 total figure is to be allocated to the Northern Virginia and Hampton Roads areas thus leaving \$34 billion dollars being allocated to the rest of the state if the requested cost versus the project cost formula is implemented. Mr. Agnello relayed that all of the HB2 candidate projects submitted are available for review at <http://www.virginiahb2.org/resources.html>. Mr. Agnello stated that there are 9 districts within the state of Virginia and that the Fredericksburg district is ranked #5 out of the 9.

There was lengthy discussion from CTAG on the 6.9% ranking the Fredericksburg region received statewide as well as the potential that the CTB could arbitrarily add an additional 2 projects on December 8<sup>th</sup>-9<sup>th</sup> that have previously not gone through the project submission process. CTAG felt that by the CTB being able to do this that this would completely degrade the integrity of the application process and destroys all objectivity involved in regions carefully selecting and submitting projects.

There was unanimous consensus from CTAG for staff to draft a letter for Mr. Gormley's signature to be presented to the Policy Committee at the November meeting. The letter is requested to address the following issues and to state that CTAG completely opposes the following issues:

- 1 – that up to 2 new projects can be added by the CTB on December 8<sup>th</sup>-9<sup>th</sup> and that the CTB can choose a number one project independent of its HB2 ranking and potentially force fund it

2 – that the feeling is that for this region to receive a 6.9% rating, making it the second lowest rank statewide is an unfair ranking percentage

3 – that the CTB can consider projects either based on total project costs needed versus amount of monies a region already has access too from taxing districts, etc. which could result in areas not having these additional revenue sources to not receive fair consideration (i.e. – if a project cost \$100,000 but a region has \$50,000 allocated then they need to ask for the \$50,000 in funds and not ask for the total cost of \$100,000 – as this would then allow other localities to be ranked better and have a fairer chance of receiving funding for selected projects).

It was requested that staff compile the letter by the end of the week so that Mr. Gormley could present it on behalf of the CTAG at the upcoming Policy Committee meeting. It was requested that staff compile the draft and submit it to CTAG for review and then finalize for Mr. Gormley's signature.

#### **g.) Federal Certification Review – Mr. Paul Agnello**

Mr. Agnello advised that FHWA performs certification reviews every four years. Mr. Agnello stated that the result of this review process leaves a region with the following directives: commendations, recommendations, and corrective actions.

Mr. Agnello stated that the last review completed in 2011 resulted in the following FAMPO grades: we received 4 commendations; 3 recommendations; and 4 corrective actions. Mr. Agnello stated that this year, he is happy to report that FAMPO received an A+ and that the final report will be distributed by end of this year.

Mr. Agnello stated that this year's certification reflected the following: no corrective actions assigned; no recommendations being made; and a commendation for the Public Outreach and Public Involvement process that is a direct result of the diligent efforts by Marti Donley.

### **CORRESPONDENCE**

Mr. Agnello advised that correspondence included in tonight's agenda packet and is self-explanatory.

### **STAFF REPORT**

Mr. Agnello and Ms. Donley advised of the following upcoming meetings, presentations, etc. to include: VDOT Fall Transportation Meeting on Thursday, November 12<sup>th</sup>; Spotsylvania Ribbon-Cutting ceremony for the new VRE station on Monday, November 16<sup>th</sup>; the transportation forum meeting with the Chamber of Commerce on November 19<sup>th</sup> at the Hyatt Place from 8:30 – 10:00 a.m.; and public comment period on November 19<sup>th</sup> at Riverview Elementary School from 5-7:00 p.m. for the purpose of comments on the new designs for Rte. 606 bridge repairs at Thornburg.

### **MEMBER REPORTS**

Mr. Gross complimented the FAMPO staff on the presentations that were given at tonight's meeting. Mr. Gross stated that they were very well done and the information relayed was helpful and makes the issues and processes much clearer.

## **ADJOURN**

The November 10th meeting was adjourned at 8:30 p.m. The next meeting will be held on Wednesday January 13, 2016.

*Meeting Minutes completed by JoAnna Roberson*