



**Policy Committee Meeting Minutes  
December 14, 2015**

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

**Members Present:**

Mr. Tim McLaughlin, County of Spotsylvania (Chair)  
Mr. Doug Fawcett, City of Fredericksburg  
Mr. Matt Kelly, City of Fredericksburg  
Mr. Chris Yakabouski, Spotsylvania County  
Mr. Paul Milde, Stafford County  
Mr. Anthony Romanello, Stafford County  
Mr. Chuck Steigerwald, Potomac & Rappahannock Transit Comm (PRTC)  
Ms. Allison Richter, Virginia Department of Transportation (VDOT)  
Mr. Guy Gormley, CTAG (non-voting member)

**Others Present:**

Mr. Tim Roseboom, DRPT  
Mr. Craig Van Dussen, VDOT  
Mr. Rupert Farley, CTAG

**Staff Members Present:**

Mr. Paul Agnello, FAMPO  
Mr. Lloyd Robinson, 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 6:00 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 December 14<sup>th</sup> FAMPO agenda was accepted as amended, with a request made by Mr. Agnello to remove Item 7E under the Action Item category to be tabled for action at a future meeting.

**PUBLIC INVOLVEMENT** – None

**PUBLIC HEARING**

There was a public hearing scheduled for comments and questions from members of the public in regard to the proposed amendment to the FY2016 Unified Planning Work Program (UPWP). There was no one from the public who spoke so the public hearing was closed.

Note: it was requested by Chair, Mr. McLaughlin that for future agenda items that involved a public hearing agenda item that the Public Hearing be held after the discussion and not before. Mr. McLaughlin stated that currently the way the Public Hearings are listed on the FAMPO Policy agendas is that the Public Hearing is held and then the committee discusses the item in question. Mr. McLaughlin stated that he felt the discussion should occur first and then followed by the Public Hearing agenda item.

Mr. Agnello concurred that Mr. McLaughlin's request was valid and that for future agendas that involve a Public Hearing, that the agenda would be designed for the discussion to come first and then the comment period to follow.

**CHAIRMAN'S COMMENTS** - None

**ACTION ITEMS**

**a.) Approval of FAMPO Meeting Minutes of November 16, 2015 – Paul Agnello**

Upon request from Mr. Romanello for a wording revision to be made on page 5 of the November minutes in the next to last paragraph under the I-95 Corridor Evaluation – Phase I Project discussion that was a comment made by him; however, was not accurately reflected. Mr. Agnello acknowledged that staff would make the changes requested in the November meeting minutes.

Upon motion by Mr. Milde, seconded by Mr. Kelly, abstentions by Mr. Fawcett and Mr. Yakabouski, and all others in concurrence, the minutes from the November 16, 2015 were accepted with stated amendments to be made.

**b.) Approval of Resolution No. 16-18, to Amend the FY2016 Unified Planning Work Program (UPWP) – Paul Agnello**

Mr. Agnello advised that Resolution, No. 16-18 was discussed with the Policy Committee members at the November meeting and there were no discussion or comments given by the committee. Mr. Agnello also relayed that a public hearing and public comment period have been held and there were no comments submitted from the public as well so it is coming before the Board tonight for endorsement.

Upon motion by Mr. Milde and seconded by Mr. Kelly, with all in concurrence, Resolution No. 16-18 was adopted.

**c.) Approval of Resolution No. 16-19, Authorizing Staff to Work with the Michael Baker Consulting Team to Execute a Study of I-95 – Paul Agnello**

Mr. Agnello advised that Resolution No. 16-19 was discussed with the Policy Committee in November. Mr. Agnello relayed that if any locality, department, etc. wants to add any additional members to serve on the steering committee to please give these names to staff as soon as possible.

Mr. Kelly asked what is FAMPO hoping to ultimately receive from the results of this I95 study. Mr. McLaughlin stated that the end results of the study will be to enable FAMPO to proceed with HB2 project selection considerations for the next round of HB2 project submissions in August of 2016. Mr. Agnello stated that the I95 study will be finalized by June of 2016.

Upon motion by Mr. Milde and seconded by Mr. Kelly, with all in concurrence, Resolution No. 16-19 was adopted.

**d.) HB2 District Grant Program Allocation Formula – Paul Agnello**

As a result of the Fredericksburg district's score of 6.9% of the 50% of funding allocations to be made available state-wide from the HB2 prioritization process, it was a concern from FAMPO that the 6.9% rating for the Fredericksburg district was in fact low. Mr. Agnello stated that this conclusion was based on the size of the Fredericksburg district and the amount of traffic currently within the region. As a result of these concerns, Mr. Agnello stated that staff was tasked with re-addressing the percentages that have been assigned.

Mr. Agnello stated that staff made the following comments after reviewing the current allocation process:

the data used in compiling a region's percentage formulas is based on data from 1986 formulas;

the data used was initially developed for a purpose different from HB2 District Grant allocations;

the data used did not include the interstates in the formulas; however, interstates are eligible for HB2 District Grant funding allocations;

the data used was not consistent with the national standard of 2010 Federal Functional Classification allocations as it uses State Primary, Secondary, & Urban classifications for funding which are different than the federal Definitions; that state classifications that were initially developed over 50 years ago were based on road usage that time and have not been consistently updated on a state-wide system basis as the Federal Functional Classification system has been updated & as a result, some of the major highways today that

are classified as secondary roads are now in fact classified as primary roads;

the data used for the secondary component formulas was based on a specific county's population and not on the region's total population; &

the data used for the urban component formulas was based on city and town populations in a district relative to the rest of the state and not based on national standards of census data in an urbanized area

Mr. Agnello stated that it was staff recommendation for the following proposed revisions to the District Grant formula process to be updated as follows:

to include interstate utilization data – vmt, etc.;

to base the results on the 2010 Federal Functional Classification data;

to calculate secondary population totals based on the total population;

to calculate urban population based on the 2010 census for urbanized population instead of by city/town populations;

to allocate every district a 3% base amount of funding and then allocate any excess percentages based on the 40-30-30 formulas for primary vs. secondary vs. urban; &

to cap the lower district limit at 5% and the upper district limits at 25%

Mr. Agnello stated that the comparison results from using the new proposed recommendations versus using the 1986 formula data would then increase the Fredericksburg District's allocations from 6.8% (1986 percentages) to 7.7%. Mr. Agnello relayed that if the new formula allocations are implemented that it will allow the proposed district grant program allocation formulas to become more objective and will be based on existing planning assumptions. Mr. Agnello stated that of the 8.3 million residents in Virginia; that approximately 5.1 would see positive results from implementing the recommended formulas. Mr. Agnello relayed that the proposed formulas would also more accurately allocate the funding to where they are the most needed.

Mr. McLaughlin advised that based on the results of the staff's survey, that it has been recommended that Mr. Agnello, Mr. Kelly, & himself meet with Honorable Howell to discuss the revised findings. Mr. McLaughlin stated that a letter is also included in tonight's agenda packet which will be submitted by the Executive Committee to Honorable Howell if the Policy Committee endorses that summarizes the latest findings.

Upon motion by Mr. Kelly and seconded by Mr. Romanello, with all in concurrence, it was recommended that the Executive Committee proceed as discussed above.

## **DISCUSSION ITEMS**

### **a.) I-95 Express Lane Update – Paul Agnello**

Mr. Agnello relayed that the original 95/395 Express Lane plan was to be an upgrade of a 56 mile facility from the Pentagon (Arlington) to Massaponax. Mr. Agnello stated that to date, one-half of the project has actually been completed.

Mr. Agnello stated that the Governor's 95 Express Lane announcement that was released on November 24<sup>th</sup> indicated the following:

that 2 new Express Lane projects would occur:

additional 9 miles to I-95/395 express lanes  
(7 mile extension along I-395 in Northern Virginia  
and 2 mile extension along I-95 in Stafford County)

new total length extension of existing express lanes  
(28 miles extended length along I-95 & 9 miles  
extension on I-395)

Mr. Agnello relayed that the 2 mile extension in Stafford County would include the following improvements:

2 mile extension

1 reversible lane built that would have potential for  
conversion to 2 lanes

project start date in 2016

project completion date in 2018

Mr. Agnello stated that the data used for the study background was completed by a VDOT consultant in 2009; the study covered approximately 56 miles from Pentagon/Arlington to the Massaponax area in Spotsylvania County; the data used was from the 2000 to 2006 time frame and forecasted out to 2071; the study used the Washington, DC MPO's modeling tools for analysis; & it was initially used to support the 95/395 express lane projects. However, in August of 2015, this study was also used as justification by the State for not moving ahead with the Southern Section of the original 95 Express Lane project.

Mr. Agnello relayed that the State's interpretation of the study findings showed that the study did not support 95 Express Lane improvements south of Route 610 at Garrisonville. The study showed that it would cost approximately \$40 million dollars a mile to add the lanes and this figure did not include a bridge that would have to be built between the existing spans currently crossing the Rappahannock River.

From the presentation given at the October 19<sup>th</sup> FAMPO meeting, Mr. Agnello advised that it was stated that the northern section would generate approximately 6 times more the revenue from the southern section; the construction costs for the southern section would be approximately \$1 billion dollars; & the operational cost of the southern section would be approximately \$1 billion dollars that would encompass a 60-year period. Mr. Agnello stated that the calculations were based on the current operational costs for Transurban.

Mr. Agnello advised that the summary depicts the following:

- it incorrectly under forecasts tolls & revenues from the 95/395 Express Lane improvements that are south of Garrisonville due to the limitations in study modeling tools;

- it is based on old data from the 2000-2006 timeframe;

- it cannot be used to justify the need for 95 Express Lane improvements that are required south of Garrisonville; &

- for the southern section of the 95 Express Lanes a new toll & revenue study would be required

Mr. MacLaughlin asked how we get the actual data from Transurban. Mr. Milde asked if the data from Transurban ends before the express lanes become available. Mr. Gormley stated that the data needed also should include the contractual set speed segments per mile. Ms. Richter stated that the Executive Committee should also make a formal request to receive Transurban's data when meeting with Honorable Howell. Ms. Richter state that the data from VDOT looks at the entire length of the express lanes and looks at peak times. Mr. McLaughlin asked Ms. Richter what was classified as peak time periods. Ms. Richter stated that she did not have that information available tonight but would follow-up accordingly. Ms. Richter stated that the data was compiled for 180 work days. Mr. Milde asked if FAMPO has requested that VDOT complete a revenue study. Mr. Kelly asked what would ultimately be accomplished and what the ultimate goal of moving forward is. Mr. Milde stated that it should also be discussed that the delta of the road does not pay for itself. Mr. Milde stated that the State will be making a decision in December as to whether the southern section will be pursued so it was a recommendation that the Executive Committee discuss these concerns with Honorable Howell as well. It was also requested by this committee for VDOT to provide answers from both their department as well as from Transurban on the following items:

what are the actual revenue projections?

how much money is collected & earned

what are the actual speed data averages that are being used?

any new studies planned for traffic data south of Route 610

is VDOT still seriously considering future extensions to the southern segment

would Phase 2 of the planned study include a revenue study

**b.) House Bill 2 Updates – Paul Agnello**

Mr. Agnello advised that per follow-up from the October CTB meetings that the following has occurred:

a letter sent from FAMPO on November 19<sup>th</sup> regarding HB2 funding scenarios that addressed the following 2 concerns:

Concern #1 – potential selection of a #1 priority irrespective of it going through the initial scoring process which could force funding; &

Concern #2 – potential decision to use HB2 project request costs instead of total project cost needed within the HB2 project scoring process

Mr. Agnello stated that to date, there have been no further updates submitted regarding the concerns submitted from this region. Mr. Agnello relayed that the results of the HB2 screening and validation process released the following information: approximately 10% of projects submitted were screened out as non-applicable across the state. Mr. Agnello relayed that no projects submitted from the Fredericksburg District were eliminated. Mr. Agnello stated that in November a total of 33 projects state-wide were removed from the process and that left 288 projects that will move forward to the scoring process in December. Mr. Agnello stated that the Fredericksburg district submitted a total of 22 individual projects and all have been accepted to move forward into the scoring process.

Mr. Agnello advised that the next steps in the HB2 process are as follows:

January 15, 2016 – Expected release date of HB2 project scores

January 25, 2016 – FAMPO meeting – summary presentation available on the scoring process

February, 2016 – CTB project selections based on HB2 will be released

**c.) Federal Transportation Reauthorization Update – Paul Agnello**

Mr. Agnello advised that the new federal transportation bill called “Fixing America’s Surface Transportation (FAST) Act” was passed with bipartisan support on December 4<sup>th</sup> (House – 359 to 65 in favor; Senate – 83 to 16 in favor). Mr. Agnello stated that this is the first Transportation Bill that is longer than a 2-year time frame since 2005. Mr. Agnello relayed that the anticipated funding would be \$305 billion dollars for the next 5 years.

Mr. Agnello stated that the “FAST” funding levels will be higher than those previously received from the MAP-21 bill and that this would increase transportation funding in most areas. Mr. Agnello relayed that the increase should be approximately \$61 billion dollars per year versus the \$53 billion dollars previously received. Mr. Agnello stated that for MPO’s who receive funding from the RSTP/CMAQ/TAP categories would receive modest increases and that RSTP projects should receive an additional 2% per year over the next 5 years.

Mr. Agnello advised that historically the long-term federal transportation funding was designed as a “pay as you go” system with the federal gas taxes being relied on. Mr. Agnello stated that the federal gas tax has not increased since 1993. In summary, Mr. Agnello stated that “FAST” will provide some increased transportation funding sources and that funding would be guaranteed until December, 2020. Beyond 2020, Mr. Agnello stated that the federal funding outlook is unclear. There is continued debate on the role of the federal governments in transportation funding allocations. Mr. Agnello stated that approximately 17% of the total transportation funding in Virginia comes from federal monies.

**FAMPO CORRESPONDENCE** – Included in agenda packet and is self-explanatory

**STAFF REPORT**

Mr. Agnello advised that he was happy to report that a former GWRC employee, Mr. Daniel Reese, would be coming back to work for FAMPO effective December 21<sup>st</sup>. Mr. McLaughlin asked if Mr. Reese was coming back as an actual FAMPO employee or as a consultant. Mr. Agnello advised that Mr. Reese would be coming back as FAMPO employee status.

**BOARD MEMBER REPORT** - None

**FAMPO COMMITTEE MEETING MINUTES** – Tech and CTAG minutes are included in tonight’s agenda packet.

**ADJOURN**

The FAMPO meeting was adjourned at 7:07 p.m. The next meeting will occur on January 25, 2016 at 7:15 p.m. Mr. Agnello advised that the January, 2016 meeting will actually be held on the fourth Monday night in January and not the third as the third Monday is a holiday.