



**Policy Committee Meeting Minutes
March 21, 2016**

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

Members Present:

Mr. Tim McLaughlin, Spotsylvania County (Chairman)
Mr. Matt Kelly, City of Fredericksburg
Mr. Mark Whitley, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Mr. Greg Benton, Spotsylvania County
Mr. David Ross, Spotsylvania County
Ms. Meg Bohmke, Stafford County
Mr. Paul Milde, Stafford County
Ms. Laura Sellers, Stafford County
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Ms. Marcie Parker, Virginia Department of Transportation (VDOT)
Ms. Guy Gormley, CTAG

Others Present:

Mr. Hap Connors, CTB
Mr. Tim Roseboom, DRPT
Mr. Curry Roberts, FRA
Ms. Ruby Brabo, King George County BOS
Mr. John Jenkins, King George County BOS
Mr. Keith Dayton, Stafford County Administration
Mr. David Skiles, Vectre Corporation
Ms. Allison Richter, VDOT
Mr. Craig Van Dussen, VDOT
Mr. Scott Shenk, Free Lance Star
Mr. Rupert Farley, CTAG
Mr. Todd Rump, CTAG

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Danny Reese, FAMPO
Mr. Nick Quint, FAMPO
Ms. Diana Utz, GWRC
Mr. Tim Ware, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Mr. McLaughlin called the meeting to order at 7:15 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 concurring, the agenda was accepted as submitted.

PUBLIC INVOLVEMENT - None

CHAIRMAN'S COMMENTS - None

ACTION ITEMS/DISCUSSION ITEMS

a.) Approval of FAMPO Minutes of February 22, 2016– Mr. Paul Agnello

Upon motion by Mr. Kelly, seconded by Ms. Sellers, and all concurring, the minutes from the February 22, 2016 meeting were approved as submitted.

b.) Update on I-95 Corridor Study Phase 1– Mr. Paul Agnello

Mr. Agnello advised that Phase 1 of the corridor study will be aligned with Round 2 of the HB2 project submission dates that Phase 1 will be completed by June of 2016. For the Phase 1 study, the I-95 corridor will be addressed beginning at Exit 143 (Garrisonville) and ending at Exit 126 (Massaponax).

Mr. Agnello relayed that Phase 2 of the I-95 Study area will occur, provided funding is available. Phase 2 will re-evaluate the original Phase 1 study area and will advance the study further south on I-95 to the Caroline/Hanover County line. Phase 2 will also study Routes 301 & 207; potential opportunities for improvements to VRE/Amtrak; & to also study additional areas which could also help to alleviate the traffic congestion along the I-95 corridor.

Mr. Agnello stated that FAMPO is partnering with VDOT on the Phase 2 effort and that this study is expected to occur from the fall of 2016 to the fall of 2017. The goal for Phase 2 is to begin preparations for the regional candidate HB2 projects to be submitted from this region for Round 3 of HB2 project selection beginning in August of 2018.

Mr. Agnello stated that should improvements or new projects occur at Route 301 (Harry Nice Bridge) that Virginia & Maryland could be funding sources for the bridge expansion from 2 to 4 lanes. Mr. Agnello relayed that after Round 2 of HB2 is completed, the State will move to a two-year cycle for project submissions.

Mr. Agnello advised that FAMPO has received feedback from the following entities: VDOT; CTAG; City of Fredericksburg; Spotsylvania County; and Stafford County. Mr. Agnello stated that the advisory committee will be meeting for its third meeting on March 28th. FAMPO staff will be working with the committee to compile a list of 5 alternatives, plus a no-build option alternative, that will be selected from the 16 alternatives submitted by those listed above.

Mr. Agnello relayed that in April the 5 alternatives selected will undergo the modeling analysis. In May, a presentation of the draft study results will be presented to the FAMPO committees and Round 2 of HB2 processing with the localities will also occur. Mr. Agnello stated that in June of 2016, final study results and project documentations will be submitted for application consideration under HB2.

c.) Preparing for the Next Round of HB2 – Mr. Paul Agnello

Mr. Agnello advised staff is providing a “lessons learned” re-cap of what went well with Round 1 of the HB2 process; what could be improved; comparisons to other localities’ applications to determine why their projects scored higher; etc. In preparation for Round 2 of HB2, staff wants to position GWRC/FAMPO so potential projects meet eligibility requirements and are able to maximize the scoring categories.

Mr. Agnello stated that candidate projects need to be included within an individual locality’s Comprehensive Plan; within the GWRC/FAMPO Economic Development Plan and statewide high priority candidate projects need to be included within FAMPO’s CLRP. Mr. Agnello stated that projects from the City of Fredericksburg and the Counties of Spotsylvania & Stafford are subject to fiscal constraints; however, projects from Caroline & King George counties are not.

Mr. Agnello stated that it is staff’s goal to complete the preparations by July and that coordination will need to occur from our locality staff to obtain the necessary information needed. Mr. Agnello advised that more information will be provided to the FAMPO committees at the upcoming April meetings.

d.) Update on Fiscal Year 2017-2022 Congestion Mitigation & Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Allocation process – Mr. Paul Agnello

Mr. Agnello advised that the spreadsheet included in tonight’s agenda packet lists the current RSTPCMAQ projects for the FY2017-2022 SYIP. Mr. Agnello stated that staff was contacted by VDOT today advising that there could be potential budgeting changes for the CMAQ/RSTP funding categories. Mr. Agnello advised that a VDOT state-wide meeting was held on February 10th. At this time, there are no anticipated time frames on when the actual funding allocations will be released. Mr. Agnello stated that he felt the final figures would be released between now and the next 2 weeks. At this point, as figures are still not certain, it is not possible for staff to finalize the CMAQ/RSTP allocations.

e.) Revised Highway Safety Improvement Program (HSIP) Safety Project for I-95 @ Rt. 3
– Mr. Paul Agnello & Ms. Marcie Parker

Ms. Parker relayed that the planned improvements for the Route 3 westbound exit include widening the exit ramp to 3 lanes and creating a signalized right turn lane onto westbound Route 3; also, the exit ramp will include a channelized lane onto Carl D. Silver Parkway; and an extension of the deceleration lane and storage for I-95 southbound heading to Route 3 westbound.

Ms. Parker stated that the Route 3 eastbound to I-95 northbound improvements includes: removing the loop currently at Route 3 eastbound to I-95 northbound and constructing a triple left turn with a 2-phase traffic signal. The question was asked as to why a flyover ramp was not considered here. Ms. Parker stated that a flyover ramp was considered; however, the cost of just the flyover would be approximately \$22 million, so the flyover ramp was just financially feasible. Mr. Agnello asked if there was any possibility that the area where the current loop will be removed could be utilized as a potential new park & ride lot. Ms. Parker advised that she would have VDOT staff review to see if this could be possible. It was also requested that traffic counts be provided to the committee for review at the April meeting. Ms. Parker stated that she would see if these could be available. Ms. Parker stated that by removing the ramp, this eliminates the current weaving that occurs on I-95 northbound under Route 3, and this is the preferred alternative approved by FHWA.

Ms. Parker stated that the estimated cost of the project is \$21 million, and the preliminary design and NEPA requirements are in process. VDOT plans to advance improvements as design-build procurement, and a public hearing will be scheduled for the spring/summer of 2016 with a projected RFP release in the fall of 2016. Ms. Parker stated that the funds have to be obligated by September 30, 2016. Ms. Parker relayed that bids will be going out and construction will be scheduled to occur approximately a year after bids are received.

Mr. Agnello stated that FAMPO would need to do a TIP amendment. Mr. Agnello stated that the project cost did not change; however, the original project scope changed considerably so this would in fact require a TIP amendment being submitted.

f.) Federal Transportation Funding Opportunities – Mr. Paul Agnello

Mr. Agnello advised that 3 federal transportation funding opportunities have become available and staff is working with the State, with the consultants, and with the localities to see if the region can capitalize on any of the 3 funding sources.

The first source is the new FASTLANE Federal Highway Freight program. Mr. Agnello stated that this was newly announced on February 26th and details and criteria are still emerging; however, it appears now that for FY2017 there is \$800 million available. For projects to be considered in this category, they must support an increased truck/rail freight mobility option. Mr. Agnello advised that a candidate project for this category could be the I-95 northbound Rappahannock River Crossing project. The project application deadline for FASTLANE is April 14th.

Mr. Agnello stated that FAMPO attended a meeting with Senator Kaine and Congressman Wittman in Washington, DC and FAMPO was strongly encouraged to apply for the FASTLANE grant program for the Rappahannock River Crossing projects. The southbound project is now assumed to be fully funded from Round 1 of the HB2 process, but the northbound project at an approximate cost of \$152 million is completely unfunded. Mr. Agnello stated that FASTLANE grant has two categories: large projects that have a total cost of more than \$100 million and small projects that have a total cost of less than \$100 million. This grant requires a 40% match, and amounts awarded are from \$25 million to \$100 million. Mr. Agnello stated that FAMPO has been encouraged to request \$30 million that could be used to better position the Northbound Rappahannock River Crossing for HB2.

The second source is the TIGER grant program. Mr. Agnello stated that this is the 8th round of TIGER funding. This opportunity was announced on February 23rd, and for FY2017 funding is \$500 million. Mr. Agnello stated that historically the average awards from this funding category have been \$14.5 million. For projects to qualify for this funding source, these cannot be new projects. In order to be considered, projects need to have their NEP work completed. Mr. Agnello stated that this funding source tends to favor projects that have leveraged other funds and that also have multimodal aspects. Mr. Agnello stated that a candidate project that could be approved under the TIGER funding is the I-95 southbound widening project in Stafford County. Mr. Agnello stated that in order to not be competing with the State, at this time; FAMPO does not plan to submit any projects for consideration under the TIGER grant program.

The last funding source is the unused, pre-2004 Federal Earmark that has \$2.15 billion available across the U.S. These are funds remaining from projects that either are completed or came in under budget or had money allocated but the project never materialized. Mr. Agnello stated this funding source was announced in December and the timeframe for application submittals will be later this year. Mr. Agnello stated that potentially Virginia could receive \$138 million. These funds will be given to the state of Virginia and distributed to VDOT for projects on a state-wide basis. Projects for selection under this source need to be located within 50 miles of an original earmark. Mr. Agnello stated that either this region was very efficient and used all of the monies allocated to them or very few monies were ever allocated to the region from this funding source, because there are only three projects in the entire region that have unused money on them. Mr. Agnello stated that all three projects are in Stafford County.

i. Approval of Resolution No. 16-27, Endorsing the FY2017 FASTLANE Grant Application for the I-95 Rappahannock River Crossings Project

Mr. Agnello advised that Resolution No. 16-27 is endorsing FAMPO to apply for the FY2017 FASTLANE grant application for the I-95 Rappahannock River Crossings projects. Mr. Agnello stated that either GWRC or FAMPO can apply for the grant. Mr. Agnello stated that FAMPO currently does not have an account set-up for the applications to be submitted under and with the deadline being April 14th that more than likely the account would not be set-up before the deadline expires. For this reason, it is recommended that GWRC actually apply for the grant. Mr. Agnello stated that the George Washington Regional Commission did unanimously approve Resolution No. 16-27 at its meeting earlier tonight.

There was discussion from both Mr. Kelly and Mr. McLaughlin and both concurred that the Resolution should stipulate a set amount – i.e. if applying for \$30 million then this should be stipulated within the Resolution instead of leaving the amount open. It was requested that the Resolution be updated, forwarded to members for review, & then Mr. McLaughlin stated he would come back into the office to sign the Resolution. Ms. Richter also noted that in the fourth whereas of the original resolution it says FY17 and this should actually state FY16.

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with VDOT abstaining, and all others concurring, Resolution No. 16-27 will be adopted by the FAMPO Policy Committee after it is amended to include the grant application request would not exceed \$100 million and the date is changed from FY2017 to FY2016.

g.) I-95/395 Transit/TDM Funding Update – Mr. Charles Steigerwald, PRTC

Mr. Steigerwald with PRTC gave a presentation on the I-395 express lanes extension project. Mr. Steigerwald stated that the project scope was to convert the 2 existing reversible high occupancy vehicle (HOV) lanes to high occupancy toll (HOT) lanes; construct an additional HOT lane for a total of 3 HOT lanes; install an active traffic management system; install signage and toll systems; provide sound walls; provided improved connections between the proposed I-395 Express Lanes and Eads Street at the Pentagon; and conduct transit/transportation demand management (TDM) studies.

Mr. Steigerwald stated that the framework and agreement is still underway and not finalized to date. Initially, the agreement states that the parties will agree that the intent of the agreement is to advance the I-395 project as a concessionaire project enhancement under the original comprehensive agreement. The framework agreement outlines the responsibilities of the parties; it stipulates the improvements that will be built within VDOT's existing right-of-ways; it stipulates that the parties will work together to finalize the scope, the finance plan & agreement; and states that the project will provide long-term transit investments through an annual transit payment rate.

Mr. Steigerwald stated that DRPT is leading the effort in developing the transit/TDM study for the I-95/I-395 corridor. The study corridor will extend from Eads Street to the southern terminus of the I-95 Express Lanes and will include parallel commuting corridors, alternate routes and alternate modes of transportation options. The study will identify transit services and TDM program improvements that could be funded with the annual transit investments that are guaranteed from the future toll revenues that will be generated. The eligible transit/TDM improvements will increase the person throughput and must be of benefit to the toll payers along the I-95/I-395 corridor.

Mr. Steigerwald relayed that the procurement process is ongoing and proposals are due on March 14th with consultant work beginning by the end of March. Mr. Steigerwald stated that a focused stakeholder meeting for the transit/TDM study is to commence in April.

Mr. Roseboom with DRPT concurred that the proposal process is very close to ending and a consultant should be selected by the end of this week with work beginning in several weeks. Mr. Roseboom stated that the stakeholder meeting is scheduled for next month and will have a draft for review in November with a final in December.

Mr. Kelly stated that currently FAMPO is not a stakeholder member and that even though we have representation at PRTC that this will not benefit FAMPO. Mr. Kelly stated that FAMPO needs to be made an active member; have representation at the stakeholder's meeting; and have input if the region is to be eligible for any funding revenues.

Both Mr. Kelly & Mr. McLaughlin concurred that FAMPO needs to be an equal partner in all of the planning processes, the stakeholder meetings, etc. It was a motion by Mr. Kelly and seconded by Mr. Milde asking that FAMPO be included as a voting member; be included for participation at the stakeholder's meeting; and be included in all of the negotiations, discussion & funding allocations. It was requested that FAMPO staff compile the letter and forward to members for review and that it be an agenda item for action at the upcoming April meeting.

FAMPO CORRESPONDENCE - Correspondence is included in tonight's agenda packet and is self-explanatory.

STAFF REPORT - None

MEMBER REPORTS - None

FAMPO COMMITTEE MEETING MINUTES

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

ADJOURN FAMPO MEETING/NEXT MEETING, MARCH 21, 2016

The FAMPO meeting for March 21st was adjourned at 8:28 p.m. The next meeting will occur on April 18, 2016 at 7:15 p.m.