



Policy Committee Meeting Minutes November 16, 2015

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Members Present:

Mr. Tim McLaughlin, County of Spotsylvania (Chair)
Mr. Bev Cameron, City of Fredericksburg
Mr. Matt Kelly, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Mr. David Ross, Spotsylvania County
Mr. Mark Taylor, 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 member)
Mr. Guy Gormley, Citizens Transportation Advisory Group (CTAG) (non-voting member)

Others Present:

Ms. Emily Stock, Department of Rail and Public Transportation (DRPT)
Mr. Craig Eddy, Michael Baker International
Ms. Lorna Parkins, Michael Baker International
Mr. Steve Walter, Parsons
Ms. Allison Richter, Virginia Department of Transportation (VDOT)
Mr. Craig Van Dussen, Virginia Department of Transportation (VDOT)
Mr. Scott Shenk, Free Lance Star (FLS)
Ms. Fran Larkins, Citizens Transportation Advisory Group (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 7:17 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Kelly and seconded by Mr. Milde, with all concurring, the November 16th FAMPO Agenda was accepted as presented.

PUBLIC INVOLVEMENT

None

CHAIRMAN'S COMMENTS

None

DISCUSSION ITEMS

a.) DC2RVA Project Update – Ms. Emily Stock, Department of Rail and Public Transportation (DRPT)

Ms. Emily Stock, Project Manager with DRPT gave an update on the DC2RVA high speed rail project. Ms. Stock advised that they are half-way through the project and upcoming public meetings should begin occurring in December.

Ms. Stock advised that the scoping for the project began in 2014. The purpose and needs assessment was completed in early 2015. Earlier this year different alternatives were studied. Currently, the project is in the screening phase and once this is completed a draft EIS will be completed. By 2017, the project study will end and a Final EIS will be available.

Ms. Stock relayed that the tracks will still be owned by CSX; however, the study has shown that rail alignment options will drive the alternatives development process. The current assumptions are that one additional main track will be constructed over the entire corridor. The new track layout will be guided by a basis of design concept. The increase of higher design speeds will equate to more robust improvements implemented with potentially higher impacts.

Ms. Stock stated that the Tier I phase provided for four potential implemented alignments which include a minor improvement option; an unconstrained alignment option; a constrained alignment option and a west/east track bypass alternative option.

Ms. Stock relayed that for the Fredericksburg region an eastern bypass option is being evaluated. In the Ashland area a western bypass option is being looked at. In Richmond, multiple options are being reviewed. Ms. Stock also stated that for densely populated or major areas across the state will have an additional option for installation of a third track.

Ms. Stock stated that the current build alternatives for the FAMPO region include adding a third track to the current and existing alignments; for construction of a freight eastern bypass alternative; and per NEPA requirements that a no-build alternative has been studied as well.

Ms. Stock advised that the next steps for the study of the rail alignment options will involve the following items: continuation of the screening process; development of an operations and ridership model; planning for station facilities that will include terminal, parking, access, etc.; continued stakeholder input; further refinement of the rail way concepts; & development of a draft EIS document.

Ms. Stock stated that public information meetings will be occurring in December and these meetings are set-up to be an open house style format. The meetings will begin at 5:00 p.m. and end at 7:30 p.m. with presentations being made at 6:00 p.m. during the meeting time frame. The meeting for the Fredericksburg region is scheduled for Tuesday, December 8th at the Dorothy Hart Community Center in Fredericksburg located at 408 Canal Street. Meetings respectively will be held on December 9th in Springfield and on December 10th in Richmond.

b.) VTRANS 2025 Needs Assessment – Ms. Lorna Parkins, Michael Baker International

Ms. Parkins with Michael Baker International made a presentation to the Commonwealth Transportation Board (CTB) last month and it was requested by Mr. Connors that the same presentation be given to the FAMPO Policy Committee.

Ms. Parkins advised that the State has developed work efforts for improvements to I-95 around the region in conjunction with the implementation of the HB2 project process. Ms. Parkins stated that the data that has been developed by OIPI is compatible data that can be used in conjunction with other data.

In the VTrans 2040 VMTP Planning Process, projects of consideration state-wide needed to meet at least one of the specific criteria that includes: projects of state of good repair; projects that enhance safety; and projects that provide capacity and operational needs.

Ms. Parkins stated that since March of 2015, the VMTP outreach development has involved in the completion of a Draft 2025 VMTP Needs Assessment; have conducted two rounds of forum meeting within the five regions; meetings have been held with the fifteen MPOs in Virginia; a webinar, survey, and ongoing interaction within the UDA areas has been completed; public meetings have been held in conjunction with the July regional forums; and a posted draft needs was available to receive comments. Ms. Parkins stated that over 200 comments were received during the comment period that ended in August.

Ms. Parkins relayed that the 2025 VTrans model and needs assessment focused on a multi-modal network plan and not solely on just one means of transportation options. Ms. Parkins stated that the data utilized came from INRIX data that was provided by VDOT.

Ms. Parkins stated that the Needs and Focus of the modeling assessments focused on the following four categories: safety; congestion; reliability; and redundancy classifications. Ms. Parkins stated that the VTrans regional network planning process looked at the current economic conditions; the desired future economic conditions; the current transportation conditions; and the needed transportation system required in order supporting the future economic conditions.

Ms. Parkins relayed that when assessing the transportation conditions the following data was examined: the current commuting patterns and modes of transit; the multimodal accessibility to the job force; freight accessibility; a highway network reliability system; elimination of highway bottleneck networks; freight networks; and stakeholder input. Ms. Parkins stated that in regard to auto accessibility that data was compiled that allowed access to job sites within 45 minutes from each of the census block groups and for a 45 minute transit access to each census block group.

Ms. Parkins stated that the needs addressed in the area and specifically along the I95 corridor stated that regional improvements are needed in order to effectively serve the 2025 economy. Ms. Parkins relayed that the I95 corridor does serve as a major artery for the region that currently handles commuter and freight traffic as well as tourism and travel connecting points across the state.

Ms. Parkins advised that the I95 corridor reliability assessment connects the work force in Fredericksburg to Northern Virginia. The highway capacity and operational improvements, enhanced Transportation Demand Management (TDM), and additional mode choices are needed to maintain a reasonable amount of mobility and access along the corridor.

The I-95 corridor reliability study supports the major regional activity centers within this region and ensures a reasonable commute time for the work force that daily commutes to Northern Virginia. Ms. Parkins stated that the I95 corridor is also an essential and high-priority corridor not only for the region but also for navigation of statewide freight movements. Ms. Parkins stated that the current bottleneck and congestion issues hinder the reliability of this corridor, particularly north of exit 126 & US Route 1 and that additional TDM and mode choices are needed for connectivity of the workforce to jobs available throughout the corridor.

In regard to the HB2 process, Ms. Parkins stated that projects that were submitted state-wide for HB2 funding were validated and addressed whether each project met the safety needs requirements and verified that the applications submitted were complete and correct. Ms. Parkins stated then the projects submitted were screened to determine that a need was met within the 2025 Needs Assessment.

Ms. Parkins relayed that the majority of the projects submitted have been validated and screened and will be scored for the HB2 criteria allocations. Ms. Parkins stated that the CTB public meetings will present all submitted projects and that projects will begin being scored by the CTB in January of 2016.

Mr. Milde stated that he had a concern about the fact that the data used for the Needs Assessment is data from 2014 which is before the opening of the Express Lanes. Ms. Parkins stated that she would take that request back to the committee as it was a valid concern.

Mr. Connors stated that the Needs Assessment provided no surprises as to what problems are currently being experienced on a daily basis within the Fredericksburg region. Mr. Connors relayed that as any proposed funding allocations will not cover the projects needed within the region so that it is important that the region and this committee begins to make better and smarter regional decisions.

c.) I-95 Corridor Evaluation – Phase I Project – Mr. Paul Agnello

Mr. Agnello stated that the current significant congestion issues that are occurring on I95 that have been directly caused by the new Express Lane project at Exit 143 are what the Policy Committee instructed staff to focus on solutions to meet the immediate needs. Mr. Agnello relayed that the Policy Committee directive was to provide a comprehensive study from milepost 145 and milepost 125 and also needs to produce a preferred alternative in time for the HB2 application process cycle in 2016. Therefore, the study requested will be broken down into Phase I and Phase II.

Mr. Agnello relayed that Phase I will focus on the segment between mile post 145 and mile post 125 and will not contain a comprehensive multi-modal element but instead focus on highway and TDM improvements.

Mr. Agnello stated that there is still on-going discussion on whether the I95 segment between mile post 145 and 125 should be extended south from Garrisonville to Massaponax; whether to add additional collector-distributor lanes; whether to add more general purpose lanes; or whether to construct a combination of the alternatives mentioned above.

Mr. Agnello relayed that in order to meet the HB2 application deadlines that Phase I will be completed by June of 2016 and will concentrate on the segment of I95 that is currently viewed to need the most immediate and critical attention. This segment will be from Garrisonville to Massaponax only at this time and Phase I will identify modifications that the region can consider submitting for project applications under HB2 2016. The Phase II study efforts will likely begin in FY2017 and will include a complete evaluation of multimodal travel and a more comprehensive evaluation of the I95 corridor within GWRC.

Mr. Agnello stated that the total cost of the evaluation study for Phase 1 will be approximately \$280,000. Mr. Agnello relayed that the attached Resolution (No. 16-15) is a request to transfer RSTP funding previously allocated to Stafford County to be re-allocated to completion of Phase I of the I95 corridor study. Mr. Agnello advised that the corridor study would begin in December of 2015 and will be completed by June of 2016.

Ms. Richter with VDOT advised that the previous project in Stafford County (UPC #100456) is a project that had received RSTP funding; however, the project is not moving forward and no additional funding has been allocated towards the project.

Mr. Romanello stated that the Stafford County Board of Supervisors has endorsed this funding transfer request and requests that this committee consider adoption of Resolution No. 16-15 to transfer the \$280,000 of RSTP funding to be applied to Phase I of the I95 corridor study.

Mr. Kelly stated that there have been many dollars spent towards regional studies. He asks that as we go through this process again that the members ask questions, get answers, and keep a regional focus without the issues becoming a politically based issue. Ms. Sellers stated that she would not support the Resolution as she does not feel that the entire Board of Supervisors in Stafford County was in support of transferring the RSTP allocated funding from a project in Stafford County to now being applied to cover costs of the Phase I I-95 corridor study.

Upon motion by Mr. Milde and seconded by Mr. Kelly, with Ms. Sellers in opposition and all others in concurrence, Resolution No. 16-15 was adopted.

ACTION ITEMS

a.) Approval of FAMPO Meeting Minutes from October 19, 2015 – Mr. Paul Agnello

Upon motion by Mr. Milde and seconded by Mr. Kelly, with all concurring, the minutes from the October 19th meeting were approved as submitted.

b.) Approval of Resolution No. 16-15, to Allocate \$280,000 in Regional Surface Transportation Program (RSTP) Funding to a New I-95 Corridor Evaluation – Phase I Project – Mr. Paul Agnello

This Resolution was addressed and adopted in the discussion above.

c.) Approval of Resolution No. 16-16, Setting a Public Comment Period and Public Hearing to Amend the FY2016 Unified Planning Work Program (UPWP) – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-16 is a request in compliance with Federal guidelines in the development and adoption of FAMPO's Unified Planning Work Program (UPWP) that is due June 30th of each year. Mr. Agnello stated that as a result of Resolution No. 16-15 being approved earlier tonight that with the new addition of Phase I of the I95 corridor study being adopted that the current FY2016 UPWP needs to be amended to reflect the new task.

Upon motion by Mr. Milde and seconded by Mr. Kelly, with all in concurrence, Resolution No. 16-16 was adopted.

d.) Approval of Resolution No. 16-17, Amending the Fy2015-2018 Transportation Improvement Program (TIP) to Include Funding to Project UPC #105463 for the Right-of-Way Phase on the Route 606 Reconstruction project of Mudd Tavern Road – East of I-95 – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-17 is a request sent to staff from VDOT. Mr. Agnello stated that Resolution No. 16-17 is a request for a TIP amendment for FY2015-2018 that includes funding to be allocated to UPC #105463 for the right-of-way phase on the Route 606 reconstruction project of Mudd Tavern Road East of I95 at Thornburg. Ms. Richter stated that money is not being moved but is basically just a housekeeping issue. Ms. Richter stated that the TIP amendment is in compliance with the upcoming Public Meeting scheduled for November 19th.

Upon motion by Mr. Kelly and seconded by Mr. Milde, with all in concurrence, Resolution No. 16-17 was adopted.

DISCUSSION ITEMS (Cont.)

e.) FY2017-2022 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Call for Projects – Mr. Paul Agnello

Mr. Agnello advised that staff has met with both the City of Fredericksburg and the County of Spotsylvania and are scheduled to meet with the County of Stafford on Thursday for the collection of CMAQ/RSTP projects for consideration in FY2017-2022. Mr. Milde asked for clarification on whether CMAQ/RSTP projects are outside of the realm of HB2 project considerations. Mr. Agnello concurred that this was correct. Mr. Romanello asked when the deadline is for project submissions. Mr. Agnello stated that it was December 11th. Mr. Romanello stated that the Stafford County Board of Supervisors does not meet again until December 15th so asked if the deadline could be extended by a few days. Mr. Agnello advised that staff would be able to work with this extension.

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

Mr. Agnello provided updates to the HB2 schedule. On December 8th & 9th there is potential CTB action occurring. If utilized, this action could add up to two potential additional HB2 projects if deemed necessary by the CTB.

Mr. Agnello stated that in March/April 2016 CTB selection and possible modification of four potential funding scenarios could occur. The four funding scenarios previously discussed are: funding of top scoring projects based on rank of benefits to HB2 project request costs; funding of top scoring projects based on rank of total project costs; funding of top scoring projects with project requested costs with force fund as a #1 CTB priority; or funding of top scoring projects with total project costs with force fund as a #1 CTB priority.

Mr. Agnello stated that 321 HB2 applications were submitted and that 131 agencies submitted at least one project for consideration. The total requested HB2 funding is \$6.95 billion dollars and the applications submitted equate to \$6.22 billion dollars. Mr. Agnello relayed that out of this \$6.22 billion dollars that \$5.88 is funding from NOVA and HR.

In regard to the formula breakdowns, Mr. Agnello stated that the Fredericksburg region scores well on the primary and secondary projects; however, does not score as well on the urban projects.

Mr. Withers asked what determines an urban area. Mr. Agnello relayed that urban areas within a transportation district are those that are either classified as a city or town; those that maintain their own roads; and those that have over 3,500 in total population. The reason this region does not fare as well in this category is that we only have one city, which is the City of Fredericksburg, and one town which is the town of Colonial Beach.

Mr. Gormley with CTAG relayed that included in tonight's agenda packet is a letter of opposition that was unanimous from the CTAG members present at the November 10th meeting. Mr. Gormley advised that the opposition is regarding two points that the CTB addressed in October.

Mr. Gormley advised that the two points of contention are as follows and that CTAG is asking that the Policy Committee consider the concerns and take action to address them:

#1 – the proposal of the CTB selecting a #1 priority project in December that could override projects already submitted and in the scoring process and could be considered for approval in this HB2 process

#2 – the proposal of using HB2 project costs versus total project costs – as the regions outside of Hampton Roads & Northern Virginia do not have funding available that could potentially leverage a HB2 funding allocation amount, it seems to be an unfair allocation to these areas and would give the Hampton Roads & Northern Virginia areas an advantage on the HB2 scoring processes implemented on a state-wide basis.

Mr. Kelly stated that we are only going to be allocated a certain percentage of monies regardless of what we do so we have two choices: be good politicians and go to local officials and delegates asking for additional considerations or to come together regionally and determine how to make the best use of the funds allocated.

Mr. McLaughlin asked Mr. Connors if additional letters from the MPO would be helpful. Mr. Connors stated that they certainly would not hurt. There was committee consensus for the MPO to compose a letter as well and to have both the letter from CTAG and the letter forthcoming from the Policy Committee to be submitted to the legislators.

g.) Federal Certification Review – Mr. Paul Agnello

Mr. Agnello advised that as the northern portion of Stafford County is included within the Northern Virginia/Washington, DC TMA area that every four years it is a federal mandate that a Federal Certification Review process occur.

Mr. Agnello stated that the most current review was done in 2014 and staff is in receipt of a final report in 2015. Mr. Agnello stated that FAMPO received an A+ with this review. The previous review dated in 2011 resulted in FAMPO receiving 4 commendations; 3 recommendations; & 4 corrective actions.

Mr. Agnello relayed that this year's results reflect the following: no corrective actions being assigned; no recommendations being made; & a commendation for the Public Outreach and Public Involvement component. Mr. Agnello stated that effort is directly related to the efforts performed by Ms. Marti Donley. Mr. Agnello expressed appreciation to both Mr. Lloyd Robinson and to Ms. Marti Donley for getting the necessary paperwork submitted, the compliance issues adhered too; and the commendation being awarded to FAMPO.

h.) Special Meeting – Mr. Paul Agnello

Mr. Agnello stated that the State had requested that a special meeting be held with FAMPO staff, with VDOT, and with the Executive Committee from FAMPO. The purpose of this meeting was to establish a better communication flow. Mr. Agnello stated that the meeting was advertised in the

Free Lance Star; however, FAMPO staff failed to notify each committee member advising that the Executive Committee was in fact meeting.

Mr. Connors stated that he specifically asked for the meeting so that everyone could be on the same page; that locality requests were not focal items and instead projects to move forward that would overall enhance the region – regardless of where the specific project occurred. Mr. Connors stated that there were no votes taken at the meeting and that it was strictly a discussion-type format. Mr. Agnello apologized that all members were not notified and asked how the Policy Committee would like for staff to handle these situations as they should occur again in the future.

It was recommendation from Ms. Sellers that notices of the meeting; the meeting date & time, etc. be specified; the issues the Executive Committee would be discussing be listed and that this information be emailed to each committee member prior to the meeting actually occurring. There was committee consensus on this recommendation and Mr. Agnello advised that for future Executive Committee meetings that the recommended member contact would be adhered to.

FAMPO CORRESPONDENCE

Included in agenda packet and are self-explanatory

STAFF REPORT

Mr. Agnello advised that staff attended the VDOT Fall Transportation meeting on Thursday. Mr. Agnello relayed that the state is requesting feedback by December 11th. Mr. Agnello stated that one suggestion from staff is that the HB2 priorities be emailed to the State as the priorities into the process and that all 5 projects submitted from the region (2 from FAMPO & 3 from GWRC) be submitted as a one page document to highlight project costs, project description, etc.

Upon motion by Mr. Kelly and seconded by Mr. Taylor, with all in concurrence, it was recommended that FAMPO staff proceed as stated above.

BOARD MEMBER REPORT

None

FAMPO COMMITTEE MEETING MINUTES

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

ADJOURN

The FAMPO meeting was adjourned at 8:53 p.m. The next meeting will occur on December 14, 2015 at 6:00 p.m. The focus of the December 14th meeting will be for an Action Item for the UPWP and a Presentation of data from the 2009 Express Lanes study. The 2016 Policy Meeting will be held on January 25, 2016 at 7:15 p.m.