

**FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING**

March 21, 2016 - 7:15 p.m.
The Robert C. Gibbons Conference Room
406 Princess Anne Street, Fredericksburg, Virginia
www.fampo.gvregion.org/policy-committee

AGENDA

1. **Call FAMPO Meeting to Order** – Chairman Timothy McLaughlin
2. **Determination of Quorum** – FAMPO Administrator Paul Agnello
3. **Approval of FAMPO Agenda (ACTION ITEM)**
4. **Public Involvement**
Comments and questions from members of the public are welcome at this time.
5. **Chairman's Comments**
6. **Action/Discussion Items**
 - a.) Approval of FAMPO Meeting Minutes of February 22, 2016 – Mr. Paul Agnello
 - b.) Update on I-95 Corridor Study Phase I – Mr. Paul Agnello
 - c.) Preparing for the Next Round of HB2 – Mr. Paul Agnello
 - d.) Update on Fiscal Year 2017-2022 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Allocation Process – Mr. Paul Agnello
 - e.) Revised Highway Safety Improvement Program (HSIP) Safety Project for I-95 @ Rte. 3 – Mr. Paul Agnello and Ms. Marcie Parker, Virginia Department of Transportation
 - f.) Federal Transportation Funding Opportunities – Mr. Paul Agnello
 - i. Approval of Resolution No. 16-27, Endorsing the Fiscal Year 2017 FASTLANE Grant Application for the I-95 Rappahannock River Crossing Projects

g.) I-95/395 Transit/TDM Funding Update - Mr. Charles Steigerwald, Potomac & Rappahannock Transportation Commission (PRTC)

7. **Staff and Agency Reports** – Mr. Paul Agnello
8. **Board Member Comments**
9. **Correspondence** – Mr. Paul Agnello
10. **FAMPO Committees Meeting Minutes** – Mr. Paul Agnello
11. **Next FAMPO Policy Committee Meetings/April 18, 2016/Adjourn**

The Policy Committee, the FAMPO Technical Committee, and the Citizens Transportation Advisory Group meetings are open to the public. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services (free of charge) should contact the GWRC/FAMPO at 540-373-2890 or fampo@gwregion.org at least four days prior to the meeting. If hearing impaired, telephone 1-800-273-7545 (TDD).



6a.) Approval of FAMPO Meeting Minutes of February 22, 2016



Policy Committee Meeting Minutes
February 22, 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. 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. Allison Richter, Virginia Department of Transportation (VDOT)
Ms. Fran Larkins, Citizens Transportation Advisory Group (CTAG)
Mr. Hap Connors, Commonwealth Transportation Board (CTB)
Mr. Tim Roseboom, Department of Rail and Public Transportation (DRPT)
Mr. Cheng Yan, Federal Highway Administration (FHWA)

Others Present:

Mr. Wayne Federa, Federal Highway Administration (FHWA)
Mr. John Simkins, Federal Highway Administration (FHWA)
Mr. Craig Van Dussen, Virginia Department of Transportation (VDOT)
Mr. Scott Shenk, Free Lance Star
Mr. Rupert Farley, Citizens Transportation Advisory Group (CTAG)
Mr. David Swan, Citizens Transportation Advisory Group (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 7:21 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Mr. Agnello advised that per request of Mr. Kelly, that item 6h would be included which was discussion of SB742. Upon motion by Mr. Kelly and seconded by Mr. Milde, with all concurring, the agenda was accepted as submitted with added discussion item.

PUBLIC INVOLVEMENT

Mr. Farley stated that he would like to reiterate again that he hopes the cost of sprawl is written on every wall where the political members meet and that the focus from all members would change. Mr. Farley stated that instead of continuing to invest in roads that he would like to see an investment in transit take place.

CHAIRMAN'S COMMENTS

None

ACTION ITEMS/DISCUSSION ITEMS

a.) Approval of FAMPO Minutes of December 14, 2015 – Mr. Paul Agnello

Upon motion by Mr. Kelly, seconded by Mr. Milde, and all concurring, with the exception of Ms. Bohmke, Ms. Sellers, & Mr. Whitley who abstained, the minutes from the December 14, 2015 meeting were approved as submitted.

b.) Approval of Resolution No. 16-20, Adopting the Joint GWRC/FAMPO Title VI Nondiscrimination Plan– Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-20 is endorsing the updated Title VI Nondiscrimination Plan that is in compliance with federal regulations. Mr. Agnello stated that the amended plan included administrative amendments only.

Upon motion by Ms. Sellers and seconded by Mr. Kelly, with all concurring, Resolution No. 16-20 was adopted.

c.) Update on 95 Express Lanes and Projects Near Southern Terminus. Approval of Three TIP Amendments for Major Projects Along the I-95 Corridor in the Vicinity of Garrisonville and Courthouse Road – Mr. Paul Agnello & Ms. Marci Parker

Ms. Parker advised that the project location is at I-95 near the Garrisonville Road Interchange in Stafford County (Mile Marker 143). Ms. Parker stated that the project is a partnership between VDOT and Transurban.

Ms. Parker relayed that the project is a result of the congestion at the southern terminus of the 95 Express Lanes that opened in December of 2014. The congestion occurs on the northbound lanes in the a.m. peak hours and the southbound lanes in the p.m. peak hours.

Ms. Parker stated that the project includes construction of a 2.2 mile reversible lane to extend the 95 Express Lanes further south. New northbound and southbound ramps will be constructed between the 95 Express Lanes and the General Purpose Lanes as well as traffic devices (signage, cameras, gates, etc.) for reversible operation on the 95 Express Lanes.

Ms. Parker advised that construction is anticipated to occur within the VDOT right-of-way with the majority of the construction occurring in the median. Ms. Parker stated that no new tolling gantries are proposed; a new sound wall is proposed along the outer edge of the southbound general purpose lanes which is on VDOT property; and design elements such as overhead signs, etc. will be set outside the limits of the future project improvements.

Ms. Parker stated that the benefits of the project are as follows: reduced delays in the a.m. peak hours for the northbound general purpose lanes; reduced delays in the p.m. peak hours for the southbound express lane traffic; safety improvements to decrease the current amount of traffic weaving from either entering or exiting on the express lanes; & an overall increase in capacity while staying within the existing VDOT right of ways.

Mr. Milde stated that the modeling data is not being shown. Mr. Agnello asked if VDOT has the modeling results and if so would they provide the data to FAMPO staff.

- i. **Approval of Resolution No. 16-21, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include PE, PE AC, RW & CN for Project UPC 4632 for the Rte. 630 Courthouse Road Widening Improvements from 2 to 4 Lanes**

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 16-21 was adopted.

- ii. **Approval of Resolution N. 16-22, To Amend the FY2015-2018 Transportation Improvement Program (TIP) to Include UPC 108315, 95 Express Lanes Southern Extension South of Garrisonville Road**

Upon motion by Ms. Sellers, and seconded by Mr. Withers, with all concurring, Resolution No.16-22 was adopted.

iii. **Approval of Resolution No. 16-23, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include PE AC & CN AC for Project UPC 13558 for the Construction of a 4th I95 SB Lane Between Rte. 610 (Garrisonville Road & Rt. 630 (Courthouse Road)**

Upon motion by Ms. Sellers and seconded by Mr. Withers, with all concurring, Resolution No. 16-23 was adopted.

d.) **Approval of Resolution No. 16-24, Authorizing FY17 MP TIP TAP Allocation Transfer for Stafford TAP Project – Mine Rd, Sidewalk – Mr. Paul Agnello**

Mr. Agnello advised that Resolution No. 16-24 is endorsing the FY2017 Northern Stafford County TMA program funding for the Mine Road sidewalk project.

Upon motion by Ms. Sellers and seconded by Mr. Withers, with all concurring, Resolution No. 16-24 was adopted.

e.) **House Bill 2 Updates and Draft Funding Plan – Mr. Paul Agnello**

Mr. Agnello advised that the Draft HB2 funding plan was released on January 19th and potentially is still subject to change by the CTB until May, 2016. Mr. Agnello stated that if projects are selected then the projects will be fully funded. Mr. Agnello advised that the CTB assumes an “all or nothing” approach and no partial project funding will be considered.

Mr. Agnello relayed that overall that projects submitted by both FAMPO & GWRC scored well. Mr. Agnello stated that 3 of the 5 regional projects that were submitted were selected; that all 8 of the district grant projects were selected; 11 of 13 projects submitted in GWRC were selected; & overall 19 of 22 projects submitted within the entire Fredericksburg District were selected.

Mr. Agnello stated that the observations from Round 1 of the HB2 scoring process are as follows: that smaller projects scored better than larger projects; that projects leveraging some non HB2 funding scored better than projects which had no existing funds; large highway widening projects scored poorly; multimodal projects scored well; bicycle and TDM projects scored well; & rail projects scored poorly.

Mr. Agnello relayed that some of the projects submitted for Round 1 that were not selected would be re-submitted for consideration again in Round 2. Mr. Agnello advised that the State has already recommended that the MPO's & PDC's begin now with the development of their project lists for Round 2. Mr. Agnello stated that July 1st is the opening date for the pre-application coordination period for HB2; that August 1st is the day that is the open period for when application submittals begin; & September 30th is the date when project applications will be closed.

f.) FY2017-2022 CMAQ/RSTP Process Updates – Mr. Paul Agnello

Mr. Agnello advised that the call for new FY2017-2022 CMAQ/RSTP projects ended on December 17, 2015. Mr. Agnello stated that four projects were submitted to staff for review and consideration. These projects are as follows: City of Fredericksburg (1) – Rte. 1 @ Augustine Avenue – Intersection Improvements; Spotsylvania County (2) – Courthouse Road @ Breckenridge Drive – Intersection Improvements & Harrison Road @ Lafayette Boulevard – Intersection Improvements; & GWRC Rideconnect (1) – Bikeshare and Bicycle Infrastructure Improvement Study in Fredericksburg.

Mr. Agnello advised that staff has met with all of the 3 localities in determining project applications for consideration. In late February the new CMAQ/RSTP funding allocations are expected to be released from the State for the FY2017-2022 years. Mr. Agnello stated that the funding allocations are expected to be very similar to what was authorized in the FY2016-2021 SYIP which would equate to funds for CMAQ/RSTP respectively of \$2.4 million/year & \$1.3 million/year.

Mr. Agnello stated that staff will be continuing to work with the State to perform the HB2 project development work between March & June; HB2 candidate projects will need to be ready to submit by July 2016; & the next round of HB2 applications begins on August 1, 2016.

Mr. Agnello relayed that the following two Resolutions are Action Items needed from the Policy Committee. The first Resolution (No. 16-25) creates a new CMAQ/RSTP UPC for regional priority projects & the second Resolution (No. 16-26) transfers up to \$260,000 in CMAQ/RSTP funding to new regional priority projects.

- i. **Approval of Resolution No. 16-25, Approving the Allocation of up to \$260,000 in Previous CMAQ/RSTP Funding to a New UPC for Regional Priority Projects**

Upon motion by Mr. Whitley and seconded by Ms. Sellers, with all concurring, Resolution No. 16-25 was adopted.

- ii. **Approval of Resolution No. 16-26, Approving the Creation of a New UPC for Regional Priority Projects For use in Project Development for HB2 and other State and Federal Transportation Funding Programs**

Upon motion by Ms. Sellers and seconded by Mr. Kelly, with all concurring, Resolution No. 16-26 was adopted.

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

Mr. Agnello advised that the study purpose and background is to address the severe and reoccurring traffic congestion along the I-95 corridor from Quantico to Massaponax. Mr. Agnello stated that the region needs to determine what I-95 project(s) should be submitted for Round 2 of HB2 considerations.

Mr. Agnello advised that the I-95 Corridor Advisory Committee has held its first meeting. The next meeting is scheduled for Monday, February 29th at 2:30 p.m. in the GWRC conference room. Mr. Agnello stated that the Advisory Committee is comprised of FAMPO staff; representation from the 5 localities within Planning District 16; representation from CTAG; & representation from agencies including the Chamber of Commerce, DRPT, FHWA, PRTC, & VDOT.

Mr. Agnello stated that at the next meeting the following topics will be addressed: identifying corridor deficiencies; developing a purpose and need statement; beginning the process of identifying potential alternatives; & beginning documentation of the existing & 2040 future no-build conditions.

Mr. Agnello advised that the schedule from now until June will include the following:

- March – Finalization of Alternatives for Modeling Evaluation
- April – Evaluation of the effectiveness of the alternatives
- May – Development of a preferred alternative
- June – Finalization of Study documentation

h.) SB742 – Mr. Matt Kelly

Mr. Agnello advised that a hand-out was distributed at the beginning of the meeting which pertains to the one-page letter. Mr. Agnello stated that Mr. Kelly was going to address the letter regarding the SB742 action.

Mr. Kelly stated that with the State funding infusion decision from a few years back, one of the things the State did was set a gas tax floor. In a report to PRTC, one of the House of Delegates representatives who also serves on PRTC, mentioned that it was an “oops” on behalf of the State to not also include a floor on the regional gas taxes. Mr. Kelly stated that was initially asked for was that the original “oops” be corrected.

Mr. Kelly stated that now all of the jurisdictions between here and Northern Virginia, that PRTC has lost \$24 million. The way that funding issues currently exist and with future projects and VRE impacts and other projects that the money that is expected to be used will now take a big hit.

Mr. Kelly stated that the Senate has passed its version which essentially does two things: it does exactly what was requested to set the gas tax floor. Mr. Kelly stated that, based on February 2013 gasoline prices, the original gas tax floor was at 2.1% & it shifted to 3%. However, the 3% cost will be statewide for regular gasoline prices only (the 2.1% previously included all types of gasoline from premium to regular) which equates to a wash and is not in fact an actual increase.

Mr. Kelly stated that the second thing it did was put this region in line with the Hampton Roads area who wanted to go with a cent per gallon factoring, which gives a much more stable revenue source than from percentage factoring.

Mr. Kelly advised that NVTC, PRTC & VRE unanimously voted to support this effort and it has passed the Senate and now headed to the House. The House has now gotten cold feet about the endorsement. The House is willing to set a floor; however, they want to set the floor based on the current gasoline prices so again we get nowhere when it comes to funding.

Mr. Kelly stated that the request being made tonight is asking that FAMPO endorse setting a gasoline tax floor and that a letter be written by staff and signed by the FAMPO Chairman which essentially is a duplicate letter of the one that has unanimously been supported by NVTC, PRTC, & VRE.

Mr. Milde stated that he supports this motion because the letter does not imply that a tax increase is being requested. The letter simply endorses a gasoline tax floor being set and it gives latitude to our region for endorsing a state-wide tax floor being implemented.

Mr. Ross stated that he would not support this as how it has been described is this is how you would go about actually getting a tax increase. Mr. McLaughlin asked for clarification on the current percentage as being 2.1% and the request that this percentage amount be increased to 3% for a gallon of gasoline and asked if the percentage increased, then how is this not a tax increase?

Mr. Kelly reiterated that this is just a wash and was used as an easier method in computing the mathematics. Mr. Kelly stated that it is not representing an increase of funding of .9%. Mr. Steigerwald with PRTC stated that the 2.1% is calculated on the state-wide average of all blends of gasoline from premium to regular and is based on the wholesale prices. The SB742 request changes the calculations to 3% (not 2.1%) but these prices apply only to the cost of regular unleaded gasoline and the state-wide calculations did not include the more expensive gasoline prices for gasoline types other than regular unleaded gasoline.

Mr. McLaughlin stated that when gas prices increase from \$1.35 to what they are right now then you will also see an increase in the gasoline taxes. Mr. McLaughlin stated that if gasoline prices increase to \$3.00 a gallon then you will get a higher percentage of increase based on the \$3.00 amount versus the current \$1.35 amount.

Mr. Milde stated that whether the motion was supported tonight or not, the percentage will go from 2.1% to 3%. Mr. Steigerwald stated that setting a floor is for the price per gallon of gasoline from February 2013 which is what SB742 proposed. Mr. McLaughlin asked if we are paying 2.1% of this amount or are we paying 3%?

Mr. Steigerwald stated that under SB742, if enacted and signed, we would pay 3% of the price per gallon of unleaded regular fuel only. Mr. McLaughlin asked then how does that not raise the price of a gallon of gasoline today. Mr. Steigerwald stated that it does. Mr. McLaughlin stated then this was in fact a tax increase.

For clarification, Mr. Milde asked if Mr. McLaughlin is saying that today's prices of 2.1% per gallon of gasoline for all types of gasoline from premium to regular is the same as paying 3% for just regular gasoline.

Mr. Steigerwald stated that the important thing is to set a floor. Mr. Milde stated that the letter specifically states a floor needs to be set and a tax increase is not being asked for. Mr. Milde stated that something needs to be done.

Mr. McLaughlin stated then that FAMPO is being asked to endorse a letter that contains no specifics and also why would we not ask the riders who are almost 100% subsidized to pay for this off-set. Mr. Milde stated again that the letter is asking that a floor be set.

Ms. Sellers stated that for the counties of Stafford and Spotsylvania and the City of Fredericksburg that the way these regions do things is a lot different than the way they are done further north of Stafford in Prince William County so she understands why they are asking for a tax floor and why it is more important to the north. Ms. Sellers stated that she sees in some ways why we are asking for it to be implemented here as well; however, this region pays for other things. Ms. Sellers stated that when you get down to what money gets used for is where she is not in support of a tax floor being set.

Mr. McLaughlin stated that the letter is asking that the residents of this region, Spotsylvania, Stafford, & Fredericksburg, subsidize even more of the VRE riders to the north. Ms. Sellers stated that she agreed with Mr. McLaughlin's comment.

Mr. Milde stated that all of the other issues can be discussed but the letter simply states that a floor is requested to be set. Mr. Milde stated that the letter does not say they want a floor based on three years ago; or two months ago, etc. Mr. McLaughlin stated that the letter needs to be sent back instructing that specifics be included.

Mr. Kelly stated that transportation in the State and at the Federal level is pretty disastrous when it comes to funding projects and to the processes involved. Over the next few years, funding will continue to decrease; roads will become more congested; we will continue to lose business opportunities; etc. For the City, and some of the localities, and what Stafford/Spotsylvania needs to understand is that the portion of sponsorship to VRE continues to go up as ridership continues to increase. This is why the small amount of money we have to put on projects that we want to get accomplished at the local level for our jurisdictions is important. However, the money goes away if we do not get a floor set.

Mr. Kelly stated that you will not only be looking at the loss of money from the gasoline taxes but also with a reduced amount of funding from the State over the next five years. Mr. Kelly stated that a lot of projects have been submitted that want to get accomplished to include two new interchanges; CD lanes to the end of the Spotsylvania County line; projects in Stafford County; etc. so please tell him how these projects are going to be paid for.

Mr. Ross asked Mr. Kelly how he would pay for them because this is not going to do it. Mr. Kelly stated that setting a floor will only stop us from going further down a negative financial trail. Mr. Milde

stated that this does not raise anything and that a floor means a plan and how this can be twisted into a tax increase is beyond him.

Mr. McLaughlin stated that this is stating we need \$24 million dollars. Mr. Milde state that it does not say we need \$24 million dollars but instead says we lost \$24 million dollars. Mr. McLaughlin said the discussion is ended and Mr. Ross said it was time to call for the question.

Mr. Whitley asked for clarification as to exactly what the motion on the floor is. Mr. Kelly stated that the motion is for FAMPO to send a letter of support for a tax floor being set on the gasoline taxes and that the letter is basically as outlined as the letter submitted that has been previously endorsed by NVTC, PRTC, & VRE. Mr. Milde also stated that the Stafford County Board of Supervisors has also endorsed a letter of support and this was unanimously adopted by their Board as well.

The motion was made by Mr. Kelly and seconded by Mr. Mile and was approved on a 6/4 vote count as follows:

Mr. Kelly; Mr. Milde; Ms. Parker, Mr. Steigerwald, Mr. Whitley & Mr. Withers – Yes
Ms. Bohmke, Mr. McLaughlin, Mr. Ross & Ms. Sellers – No

Mr. McLaughlin stated that as he was not in support, that this was a letter that needed to be signed by the Vice-Chairman. Mr. Milde stated to Mr. McLaughlin as FAMPO Chair that he wanted to be clear that Mr. McLaughlin was refusing to sign the letter that was endorsed by the FAMPO committee. Mr. McLaughlin stated that yes he was in fact refusing to sign the letter. Mr. Kelly stated that as the motion passed at tonight's meeting and as he serves as the Vice-Chairman for the FAMPO Policy Committee that he would sign the letter endorsing FAMPO's support.

FAMPO CORRESPONDENCE

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

STAFF REPORTS

Mr. Agnello advised that Spotsylvania County has nominated several new CTAG members to serve and that staff looks forward to working with them.

MEMBER REPORTS

Mr. Ross stated that this meeting seemed to have a lot of bantering back and forth between several members. Per Robert's Rule of Order, he would ask that the committee be aware of this type of communication being excluded from future meetings as the other members in attendance have other things to do.

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

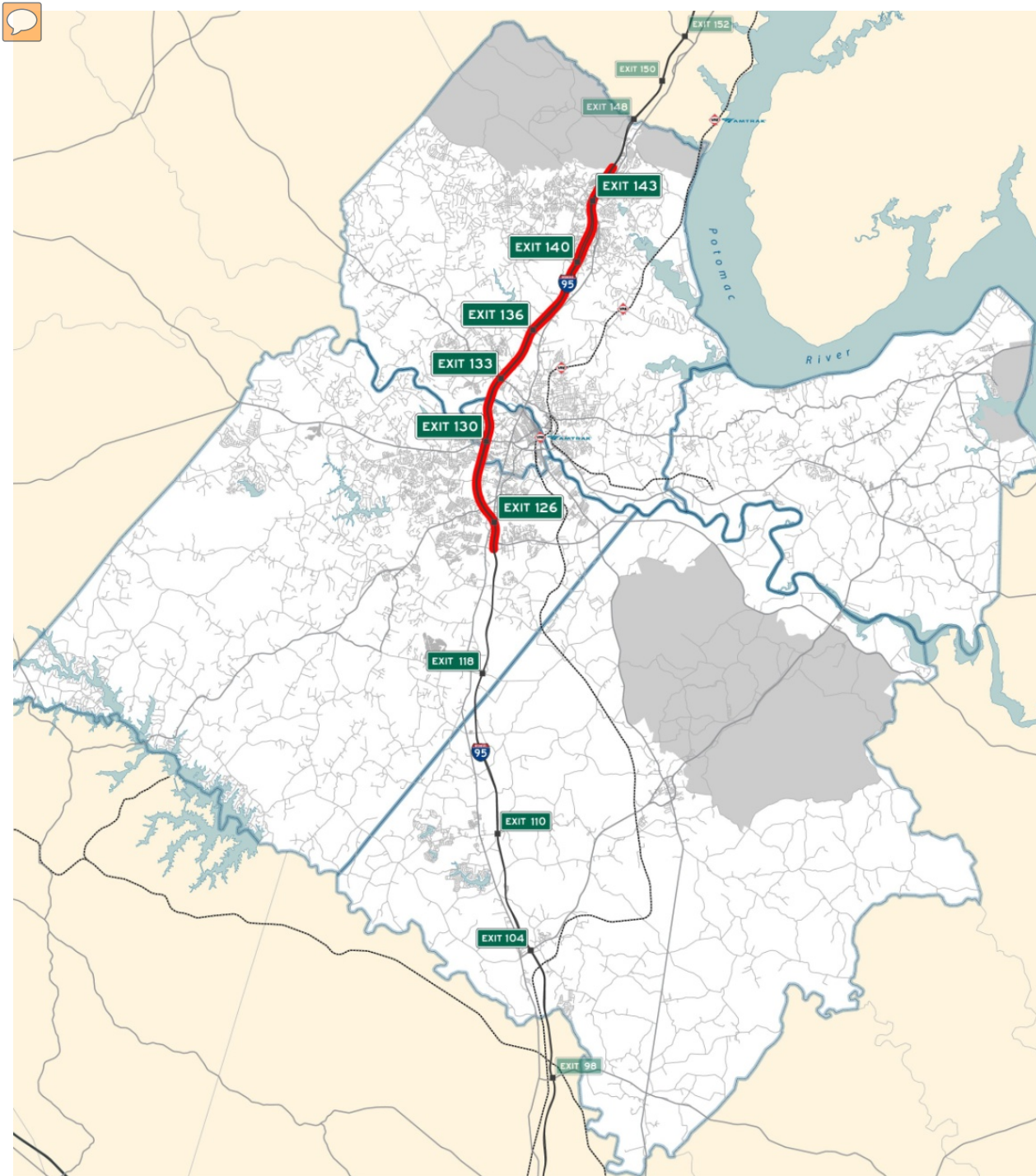
The FAMPO meeting was adjourned at 9:18 p.m. The next meeting will occur on March 21, 2016 at 7:15 p.m.



6b.) Update on I-95 Corridor Study Phase I

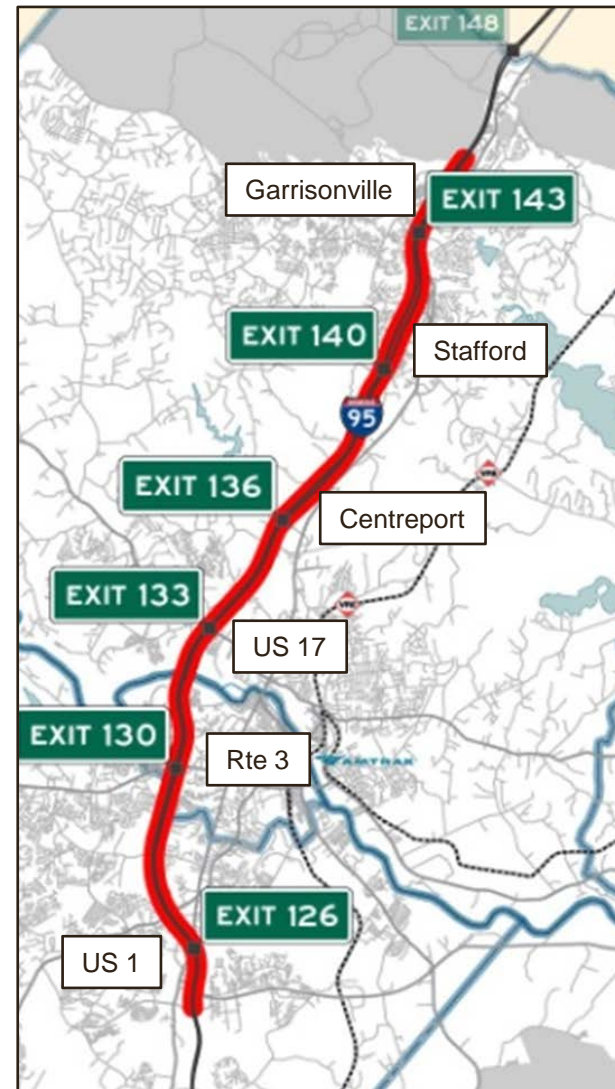
Update on I-95 Phase 1 Study

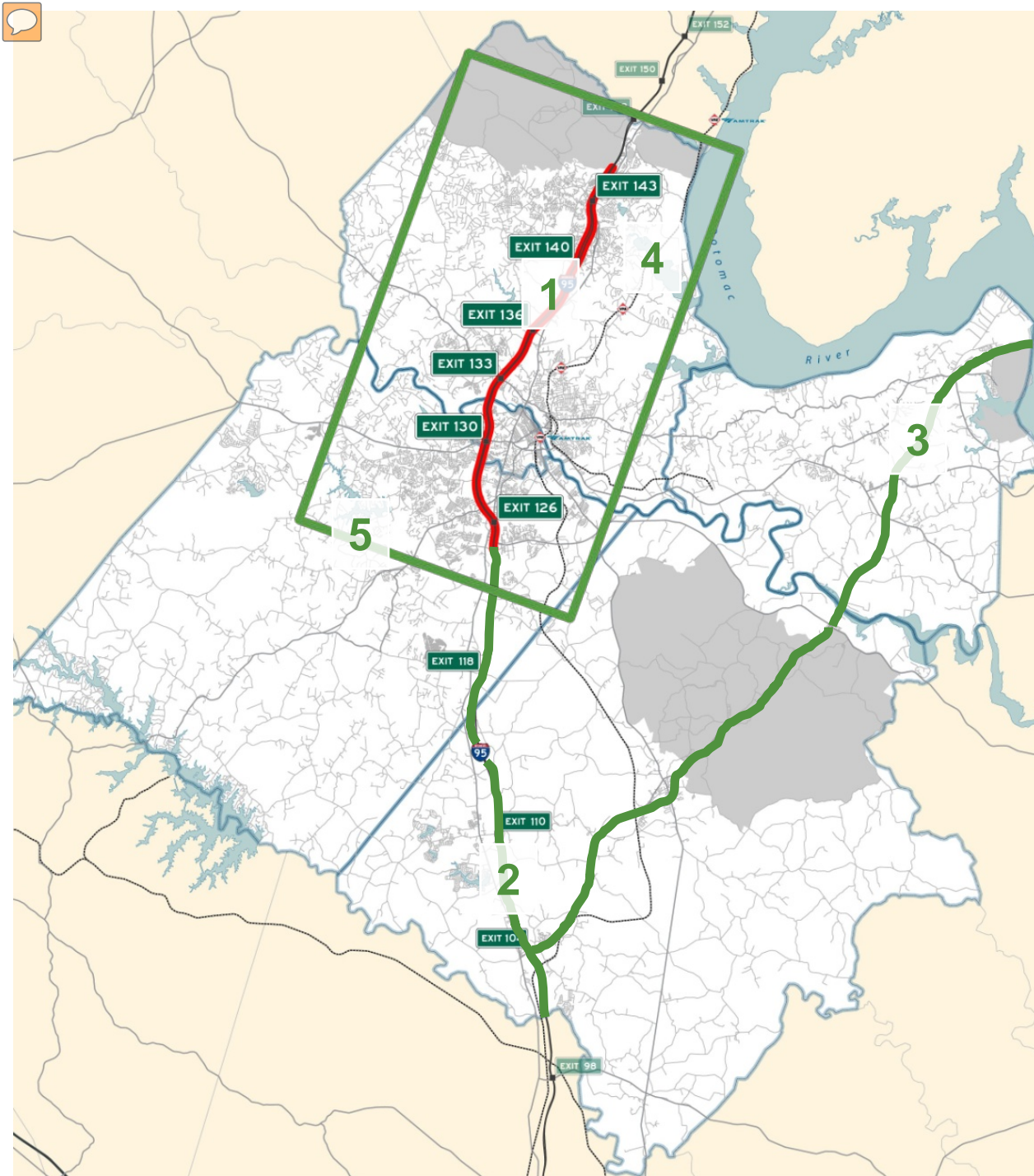
Presentation to Policy Committee
March 21, 2016



I-95 Corridor Study Phase I Area

Study Completion: June, 2016





I-95 Study Phase 2 Area

1. Phase 1 area
2. I-95 south to Hanover Co.
3. Rte 301/207
4. VRE/AMTRAK
5. Additional areas which could alleviate traffic congestion along I-95 corridor

Partnership with State on effort

Timing: Fall, 2016 to 2017

Goal: Prepare Regional Candidate Projects by 3rd Round of HB2 in August, 2018

I-95 Study Candidate Alternatives – March 3, 2016

From VDOT

- V1. Fourth general purpose lane in both NB and SB direction (realizing that a portion of SB is included as option on Rte. 630 Interchange Design Build)
- V2. CD Road from Rte. 3 thru Rte. 620 Harrison Rd, Rte. 208 Courthouse, and possibly Rte. 1. SB should be first and NB to follow when needed.
- V3. Rte. 610 EB to Rte. 95 Express direct access
- V4. Additional Rappahannock River Crossing – my idea of a location is outside the Rte. 95 corridor
- V5. Relocate interchange at Rte. 1 Exit 126 to new location further south

From Spotsylvania

- S1. Further expansion of the Rappahannock River crossing C/D lanes to include new slip ramps at Harrison Rd. and Courthouse Rd. (Route 208)
- S2. The completion of the Super Ramp project and other improvements as indicated in the I-95 Exit 126 area planning study with IMR improvements to include the J ramp
- S3. The addition of a new exit at MP 123 as indicated by the Jackson Gateway Interchange justification report dated 10/16/12 Project No. 1101830005 as shown on figure ES- 1

From CTAG

- C1. Extend 95 Express Lanes to Exit 126
- C2. Complete Rappahannock River Crossing project with CD lanes down to Exit 126 and new interchange at Exit 128: Harrison Rd
- C3. Improved access from Exit 133 (Rte 17) to SB I-95

I-95 Candidate alternatives – March 9, 2016

From Stafford

- V1. Fourth general purpose lane in both NB and SB direction (realizing that a portion of SB is included as option on Rte. 630 Interchange Design Build)
- V3. Rte. 610 EB to Rte. 95 Express direct access
- C1. Extend 95 Express Lanes south as far as it makes practical sense, up to Exit 126

From Fredericksburg

- F1. Northbound CD lanes for the Rappahannock River Crossing project. The southbound CD lanes are already programmed and this project would address the other half of this critical link in the I-95 corridor.
- F2. Slip lane(s) into Celebrate Virginia coming off the southbound CD lanes referenced above. (realizing that the SB CD lanes are programmed, but slip lanes might not have been considered with the original submittal and may prove beneficial for the overall project.

Upcoming I-95 Study Schedule

Now to March 28th: Finalize list of alternatives to Model in April

Early March: 1st Round of Locality Outreach

March 1st: Presentation to Stafford

March 10th: Presentation to Spotsylvania

March 14th: Presentation to Fredericksburg

March 28th: 3rd Advisory Committee Meeting

April: Alternatives Modeling Analysis

May: Presentation of Draft Study Results and 2nd Round of Locality Outreach

June: Final Study Results and Documentation for HB2 Application Consideration

Questions?



Paul Agnello
FAMPO Administrator
(540) 642-1564
agnello@gwregion.org



6c.) Preparing for the Next Round of HB2

Preparing for Next Round of HB2

Positioning GWRC/FAMPO Projects for HB2 to maximize project scores

- **To maximize project eligibility/scores, candidate projects need to be in:**
 - Jurisdiction Comprehensive Plan
 - GWRC/FAMPO Economic Development Plan
 - Statewide High Priority candidate projects in FAMPO CLRP
 - Projects in Stafford, Fredericksburg, & Spotsylvania subject to Fiscal Constraint
 - Projects in Caroline and King George are not subject to Fiscal Constraint
- **Goal is to complete these preparations by June/July**
- **Will need some support from Locality Staff to obtain necessary info. this Spring**
- **More information to be shared at April FAMPO meetings**



6d.) Update on Fiscal Year 2017-2022 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Allocation Process



**6e.) Revised Highway Safety Improvement Program (HSIP) Safety Project
for I-95 @ Rte. 3**



6f.) Federal Transportation Funding Opportunities

Federal Transportation Funding Opportunities

1. New FASTLANE Federal Highway Freight Program

- Newly Announced on 2/26; Details still emerging; Fy-17 Funding: \$800 Million
- Candidate projects need to support increased Truck Freight Mobility
- Candidate Project: I-95 River Crossing Projects
- Application Deadline is April 14th

2. 8th Round of TIGER Funding

- Announced on 2/23; FY-17 Funding: \$500 Million
- Average historical award: \$14.5 Million
- Requires some NEPA work to have been completed
- Appears to favor projects leveraging other funds and which have some multimodal aspect
- Application Deadline is April 29th

3. \$2.15 Billion in Unused Pre-2004 Federal Earmark funding

- Announced in December, 2015; Estimated funds for Virginia = \$138 Million
- Earmarks need to be used within 50 miles of original location
- Oversight of Virginia use by Federal and State elected officials
- VDOT Administering



**6f.i.) Approval of Resolution No. 16-27, Endorsing the Fiscal Year 2017
FASTLANE Grant Application for the I-95 Rappahannock River Crossing
Projects**

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Tim McLaughlin
Chairperson

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 16-27

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ENDORSING THE FISCAL YEAR 2017 FASTLANE GRANT APPLICATION FOR THE I-95 RAPPAHANNOCK RIVER CROSSING PROJECTS

WHEREAS, I-95 at the crossing of the Rappahannock River between US Route 17 and State Route 3 is experiencing severe reoccurring traffic congestion which adversely affects commerce and freight movement in the Commonwealth, and

WHEREAS, severe traffic congestion at the I-95 Rappahannock River Crossing is a national security concern in the event that the Washington, DC/Northern Virginia area would need to be evacuated due to an emergency, and

WHEREAS, the I-95 River Crossing projects: UPCs 101595, 105510, and 107715 have been developed by the State and Fredericksburg Area MPO (FAMPO), to significantly mitigate traffic congestion at the Rappahannock River Crossings, cost over \$100 million to complete, and are in need of significant additional funding, and

WHEREAS, the FASTLANE Grant program has \$800 Million in FY-17 Federal Funding available, and can provide a minimum award of \$25 million for large projects costing over \$100 million, and

WHEREAS, the I-95 River Crossing projects are eligible for FASTLANE program funding and the George Washington Regional Commission is an eligible agency to submit grant applications for the FASTLANE program.

NOW THEREFORE BE IT RESOLVED THAT THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ENDORSE THE GEORGE WASHINGTON REGIONAL COMMISSION SUBMITTING A FASTLANE GRANT APPLICATION FOR FUNDING FOR THE RAPPAHANNOCK RIVER CROSSING PROJECTS.

Adopted by the FAMPO Policy Committee at its meeting on March 21, 2016.

FAMPO Resolution 16-27

Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: _____



6g.) I-95/395 Transit/TDM Funding Update

I-395 Express Lanes Extension Discussion



Project Scope

- Convert the two existing reversible High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; construct an additional HOT lane (Total = 3 HOT Lanes)
- Install an Active Traffic Management System
- Install signage and toll systems
- Provide sound walls
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Conduct transit/transportation demand management (TDM) study

Framework Agreement

- The Parties agree that the intent of this Agreement is to advance the 395 Project as a Concessionaire Project Enhancement under the structure of Section 12.06(a) of the Comprehensive Agreement.
- Outlines the responsibilities of the Parties.
- Improvements to be built within VDOT's existing right of way.
- The Parties will work together to finalize the scope, finance plan and agreement.
- Project will provide long-term transit investment through an annual transit payment amount.

Project Access Existing and Proposed

Access Points	Existing Access	Future Access
I-395 North	Full entry/exit between HOV lanes, regular lanes and 95 Express Lanes	No changes to on/off ramps; HOT access
Seminary Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Seminary Road – South Facing Ramp (Opening 2016)	HOV only at all times	HOV only at all times
Shirlington Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Washington Blvd (Rte. 27) – North Facing Ramp	AM northbound/ PM southbound	No changes to interchange or on/off ramps; HOT access
Eads Street – South Facing Ramp	AM northbound/ PM southbound	Capacity and operational improvements

Transit/TDM Study

- DRPT is leading effort to develop Transit/TDM Study for I-95/I-395 Corridor
 - Study corridor extends from Eads Street to southern terminus of I-95 Express Lanes and will include parallel commuting corridors, routes and modes of transportation
 - Study will identify transit service and TDM program improvements that can be funded with guaranteed Annual Transit Investment from future toll revenues
 - Eligible transit/TDM improvements will increase person throughput and must benefit toll payers in I-95/I-395 Corridor
- Active procurement for consulting services
 - Proposals due on March 14th
 - Consultant working by end of March
- Focused stakeholder engagement for Transit/TDM Study to commence in April 2016

Discussion



9.) Correspondence



Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, Virginia 22401
(540) 373-2890
Fax (540) 899-4808
www.fampo.gwregion.org

Tim McLaughlin
FAMPO Chairman

Paul Agnello
FAMPO Administrator

February 22, 2016

Honorable Aubrey Layne
Secretary of Transportation
Commonwealth of Virginia
1111 East Broad Street
Richmond, VA 23219

RE: Extending I-95 Express Lanes to Exit 140: Rte. 630 (Courthouse Rd)

Dear Secretary Layne:

We are writing to request that VDOT please perform a modeling analysis showing the impact of extending the 95 Express Lanes from the planned terminus near Mile Marker 142 to Exit 140: Rte. 630 (Courthouse Rd) and develop a cost estimate for this improvement. We request that the modeling analysis use a similar approach to that used by VDOT to model the 2.2-mile extension of the 95 Express Lanes to the south side of Garrisonville, which was presented to FAMPO in October 2015.

Thank you for your consideration of this request.

Respectfully yours,

Tim McLaughlin
Chairman

**Cc: FAMPO Policy Committee
CTB Members
State Legislative Delegation
Congressional Delegation from George Washington Regional Commission Area**



10.) FAMPO Committee Meeting Minutes



Technical Committee Meeting Minutes

February 18, 2015

www.fampo.gwregion.org/fampo-technical-committee

Members Present:

Dan Cole, Chair, County of Spotsylvania
Bassam Amin, City of Fredericksburg
Erik Nelson, City of Fredericksburg
Doug Morgan, County of Spotsylvania (In at 1:45 p.m.)
Joey Hess, County of Stafford (In at 1:45 p.m.)
Tim Roseboom, DRPT (In at 1:45 p.m.)
Cheng Yan, Federal Highway Administration (FHWA)
Rodney White, Fredericksburg Regional Transit (FRED)
Diana Utz, George Washington Regional Commission (GWRC)
Cynthia Porter-Johnson, Potomac & Rappahannock Transportation Commission (PRTC)
(In at 1:45 p.m.)
Allison Richter, Virginia Department of Transportation (VDOT) (In at 1:45 p.m.)
Craig Van Dussen, Virginia Department of Transportation (VDOT)
Sonali Sonji, Virginia Railway Express (VRE) (In at 1:40 p.m. via conference call)

Others Present:

Linwood Thomas, County of King George

Staff Present:

Paul Agnello, FAMPO
Lloyd Robinson, FAMPO
Daniel Reese, FAMPO
Nicholas Quint, FAMPO
JoAnna Roberson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 1:34 p.m.

APPROVAL OF TECHNICAL COMMITTEE AGENDA

Mr. Agnello advised that in Section 5 – Action/Discussion Items that item #5iii is on the agenda as an action item. Mr. Agnello relayed that this item would still be discussed at today’s meeting but as VDOT is awaiting endorsement on Resolution No. 16-23 from FHWA that the item will not be an action item at this time. There were no other agenda revisions and the agenda was unanimously endorsed with revisions.

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES OF JANUARY 19, 2016

The minutes from the January 19, 2016, Technical Committee meeting were accepted as submitted.

Mr. Agnello advised that the Policy Committee did not meet in the month of January as their meeting date was cancelled as a result of the inclement weather.

PUBLIC COMMENT

None

ACTION/DISCUSSION ITEMS

- a.) Update on 95 Express Lanes and Projects near Southern Terminus. Approval of Three TIP Amendments for Major Projects Along the I-95 Corridor in the Vicinity of Garrisonville and Courthouse Road – Mr. Paul Agnello & Ms. Allison Richter**

Mr. Agnello reviewed the presentation given by VDOT at the Public Meeting held on February 17th, and the PowerPoint presentation is also included in today's agenda packet. Mr. Agnello stated that the three TIP Amendments for the major projects along the I-95 Corridor in the vicinity of Garrisonville Road and Courthouse Road are as follows:

- i. Resolution No. 16-21, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include PE, PE AC, RW, and CN For Project UPC 4632 for the Rte. 630 Courthouse Road Widening Improvements from 2 to 4 lanes**

Mr. Agnello advised that Resolution No. 16-21 above was already endorsed by the Technical Committee in January; however, as a result of inclement weather there was no January Policy Committee meeting held. Resolution No. 16-21 will be on the Policy Committee agenda for endorsement at the upcoming February 22nd meeting.

- ii. Resolution No. 16-22, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include PE, AC and CN AC for Project UPC 108315 for the extension of the 95 Express Lanes to About 1.5 Miles South of Garrisonville Road**

Mr. Agnello advised that Resolution No. 16-22 is a request from VDOT for a 2.5 mile 95 Express Lane extension from the existing terminus at Garrisonville Road to help alleviate traffic congestion north of Exit 143.

Upon motion by Mr. Nelson and seconded by Mr. Hess, with all in consensus, Resolution No. 16-22 was endorsed with request that it be adopted by the Policy Committee at their upcoming February meeting.

ii. Resolution No. 16-23, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include PE AC and CN AC for Project UPC 13558 for the Construction of a 4th I-95 SB Lane Between Rt. 610 (Garrisonville Road) and Rte. 630 (Courthouse Rd)

Mr. Agnello advised that Resolution No. 16-23 is a request made from VDOT; however, it will require endorsement from FHWA before becoming finalized. Mr. Agnello stated that it is VDOT's desire to pursue this project; however, at this time it is for discussion purposes only as VDOT is still waiting for reply from FHWA.

Ms. Richter also relayed that if FHWA provides endorsement, that funding for this project would come from surplus funding remaining from the Rte. 630 Courthouse Road project. Ms. Richter requested that staff reword the Resolution for clarity purposes. Ms. Richter stated that the current wording indicates that the project will proceed; however, this project will only proceed if FHWA approves and there is in fact surplus funding on hand after the Rte. 630 Courthouse Road project is completed. Ms. Richter stated that if good bids are received then the likelihood of having additional funding available is good; however, if bids come in high then the funding allocated would first go to the completion of the Rte. 630 Courthouse Road project.

a.) Review of Resolution No. 16-24, Endorsing the Allocation Transfer of Fiscal Year 2017 Northern Stafford County TMA Transportation Alternatives Program Funding to the Mine Road Sidewalk project in Northern Stafford County - Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-24 is an existing project that was submitted by Stafford County last fall and is the MAP-21 Transportation Alternatives Program (TAP) grant for sidewalk extensions on Mine Road. Mr. Agnello relayed that the northern Stafford County area is the only locality within the FAMPO region that is eligible for this grant application consideration and this was also the only project that was submitted by the region for funding. Resolution No. 16-24 is now requesting that the funds allocated be transferred to fully fund the project.

Upon motion by Mr. Hess and seconded by Mr. Nelson, with all in consensus, Resolution No. 16-24 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the Policy Committee at the upcoming February meeting.

b.) House Bill 2 Updates and Draft Funding Plan – Mr. Paul Agnello

Mr. Agnello advised that of the 321 applications that were submitted, 34 were not approved and 287 applications were scored. On January 19th project scores were released into a draft report and were posted on the HB2 website. Mr. Agnello advised that statewide, the HB2 funding allocations increased from approximately \$1.2 billion to \$1.7 billion. Mr. Agnello stated that these figures will not be finalized until June of 2016, so they are still subject to change.

Ms. Richter stated that until June, nothing is in a finalized format but hopefully 19 of the 22 projects within the Fredericksburg district that have received initial endorsement will indeed receive the funding that has been allocated within the draft report. Ms. Richter stated that VDOT staff and Central Office staff will be meeting with the CTB representatives from the districts to review and discuss the projects to ensure that the process flows smoothly from the draft concept to the finalized report.

Mr. Agnello advised that between now and June, the CTB will be continuing to meet; FAMPO will develop potential revisions needed to recommended scenarios; public hearings on scenarios will take place (and potential revisions as needed); revised funding scenarios will be developed if needed; and final adoption of the Six-Year Plan will occur. Mr. Agnello did relay that the projects that receive final approval in June will be fully funded.

Mr. Agnello stated that overall the FAMPO/GWRC region and the Fredericksburg District did well. Three of the five regional projects submitted by FAMPO/GWRC were selected; all eight of the FAMPO/GWRC district grant projects were selected; and nineteen of twenty-two projects for the Fredericksburg District were selected. Mr. Agnello stated that on a per-capita basis, this region and district did better than any others statewide. Mr. Agnello again thanked VDOT staff & localities for working together and meeting regularly to ensure that project applications were concise and complete before being submitted.

Mr. Agnello stated that the initial fear was that the Fredericksburg District would not be able to beat out the districts in Northern Virginia and Hampton Roads but the recent efforts proved that this region could in fact beat out other regions. Mr. Agnello stated that for the size of the Fredericksburg District, it should have been ranked as #8 (out of 9 districts); however, it actually beat out the Richmond District and ranked #3(out of 9 – Richmond ranked #4). Ms. Richter advised that the Fredericksburg District had more projects submitted that received approval in comparison to all the other districts statewide (submitted 19 projects & 22 projects were approved).

Mr. Agnello stated that the three regional priority projects selected will cost \$141.8 million and the projects selected were two park & ride lot projects (1 new lot at Rte 1 in Spotsylvania County & 1 expansion lot at Rte 630 in Stafford County) which scored 2.9 and 2.5 respectively. The third project selected is the I-95 SB Rappahannock River Crossing project, and even though this project scored only at 1.0, it was still selected for approval.

Mr. Agnello stated that the two projects not selected were the I-95 NB Rappahannock River Crossing project which scored at 0.6 & VRE Station capacity improvements at both Brooke & Leeland stations that scored 0.8. Mr. Agnello relayed that as there was little funding available, the region was not expecting the I-95 NB river crossing project to receive approval from round 1 of the HB2 project selection process. However, the VRE station capacity improvements project was expected to receive funding. This project involved multimodal transit enhancements, and Brooke and Leeland stations are the only ones remaining on the Fredericksburg line that do not have money secured for platform extensions.

Mr. Roseboom with DRPT advised that the Potomac Shores project did not count against the VRE station capacity improvements as Potomac Shores was not factored in as an HB2 project. Mr. Roseboom relayed that DRPT and VRE are working together to see how projects like these could in fact result with higher scores. Mr. Roseboom also stated that both of the projects not approved in Round 1 from HB2 should be re-submitted for consideration in round 2, and both should score better next year. Mr. Roseboom advised that funding this year was allocated to I-66 (\$300 million) and this project will not be competing for funding in round 2. Mr. Roseboom indicated that in late spring, meetings are going to be held with VRE, Stafford County & FAMPO so that all parties can work together in submitting projects that will result in better scores for round 2 of the HB2.

Mr. Robinson asked of Ms. Soneji with VRE if they have an operational budget in place. Mr. Robinson said that getting funding for capital projects is one thing; however, if you do not have an operational financial plan in place the capital budgets will not align. Ms. Soneji stated that VRE has addressed these concerns and they have a meeting scheduled tomorrow to meet with the financial staff for the purpose of developing different strategies and funding sources for maintaining the operational budget.

Mr. Agnello stated that the observations from round 1 of HB2 were: the smaller projects overall scored better than larger projects; projects leveraging some non-HB2 funding scored better than projects with no alternative funding sources applied; large highway widening projects scored poorly; multimodal projects, bicycle projects, & TDM projects scored well; and rail projects did not score well.

Mr. Agnello stated that for round two of HB2, the State has recommended that MPO's & PDC's begin developing their project lists now. On July 1st, the pre-application coordination period will begin; on August 1st, the open period for allocation submittals begins; & September 30th is the cut-off date for submittal of project applications.

c.) FY2017-2022 CMAQ/RSTP Process Update– Mr. Paul Agnello

Mr. Agnello advised that last November/December, round 1 of meetings with each of the 3 localities began, and these meetings were for the purpose of calling for new projects. In December/January, FAMPO staff completed the scoring methodology. In late January, round 2 of locality meetings were held.

Mr. Agnello stated that in late February it was expected that VDOT would be in receipt of the new RSTP/CMAQ funding allocations and funding levels that were expected to be granted by the State. Mr. Van Dussen stated that VDOT staff was meeting with the State tomorrow, and once he got a revised date he would forward it to staff. However, the expectations for FY17-22 are expected to be similar to what was allocated in FY16-21 which were: CMAQ - \$2.4 million a year & RSTP - \$1.3 million a year.

Mr. Agnello stated that in March draft allocations will be available based on the FY17-22 funding and these will be reviewed by both the FAMPO Technical & Policy committees. Mr. Agnello advised that FY17-22 funding recommendations will be presented to the Policy Committee at the March 21st meeting for their endorsement. Mr. Agnello relayed that all new projects for consideration need to be submitted to staff by the end of February so that they can be endorsed by the Technical Committee at the upcoming March 14th meeting. Mr. Agnello stated that as a result of the FY2017-22 CMAQ/RSTP process that the following two Resolutions will need to be endorsed. Mr. Agnello also relayed that there is approximately \$260,000 of funds that are surplus from other projects completed and/or not moving forward. If this funding is not reapplied to other projects, then the funds would just be reverted back to the State. Mr. Agnello relayed that by transferring these funds, there are several additional projects within the FAMPO/GWRC region that can complete operations studies which will be completed in time for the next round of HB2 and will increase the chances of the projects receiving HB2 funding. There was discussion from the committee in regard to whether the Resolutions should in fact be combined into one or whether the approvals should be reversed & have Resolution No. 16-26 become 16-25 and vice versa. Mr. Yan with FHWA was going to check with his financial counterparts and report back to staff as to how the Resolutions should be

presented. VDOT staff also stated that they were going to check with their counterparts as well and provide feedback to staff.

- i. Resolution No. 16-25, Approving the Allocation of up to \$260,000 In Previous CMAQ/RSTP Funding to a new UPC for Regional Projects**
- ii. Resolution No. 16-26, Approving the Creation of a New UPC for Regional Priority Projects for use in Project Development for HB2 and other State and Federal Transportation Funding**

There was a motion made by Mr. Nelson and seconded by Mr. Cole, with all in consensus, that the Technical Committee endorse either/or of the above two stated Resolutions depending on whether re-wording, combining, or reversing will be required after feedback is received from both FHWA & VDOT.

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

Mr. Agnello advised that the second I-95 Advisory Committee meeting will be held here on February 29th from 2:30 to 4:30 p.m. Mr. Agnello stated that at the last meeting committee members were asked to bring three potential concepts per locality to the next meeting so that all ideas, alternatives, etc. can be reviewed, discussed, or discarded. Mr. Agnello stated that these concepts need to be submitted to FAMPO staff by February 23rd.

CORRESPONDENCE

In packet and self-explanatory

STAFF REPORT

Mr. Agnello advised that Ms. Donley who has been out on sick leave is recovering and hopes to be back in the office sometime in March.

MEMBER REPORTS

George Washington Regional Commission (GWRC): Ms. Utz advised that two grants have been applied for by FAMPO/GWRC. The FAMPO grant is for a bicycle improvements study within the City of Fredericksburg, and the grant by GWRC is the annual rideshare grant.

NEXT TECHNICAL COMMITTEE MEETING, MARCH 14th, 2016/ADJOURN

The next Technical Committee meeting will be held on Monday, March 14th at 9:00. The Technical Committee meeting for February 18th was adjourned at 3:35 p.m.



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
February 16, 2016**

www.fampo.gwregion.org/transportation-advisory-group

Committee Members Present:

Mr. Guy Gormley, Chair, City of Fredericksburg
Mr. Bill Milligan, Spotsylvania County (Out at 7:05 p.m.)
Mr. Jim Perkins, Spotsylvania County
Mr. Art Snyder, Spotsylvania County (In at &:7:10 p.m.)
Ms. Fran Larkins, Stafford County
Ms. Dawn McGarrity, Stafford County
Mr. Rupert Farley, At-Large Member
Mr. Larry Gross, At-Large Member

Staff:

Mr. Paul Agnello, FAMPO
Mr. Nick Quint, FAMPO
Mr. Daniel Reese, FAMPO
Ms. JoAnna Roberson, GWRC

Others Present:

None

CALL TO ORDER

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

APPROVAL OF AGENDA

The CTAG agenda for the February 16th meeting was approved as submitted. Mr. Agnello did advise that under category 7 – Action/Discussion Items that Item 7iii would be discussed however no request for support would be asked for at tonight’s meeting. Mr. Agnello stated that VDOT still wishes to proceed with Resolution No. 16-23; however, the resolution is pending endorsement from FHWA.

APPROVAL OF CTAG MEETING SUMMARY OF NOVEMBER 10, 2015 AND JANUARY 13, 2016

Upon motion by Mr. Farley and seconded by Ms. Larkins, with all in consensus, the minutes from the November 10th, 2015 meeting and the January 13th, 2016 meeting were approved as submitted.



PUBLIC COMMENT

None

BYPASS ALTERNATIVE DISCUSSION

Mr. Gormley advised that over the years there has been a lot of CTAG discussion on outer connector proposals, alternatives, etc. Mr. Milligan stated that CTAG had expressed interest in reviewing and brainstorming on the previous outer connector options that this region pursued previously but never saw materialize to see if previous or new alternatives may be explored for Policy Committee considerations. Mr. Milligan stated that he does not commute so he does not know first-hand the daily congestion issues that exist; however, he has associates/friends who do not live in Fredericksburg and have visited in the past that have adamantly stated that even though the region has a lot of history and worthwhile tourism sites that they will not re-visit the area due to the consistent traffic congestion that the region experiences. Mr. Gormley stated that at this time there is neither no money nor initiatives being taken from FAMPO, VDOT, or the State in regard to creating an outer connector alternative that would go around Fredericksburg, so this item is simply just discussion phase only. Ms. Larkins stated that in addition to relieving regular traffic congestions off of I-95, she too would like an outer connector alternative option that would provide some truck traffic relief off of Route 17.

Mr. Milligan stated that previous proposals included the Berea Parkway in Stafford County, and the “Ross Bypass” proposal would connect into both the counties of Culpeper and Orange. However, Mr. Milligan stated that neither Stafford County nor legislators were in support of the “Ross Bypass” as it would bypass Spotsylvania County and provide little congestion relief. Legislators stated that if they were heading to Richmond, they would not utilize an outer connector roadway that would result in them heading west and then back-tracking along Route 3 to head south on I95. Mr. Milligan stated that initially both Culpeper and Orange were in favor of this alternative; however, once they were made aware that the cost for the study would be the responsibility of the individual localities, the support lessened. Mr. Milligan stated that the previous outer connector alternatives focused on specifically a western or eastern bypass alternative. Mr. Milligan stated that even though the “Ross Bypass” proposal was not endorsed regionally that this alternative would have had resulted in no homes being taken; however, it did involve national park lands. Mr. Milligan stated that Spotsylvania County owns some land that could have been swapped out to the National Park service in exchange for park land that would have been taken with this proposal. Mr. Milligan stated that for this proposal to even become an alternative, it would still have to ultimately result into a tie into I-95 at some point and this may at some time in the future become a federal highway project instead of an individual locality project.

Ms. Larkins stated that if the Rappahannock River Crossing project comes and the 95 Express Lanes are extended southbound, this proposal would in fact relieve the commuting and traveling traffic; however, it would not relieve the truck traffic on Route 17. Ms. Larkins stated that a new eastern bypass and/or the Berea Parkway would be a longer distance for the truck traffic to endure. Ms. Larkins stated that possibly a new proposal for a bypass alternative to come in further down on Route 17 that would connect between

the 2 alternate points on Route 17 would allow for both vacationers and trucks to bypass with going just slightly out of their way; however, this alternative would not provide relief to the commuting traffic.

Ms. Larkins stated that she felt the best alternative is still an eastern bypass in some capacity – maybe even connecting to Rt. 301. Mr. Gormley stated that this proposal involves many traffic lights and a lot of 2-lane roadway that would need to be increased and also would involve the State of Maryland which could be a difficult challenge.

Mr. Perkins asked if alternatives have been explored like those in use around the Woodrow Wilson Bridge. Mr. Perkins asked if the Rappahannock River Crossing project would also include collector-distributor and thru-lanes. Mr. Perkins stated that he does not feel that the HOT lanes have been successful and does not necessarily think that extending these southbound would be of benefit to the region.

Mr. Gormley stated that as a daily commuter, he can attest to the fact that the HOT lanes have improved the north bound traffic flow and congestion but has caused more congestion and backups south bound.

Ms. Larkins stated that the outer connector alternatives were initially explored over 20 years ago and if they had been implemented then, the majority of today's congestion issues would have been eliminated.

Mr. Farley stated that of all of the original alternatives explored 20 years ago, Corridor 5 provided the most congestion relief. Mr. Farley stated though that politically the City of Fredericksburg was initially opposed to an outer connector or bypass alternative being moved forward and he thinks even today they still are resistant. Initially Spotsylvania County also opposed; however, Stafford County was receptive. M. Farley stated that congestion pricing is the solution and he has asked the FAMPO committees consistently to lobby for this with the legislators as this is not currently permissible per federal regulations. Mr. Farley stated that congestion pricing would encourage people to utilize transit; would encourage people to live closer to their job sites; and would encourage people to live closer to transit stations.

Ms. McGarrity stated that she felt today's congestion issues on I95 are 2 separate issues – one is generated from the local commuters who work outside of the region that results in traffic congestion Monday through Friday. The second issue is for the vacation travelers who utilize I95 on the weekends that causes horrendous traffic congestion and back-ups and results in the residents of the region being captive in their own homes as they cannot easily maneuver in the traffic. Ms. McGarrity stated that she felt a bypass alternative would help with the weekend traffic but didn't think it would alleviate truck traffic or commuting traffic.

Mr. Perkins stated that because this region is strategically placed between 2 capitals, that the residents of this region will always be victims of traffic congestion, and as the population in the region continues to increase, the region will always be facing congestion issues.

It was the consensus from CTAG that should an outer connector or bypass alternative become a reality, it would need to be an eastern bypass connection. Ms. Larkins asked Mr. Agnello if this is a project that could be recommended for consideration under Round 2 of HB2. Mr. Agnello relayed that

recommendations could be endorsed by CTAG and presented to the Policy Committee for their review & consideration and the recommendations would need to be presented by July of this year. Mr. Milligan stated that he would like to see CTAG go on record with a resolution of support for an eastern bypass option. Mr. Agnello stated that HB2 screenings do not favor large projects within a specific region; however, show more favorable support for smaller portions of an ultimately larger project. Mr. Agnello also stated that for urban areas the size of Fredericksburg, that most have more than 1 main arterial road that helps to provide alternative roads to travel for at least the residents; however, Fredericksburg region only has Route 1.

Mr. Gormley asked that the CTAG members review the maps, documents, & data available and provide recommendations for consideration at the March meeting so that if consensus is evident that a proposal could be submitted to the Policy Committee for their review prior to round 2 of HB2 project selections.

NEW BUSINESS

Mr. Agnello advised that the VDOT public forum meeting regarding the I-95 Express Lanes is being held tomorrow night at HH Poole Middle School from 6-8:00 p.m. Mr. Agnello relayed that FAMPO will be at the meeting and will have a display table that will give an overview of what the MPO is; have information explaining what the CTAG is; have a sign-up sheet for citizens who may be interested in serving on CTAG so these names could be forwarded accordingly to the respective Board of Supervisors/City Council for their action; & a sign-up sheet to forward transportation related issues, concerns, meetings, etc. to citizens within the region who want to become more informed and more involved.

ACTION/DISCUSSION ITEMS

- a. **Update on 95 Express Lanes and Projects near Southern Terminus – Approval of Three TIP Amendments for Major Projects along the I-95 Corridor in the Vicinity of Garrisonville and Courthouse Road – Paul Agnello**

Mr. Agnello stated that there are three separate projects in northern Stafford County intended to address congestion. Mr. Agnello advised that the projects would be discussed individually as follows:

- i. **Resolution No. 16-21 – Amending the FY2015-2018 Transportation Improvement Program (TIP) to include PE, PE AC, RW, and CN for Project UPC 4632 for the Rte. 630 Courthouse Road Widening Improvements from 2 to 4 lanes**

Mr. Agnello stated that Resolution No. 16-21 is a request to widen Rte. 630 at Courthouse Road from 2 to 4 lanes. This project is estimated to cost \$36 million dollars and, as a revenue sharing project, will be funded with a 50/50 match from Stafford County and VDOT.

As a resident of this area in Stafford County, Ms. McGarrity expressed her support for endorsement of Resolution No. 16-21. Ms. McGarrity stated that if possible, she would like to see the project extended

slightly further to Walpole Street; however, feels the improvements recommended would definitely help to ease the traffic congestion within this area. Upon motion by Ms. McGarrity and seconded by Ms. Larkins, with Mr. Farley voting no and requesting a no build option be considered, and all others in consensus, Resolution No. 16-21 was endorsed by the CTAG with a request that the Policy Committee adopt it at their upcoming February meeting.

ii. Resolution No. 16-22, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include PE, AC and CN AC for Project UPC 108315 for the Extension of the 95 Express Lanes to about 1.5 miles South of Garrisonville Road

Mr. Agnello advised that Resolution No. 16-22 is for an extension of the 95 Express Lanes for approximately 1.5 miles south of Garrisonville Road. Mr. Agnello stated that this project has materialized as a result of the daily traffic congestion and back-ups that have occurred since the opening of the 95 Express Lanes last December. Mr. Agnello stated that this project is estimated to cost \$54 million and will be paid for by both VDOT (\$20m) & Transurban (\$34 m).

There were committee concerns on this Resolution that included the following points: where is the money that VDOT will be providing for the project coming from; why will it take 2 years to complete a 2.5 mile project when the entire 29 mile project was completed in a year's time period; etc.

Upon motion by Ms. Larkins and seconded by Ms. McGarrity, with all in consensus, Resolution No. 16-22 was not endorsed by the CTAG as the committee wanted to postpone recommendations until after tomorrow night's public meeting is held and after VDOT forwards FAMPO staff replies to questions as to where funding came from; etc.

iii. Resolution No. 16-23, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include PE AC and CN AC for Project UPC 13558 for the Construction of a 4th I-95 SB Lane between Rte. 610 (Garrisonville Road) and Rte. 630 (Courthouse Road)

Mr. Agnello stated that Resolution No. 16-23 has been submitted by VDOT. VDOT still desires to move forward with this project; however, FHWA endorsement is needed which at this time has not been given to VDOT.

There were considerable questions and comments made by CTAG and before any endorsement of the above Resolution would be given it was consensus that additional information would need to be provided by VDOT. This additional information would include how the project came to be; what are the funding sources allocated; where did the funding sources come from; why was the funding removed that had been previously fully funded to the project; why did this project come up for approval by VDOT after Stafford County had endorsed paying for the project on their own; etc.

Upon motion by Ms. Larkins and seconded by Ms. McGarrity, with all in consensus, Resolution No. 16-23 was tabled from being endorsed until specific questions addressed at tonight's meeting have been answered.

b. Resolution No. 16-24, Endorsing the Allocation Transfer of Fiscal Year 2017 Northern Stafford County TMA Transportation Alternatives Program Funding to the Mine Road Sidewalk Project in Northern Stafford County – Paul Agnello

Mr. Agnello advised that Resolution No. 16-24 is the second step in the process for project funding for MAP-21 Transportation Alternatives Program (TAP) projects. Mr. Agnello stated that this is the only project in northern Stafford County that is eligible to receive the funds. This is the sidewalk improvement project on Mine Road in Stafford County. Mr. Agnello advised that Stafford submitted their grant application last October which was endorsed by FAMPO. Resolution no. 16-24 is the second step in the process whereby the actual moving of funding occurs.

Upon motion by Mr. Farley and seconded by Ms. McGarrity, with all in consensus, Resolution No. 16-24 was endorsed by CTAG with a request that the Policy Committee adopt at the upcoming February meeting.

c. House Bill 2 Updates and Draft Funding Plan – Paul Agnello

Mr. Agnello reviewed a handout in regard to HB2 updates. Mr. Agnello relayed that the actual statewide funding allocations increased from \$1.2 billion to \$1.7 billion. Mr. Agnello relayed that the CTB was meeting today and as of close of business today he has not gotten any meeting feedback. Mr. Agnello stated that the HB2 project scores are finalized; however the funding allocations are still subject to change. Mr. Agnello stated that the CTB is allowed to deviate from the scores assigned but would need to formally explain in writing any changes. Mr. Agnello stated that projects for Round 2 of HB2 will need to be decided by July of 2016.

Even though subject to change by the CTB, Mr. Agnello did reiterate that all projects approved will be fully funded and that no partial funding towards new projects will be authorized.

Mr. Agnello stated that overall FAMPO & GWRC projects did well as 3 of the 5 projects submitted were selected; all 8 of the district grant projects were selected; & 11 of 13 projects total submitted by this region were accepted.

Both Mr. Snyder and Mr. Gormley had questions and concerns on how the Rappahannock River Crossing project became fully funded when it scored a very low number overall and should not have even made the scoring criteria cuts.

Mr. Snyder stated that HB2 projects submitted for consideration and approval should be based on cost benefit and not on total project cost. Mr. Snyder stated that the problem with the chart that discloses the HB2 projects selected state-wide is the priority ranking system that was assigned. Mr. Snyder stated that you need to draw a line and either a project falls above or below the line. Out of the 8 projects selected

for this region, Mr. Snyder stated that he would like to see how many scored above and below the line and how those that were below the line were ultimately still picked, selected, and approved.

Mr. Agnello acknowledged that the scoring process was not done in the fashion that FAMPO had expected and stated that the first projects recommended for funding were district grant projects. The second group of projects scored were projects that would qualify for either state or district funding. The third group of projects scored were the larger statewide projects.

Mr. Agnello concurred that the scoring process utilized in the HB2 project selections and/or the potential CTB discretionary changes are still somewhat unsettling for staff. Based on District Grant Program funding totals, the Fredericksburg District should have placed 8th out of 9 districts; however, we actually ended up at number 3 in terms of money allocated to the district and had a total of 19 of 22 projects selected that equate to \$204.6 million.

Mr. Snyder stated that a different approach to why this region scored the 3rd highest instead of next to last is that the top 4 areas which were NOVA, Hampton Roads, Fredericksburg, & Richmond are labeled as the “Golden Crescent” areas in Virginia. These 4 areas determine where tax money is generated and ultimately provides funding that covers the entire state.

Due to the transparency that appears to have occurred within the HB2 scoring process, both Mr. Gormley and Mr. Snyder asked if FAMPO staff can actually receive the scores and scoring process utilized by the CTB. Mr. Gormley stated that for 2 years in a row the Rappahannock River Crossing project has had indication that it would score tremendously high; however, it actually scored very low and still made the cut. Mr. Agnello relayed that even though it scored a number 1, that there were only 3 state-wide projects selected from the FAMPO region and the Rappahannock River Crossing project was 1 of the 3.

Mr. Gormley asked if staff could provide feedback at the next meeting on a step-by-step process on how projects were scored. Mr. Snyder asked if the criteria in doing the study and selection process could be provided for review as well. Mr. Snyder stated that he travels I66 regularly for his job and I66 does not have the traffic congestion that this region experiences; however, it scored better than the Rappahannock River Crossing project.

Mr. Perkins asked why the higher-priced projects did not score as well. Mr. Agnello stated that even though specific reasons were not provided; state-wide it appears that smaller priced projects that were also multi-modal in nature and highway projects scored much better.

d. Update on I-95 Corridor Study Phase I – Paul Agnello

Mr. Agnello advised that I-95 Advisory Committee members (one of which includes a CTAG representative) can submit 3 potential concepts for review and consideration, and the concept proposals are due to staff by February 23rd. Mr. Gormley, the Advisory Committee member for CTAG, asked that the CTAG members review the handout in tonight’s agenda packet and submit recommendations to him

by close of business on Friday. This will allow him time to review the list of proposals, consolidate the recommendations, etc. and pick the top 3 to be submitted from CTAG.

CORRESPONDENCE

Mr. Agnello stated that a letter drafted by FAMPO staff on behalf of CTAG and to be signed by Mr. Gormley is included for review by CTAG. The purpose of the letter from CTAG to the Policy Committee is for request that the Policy Committee consider sending a letter to the State requesting that VDOT perform modeling analysis that shows the impact of extending the 95 Express Lanes from the planned terminus at Mpt 142 to Exit 140 was also requested. The letter also asked that VDOT use a similar approach with the modeling analysis to that used for the 2.2 mile extension of the 95 Express Lanes to the south side of Garrisonville Road.

Upon minor editing, the letter was endorsed by CTAG and will be modified accordingly for Mr. Gormley's signature at tomorrow's public VDOT meeting.

STAFF REPORT

Mr. Agnello advised that the grant program has been re-opened for UDA's and that the region is eligible for applying for some of these opportunities. Mr. Agnello stated that if a grant application is submitted that they would need to be included within FAMPO's CLRTP.

MEMBER REPORTS

Ms. Larkins asked if staff could provide name badges for CTAG members to wear at public meetings, at special events, etc. so that they can be readily identified to other citizens. Mr. Agnello advised that staff would follow up with this request.

ADJOURN

The February 16, 2016 meeting concluded at 8:42 p.m. The next CTAG meeting will be held on March 9, 2016 at 6:00 p.m.

Meeting Minutes completed by JoAnna Roberson