



## Policy Committee Meeting Minutes September 19, 2016

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

### Members Present:

Mr. Matt Kelly, Chair, City of Fredericksburg  
Mr. Tim Barody, City of Fredericksburg  
Mr. Billy Withers, City of Fredericksburg  
Ms. Nancy Long, Caroline County (Non-Voting Member)  
Ms. Ruby Brabo, King George County (Non-Voting Member)  
Mr. Greg Benton, Spotsylvania County  
Mr. Tim McLaughlin, Spotsylvania County  
Mr. David Ross, Spotsylvania County  
Ms. Meg Bohmke, Stafford County  
Mr. Paul Milde, Stafford County  
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)  
Ms. Marci Parker, Virginia Department of Transportation (VDOT)  
Mr. Hap Connors, CTB (Non-Voting Member)  
Mr. Todd Rump, CTAG (Non-Voting Member)

### Others Present:

Ms. Susan Gardner, VDOT  
Mr. Stephen Haynes, VDOT  
Ms. Michelle Shropshire, VDOT  
Mr. John Jenkins, King George County  
Ms. Fran Larkins, CTAG  
Ms. Jennifer DeBruhl, DRPT  
Ms. Emily Stock, DRPT  
Mr. Tom Hickey, VRE  
Mr. Scott Shenk, Free Lance Star  
Mr. Randy Comer, Citizen  
Mr. Bill Connell, Citizen

### Staff Members Present:

Mr. Paul Agnello, FAMPO  
Ms. Marti Donley, FAMPO  
Mr. Nick Quint, FAMPO  
Mr. Daniel Reese, FAMPO  
Mr. Lloyd Robinson, FAMPO  
Ms. Diana Utz, GWRC  
Mr. Tim Ware, GWRC  
Ms. Leigh Anderson, GWRC

## **CALL FAMPO MEETING TO ORDER**

Chairman, Mr. Kelly, 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. Withers and seconded by Mr. Milde, with all concurring, the FAMPO Policy Agenda was accepted as presented.

## **PUBLIC INVOLVEMENT**

None

## **CHAIRMAN'S COMMENTS**

None

## **ACTION ITEMS/DISCUSSION ITEMS**

### **a.) Approval of FAMPO Minutes of July 18, 2016– Mr. Paul Agnello**

Upon motion by Mr. Milde and seconded by Mr. Chuck Steigerwald, with all concurring, the minutes from the July 18<sup>th</sup> meeting were accepted as presented.

### **b.) Approval of Resolution No. 17-06, To Amend the 2040 Constrained Long Range Plan (CLRP) and the Long Range Transportation Plan (LRTP) to Include Projects from Spotsylvania and King George Counties – Mr. Daniel Reese**

Mr. Reese advised that a public comment period was held in July for amending the 2040 CLRP and the LRTP that will include ten projects from King George County and one project from Spotsylvania County. Mr. Reese relayed that no comments were submitted during the public comment period.

Mr. Reese advised that one change that was made to Resolution No. 17-06 is that as King George County is not a member of the MPO; all ten projects listed for them will appear in the LRTP; whereas the one project for Spotsylvania County will be in the CLRP.

Ms. Long asked as to why the Ladysmith project in Caroline County is not included in the Resolution. Mr. Agnello advised that staff did not receive any requests from Caroline County to add a new project.

Mr. Reese advised that six of the ten King George projects are corridor improvement projects, primarily along the Route 3 and Route 301 corridors. The other four King George projects are intersection improvement projects.

Mr. Reese relayed that the project in Spotsylvania County is an arterial management study along Route 3 from west of Gordon Road to west of Route 20. Mr. McLaughlin advised that the handout indicates this project is east of Gordon Road and requested that the project list be updated. Mr. Agnello concurred and relayed that the project list would be updated accordingly.

Upon motion by Mr. Withers and seconded by Ms. Bohmke, with all concurring, Resolution No. 17-06 was adopted.

i. **Public Hearing for Amendment to the 2040 CLRP and LRTP to Include Projects from Spotsylvania and King George counties – None**

c.) **Approval of Resolution No. 17-07, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Provide Adjustments to Various DRPT Grants Affecting the FAMPO Region – Mr. Daniel Reese**

Mr. Reese advised that Resolution No. 17-07 is requesting approval of amendments to the FY2015-2018 Transportation Improvement Program (TIP) for both the Rappahannock Area Agency on Aging (RAAA) and Fredericksburg Regional Transit (FRED).

Mr. Reese relayed that for FRED, the revisions were just financial adjustments so no Resolution of Support is required. However, for the RAAA, there were amendments made to the DRPT grants that are for capitol and operational funding allocation changes.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-07 was adopted.

d.) **Approval of Resolution No. 17-09, Authorizing Staff to work with the Foursquare Integrated Transportation Planning Consulting Team to Execute a Study of Bike Share Feasibility and Bicycle Infrastructure Improvements – Mr. Nicholas Quint**

Mr. Quint advised that staff has been working with Foursquare Integrated Transportation Planning Consulting team to execute a study of bike share feasibility and bicycle infrastructure improvements. There are two phases to the study that deal with the City of Fredericksburg.

The first phase is looking at bike share feasibility and the second phase will feed into the LRTP efforts and focus on bicycle infrastructure and what would be needed to implement a bike share feasibility program. Mr. Quint advised that the total cost of the study is \$50,000 and is being paid for with RSTP funds and is to be completed by August of 2017.

Mr. Milde asked if this is a genesis of bike share programs he has seen elsewhere – i.e. in Arlington County; if a private industry came and asked staff to do the study; or did the local MPO pay for a study to determine if it was necessary.

Mr. Quint stated that staff was approached by consultants in January to look into this issue. Mr. Quint advised that it was not Foursquare who approached staff but it is an issue that has been requested to be studied from the MPO.

Mr. Milde asked if the City of Fredericksburg has already taken a position on this. Mr. Kelly stated that it has been discussed but no action has been presented or taken to date. Mr. Ross asked if the study would include Spotsylvania and Stafford Counties as well or just the City of Fredericksburg. Mr. Ross also asked what the outcome of the study is to be. Mr. Quint stated that the infrastructure improvements are just for the City of Fredericksburg. As far as the LRTP update, FAMPO staff will be looking at the four counties (Caroline, King George, Spotsylvania and Stafford) as well as the City of Fredericksburg.

Mr. Quint stated that the bike share program is loosely attached to the City, but its exact footprint will be determined from the study results. Mr. Ross stated so then the output from the survey would determine what infrastructure would be needed for bicycle trails, etc. for the City of Fredericksburg and Phase 2 would be how to implement a bike share program.

Mr. Quint stated that there will be a lot that goes into the bike share feasibility program. In Phase 2, this will also include a business plan, marketing components, etc. Mr. Quint stated that the idea behind a bike share infrastructure improvement component is that this is one thing Washington, DC did not do when their bike share program was implemented. Mr. Quint stated that staff is trying to be proactive and think ahead and be able to better determine what gaps should be closed within the current bike/trail system to make a bike share program more feasible.

A question was asked what would be involved within the business plan. Mr. Quint stated that the plan would look at alternatives and options – i.e. what would happen if the City took this project on? Would it become a function of FRED; would it become the responsibility of private entities such as the University; etc.

Mr. Ross stated that he is all for bike sharing and bicycle paths, but this seems like a lot of money for a study. Mr. Ross stated that he would rather build a bicycle trail for \$50,000 than pay \$50,000 to do a study.

Ms. Bohmke asked for clarification as to why a study would be done to only service one area, being the City of Fredericksburg, and not also include the counties of Spotsylvania and Stafford. Mr. Quint stated that the counties are not to be excluded, but the starting point and core place would be the City and then the numbers would need to be run to determine which portions of the neighboring counties would make sense for them to be included within a regional bike share program.

Mr. McLaughlin stated that this is not infrastructure related but instead is simply a business that rents bicycles. Mr. Quint stated that there are two separate phases to the study. The first phase would be determining the infrastructure. Mr. McLaughlin asked for clarification on what the actual infrastructure is.

Mr. Quint relayed that the infrastructure phase would be focusing on bicycle trails, bicycle lanes, pedestrian sidewalks, etc. that would help in accessing bicycle shared stations. Mr. McLaughlin stated then that Phase 2 would be the actual twenty “rent-a-bikes” business. Mr. Quint concurred.

Mr. McLaughlin stated that this part of the study is private and is a business so it seems that the business would come forward with an economic incentive package offering to implement a bike share program as opposed to the government paying for a private business endeavor.

Mr. Quint advised that the programs implemented elsewhere are not necessarily private, as in many smaller cities the localities are paying to have a system in place. Mr. McLaughlin asked if there is data available that shows the programs in place and shows that the programs are in fact making money.

Mr. Quint stated that he was sure data was available but is not accessible tonight. Mr. McLaughlin stated that the Committee needs this type of data on hand before \$50,000 of taxpayer money is spent to understand whether programs elsewhere have in fact been effective.

Mr. Withers asked if the fact that the City already has bicycle trails in place was a lead factor in having the process begin in the City. Mr. Quint stated that this certainly plays a role as well as the city has a gridded street network in place. Mr. Quint stated that the City also has a large university whereby freshman who live on campus are not allowed to have a vehicle parked on campus.

Mr. Milde stated that RSTP money is real money for building pavement so this is money that can be used for roads. Mr. Agnello stated that RSTP funding can be used for a broad range of transportation projects including highway projects. Mr. Milde asked if the bike share systems in place like in Arlington are being subsidized or is this a program without government subsidy. Mr. Quint stated that he believes they are subsidized programs.

Mr. Milde stated that both the City of Fredericksburg and the County of Stafford are spending a lot of money into brand new bike trails so a study has already occurred to ensure that the bicycle trails are adequate. Mr. Milde stated that he was not trying to place disservice to the study but it seems easy to throw \$50,000 around as if it is not real money, and instead of using the money for a study that we would want to issue an RFP and let them do the work towards implementing a program.

Mr. Milde stated that he does not think a study is needed; however, would be interested in finding out what improvements are needed and would like to know if a bike share business would require it being a subsidized program. Mr. Milde stated that he feels the State should be a willing partner with the City/Counties if the existing trails can be connected. Mr. Milde stated that he would like to have more profitability data on other programs elsewhere before spending \$50,000 on the study here.

Mr. Kelly asked Mr. Milde if he was making a motion to defer. Mr. Milde concurred. Mr. Kelly asked for clarification to Mr. Quint as to what the Policy Committee is looking for. Mr. Milde stated that he would like to have data that indicates how much money regions are paying to bike share companies; is the money just seed money or ongoing; provide data on cost to implement an RFP; and lastly to have the University at the table and have them play a more active role in the process. Mr. McLaughlin stated that this would be great business-case study for a graduate student from the University instead of the MPO paying \$50,000 for a company to complete the study. Mr. Benton asked for clarification that the consultants approached FAMPO. Mr. Quint concurred that staff was approached by a consultant who was trying to drum up business. Mr. Benton asked if FAMPO takes a position on this type of request.

Mr. Agnello advised that over the years various consultants have approached the City in regard to implementing a bike-share program. One of the catches is that no one knows how much it would cost, for both the initial capital cost and then the ongoing operational costs. This type of study was intended to get to the bottom of these questions. The other aspect is for the connectivity issues with the existing trails and the different bike infrastructure within the City, as well as for other types of bicycle infrastructure such as bicycle repair stations, etc. Mr. Agnello stated that there has been a lot of discussion between FAMPO and City staff regarding this topic. In the future, FAMPO/GWRC will have significant resources from transportation that can only be used for bicycle/pedestrian and non-pavement projects from the Transportation Alternatives Program from FAMPO and 5307 funding from GWRC. One intent of the study was to identify potential improvements that these funding sources could be used for.

Mr. Kelly stated that as we are trying to become multimodal and more citizens are using bicycles to ride to work, that if we were to look at this issue throughout the entire region with regard to funding smaller projects that can be incorporated into larger projects for funding this may make more sense in the long-term for everyone.

Upon motion by Mr. Milde and seconded by Mr. Withers, with Mr. Benton voting no and all others concurring, Resolution No. 17-09 was deferred to the October meeting for action with a request that additional feedback be brought back for discussion.

**e.) High Speed Rail Effort Update – Mr. Paul Agnello**

Mr. Agnello advised that Resolution No. 17-05 is included in tonight's agenda packet, and this is the Resolution that staff was asked to develop at the July meeting stating the MPO's opposition to the proposed eastern by-pass alternative option from the EIS study underway by DRPT. Mr. Agnello stated that also included are the Resolutions in opposition from the Spotsylvania and Stafford Boards of Supervisors. Mr. Agnello stated that from the July meeting there were 41 questions submitted to DRPT for follow-up, and these are included in tonight's packet for reference as well.

Mr. Agnello advised that the CTB is meeting in Fredericksburg tomorrow and Wednesday. On Tuesday's agenda, a presentation will be given by DRPT in regard to the DC2RVA rail project. Mr. Agnello relayed that the CTB meeting is open to the public.

Mr. Kelly stated that as of now, DRPT is continuing with their study and plan to release initial recommendations with alternatives in the late November/early December time frame. Once this has been done, it will go into a public review process and FAMPO again will have the opportunity to discuss and weigh-in from the body, and then DRPT will go from there. Mr. Kelly introduced Ms. Jennifer DeBruhl who is now representing DRPT and will be attending FAMPO meetings over the next several months.

Mr. Benton stated that he still sees a lot of "still being evaluated" replies on the question/answer sheet included in tonight's agenda packet in regard to the questions submitted at the July meeting. Mr. Kelly stated that the process with DRPT is ongoing. Mr. Benton stated that he did not see any new or updated information from DRPT than what has been previously presented so has there been

any change in status. Mr. Kelly stated that as of now, all of the original alternatives previously discussed are still on the table and none have been removed or amended to date.

**f.) Atlantic Gateway Program FASTLANE/TIGER Grant Funding Update – Mr. Paul Agnello**

Mr. Agnello stated that overall the news to the region was good and staff applauds the State for the work completed in securing the FASTLANE grant. Mr. Agnello advised that at the time of the July meeting, we did not know what the status of the TIGER grant application request was.

Mr. Agnello advised that the State requested \$200 million from the FASTLANE program and \$25 million from the TIGER grant. Mr. Agnello stated that USDOT has informed the State that we did not receive any funding from the TIGER grant application; however, we did receive additional funding from the FASTLANE grant which was the larger of the two funding programs that were available. Mr. Agnello advised that out of the \$200 million that was requested from FASTLANE, the State received \$165 million. Ms. Parker stated that VDOT is working closely with Transurban to determine what options are now available and when these negotiations are completed, the information will be shared.

**g.) Smart Scale Process and FAMPO/GWRC Applications– Mr. Paul Agnello**

Mr. Agnello advised that six regional projects were submitted for consideration from three different agencies: two from FAMPO; three from GWRC; and one from NVTC.

**i. FAMPO/GWRC Regional Projects**

Mr. Agnello advised that the two priority projects submitted by FAMPO are the following: the number one project is the Northbound Rappahannock River Crossing with an estimated cost of \$152 million. Mr. Agnello relayed that the VDOT study is underway to review the cost estimates and the need for the “Northern Tail” and Flyover Ramp to Route 17 westbound. Mr. Agnello stated that the results of the study are expected in late September. Mr. Agnello relayed that regional efforts are underway to develop some near-term funding for the PE phase for approximately \$2 to \$3 million; and the number two project is the Route 610 Direct Connect Ramp to the I-95 Express Lanes and a 400 space expansion to the Mine Road Park & Ride lot with an estimated cost of \$32.6 million.

Mr. Agnello advised that the three projects submitted by GWRC are as follows: the VRE Station improvements at both Brooke & Leeland Road with an estimated cost of \$40.9 million. This project also includes adding an additional 225 spaces at the Leeland Road parking lot and a bicycle/pedestrian trail, with an estimated cost of \$4.8 million total; the second project is the new park and ride lot on the Route 3 East corridor in Stafford County with an estimated cost of \$6.7 million; and the third project is the new Lafayette Boulevard bike/pedestrian trail that will connect to the VCR trail in the City of Fredericksburg with an estimated cost of \$2 million.

Mr. Agnello relayed that the project being submitted by NVTC will require FAMPO endorsement by the December 1<sup>st</sup> deadline and this is the larger VRE Fredericksburg Line Capacity improvement project with an estimated cost of \$96 million.

Mr. Milde stated as the city/counties are putting up their own transportation dollars and their own matching abilities against revenue sharing to get some engineering work completed sooner for the

Northbound Rappahannock River Crossing project. Mr. Milde asked if the localities are convinced to each put up \$500,000 in addition to the match, do we then take the money out of the project later if it is fully funded in Smart Scale or are we going to lessen the amount asked in the Smart Scale application.

Mr. Agnello stated that the project cost is \$152 million so if \$2 million were raised, then the request amount would decrease to \$150 million. Mr. Milde stated these questions have arisen as a result of emails submitted prior to tonight's meeting. Mr. McLaughlin stated that he thought revenue sharing projects could not be used for interstate projects. Ms. Parker stated this is correct; however, she did not get copied on the emails in question so she cannot comment.

Mr. Agnello stated that for FAMPO, the number one priority project still is the Northbound Rappahannock River Crossing project. However, the project does have some unresolved issues and VDOT is still studying all alternatives. The original flyover ramp to Route 17 westbound could potentially be scaled back. Mr. Agnello stated that VDOT is still determining if a "Northern Tail" will still be needed heading from Route 17 towards Centreport Parkway. Mr. Agnello relayed that the FAMPO I-95 Study recommended that a fourth lane would in fact be needed by 2040.

In regard to the second FAMPO priority project, which is the Express Lane Direct Connection at Route 610 and the Mine Road Park and Ride Lot Expansion, the following revisions have been made.

The original concept for the Route 610 Express Lane connection has slightly changed from what was presented in July. In July, the preferred alternative would have resulted in the purchase of additional right-of-way. The new alternative being studied is now to have entry from the southbound ramp, and the on-ramp to the express lanes would split from this ramp. This alternative is lower in cost because no right-of-way acquisition is needed. There was also an earlier concept that would have gone into a T ramp on the Garrisonville Road Bridge that could potentially cause more negative impacts to Route 610 at Garrisonville Road with traffic operation issues. Mr. Agnello stated that the new concept being evaluated provides two benefits that the other two options did not.

Mr. Milde asked what kinds of problems occurred with a T-ramp design as he has seen this design used in other areas and appears to be effective. Mr. Agnello stated that the other areas that have implemented a T-ramp design were specifically built for this type of ramp and the particular bridge involved on Route 610 was not designed to accommodate a T-ramp. Mr. Milde asked if the proposed changes are strictly cost issues. Mr. Agnello stated that cost is a factor; however, is also potentially a traffic operations concern as the existing bridge may not be designed to accommodate a new traffic light, new turn lanes, a ramp installed in the middle of the bridge, etc.

Mr. Milde stated that he assumed the T-ramp design would have been sized for the bridge to fit it. Mr. Milde asked if the changes are due to the contingency that would be receiving an additional \$25 million from the TIGER grant and now have to scale back as that grant was not approved.

Mr. Milde stated that Stafford County has combined all of its efforts into the Atlantic Gateway application, so he is having a hard time understanding where one funding source starts and another stops. Mr. Milde asked if there is any correlation between the money that is available from the Atlantic Gateway versus what is now being asked for within the Smart Scale process. Mr. Agnello

stated that the Route 610 Direct Connect ramp was not included in the Atlantic Gateway program. Mr. Milde stated that discussions before had indicated that without the Northern Tail there would be immediate additional traffic jams as soon as everyone gets off of the bridge. Mr. Agnello stated that are additional advantages with the Atlantic Gateway project that would include widening the existing bridge that were not available with the original concept. Mr. Milde asked Mr. Agnello if he thought the Northern Tail was still needed. Mr. Agnello stated that personally he did feel it was needed; however, as Smart Scale applications and project funding received double the number of projects this year than before and funding allocations will be less, so the State is looking at accomplishing projects that will improve the current transportation system but are ones that are cheaper to complete. Mr. Agnello stated that the Northern Tail option is new; with no budgeted funds or UPC allocated, so if it were added to the NB River Crossing project, there could be a significant additional cost.

Ms. Parker stated that VDOT is not saying that the Northern Tail is not needed, but the need and funding could be forty years out from now. Ms. Parker stated Atlantic Gateway and FASTLANE are both being tied into the Smart Scale submissions. Mr. Milde stated that was exactly his initial question and he appreciated VDOT answering the question.

Mr. Kelly stated that everyone realizes what the constraint issues are and he thinks there is a constraint issue as well with the VRE trains, the cost factors, where the money is, etc. Ms. Parker stated that for the flyover ramp, this item specifically would require VDOT to purchase a lot of commercial properties and the time this was initially discussed we did not have Smart Scale. So now, we have a constrained budget that has to be adhered too so cheaper options are being looked at that will accommodate the same amount of traffic relief.

In regard to the FAMPO project for the Mine Road park and ride lot expansion, Mr. Agnello advised that the existing lot today is often at capacity and there are also conflicts there between the vanpool commuters and the slugging commuters, so having additional spaces there could help to mitigate these conflicts.

Mr. Agnello advised that this project is in line with the Route 610 direct ramp just mentioned. The State felt there was synergy between the two and that the Smart Scale process the way it is developed gives weight and benefits to TDM projects that are combined with an express lane project, which may allow for the project to score better.

Mr. Agnello stated that this project has an estimated cost of \$14.1 million and will add an additional 400 spaces. Mr. Ross stated that \$14 million for 400 spots is \$35,000 per space. Is land acquisition why the cost is so expensive?

Mr. Agnello stated that there are right-of-way costs involved as the public sector does not currently own the land. Mr. McLaughlin stated that he was certain there is less expensive land available in Stafford County. Mr. Agnello relayed that the Massaponax lot in Spotsylvania that was recently funded in the last round of the Smart Scale process averaged \$24,000 per space, so there is the possibility that the spaces could end up costing less. Mr. Agnello stated that the Smart Scale process requires the State to be very conservative with cost estimates because if the project is awarded they need to live within the budget allocated and if they do not, they could be forced to forfeit the money allocated unless additional funding is provided.

Mr. Ross stated that Spotsylvania County was looking at the cost of a parking garage in conjunction with the baseball stadium at a cost of \$12 million, so is this an option that also may be considered? Mr. Agnello stated that a parking garage is structured parking and would be significantly more expensive than the surface lot expansion being proposed for Mine Rd.

Mr. Milde stated that Stafford County does not have any structured parking lots as no one has ever found it to be cost effective. Mr. Agnello stated that if structured parking was pursued, the cost would have been much higher than \$14.1 million. Mr. Ross asked why this is if you are using the same land you already have and do not have to acquire new land. Mr. Agnello stated that structured parking facilities always come with a higher cost associated to them. Mr. Ross stated that the only reason the structured parking should be higher is if you are purchasing very expensive property. Ms. Shropshire stated that the right-of-way cost is estimated to be \$6 million and the construction cost is estimated to be \$7 million.

Mr. Milde asked how many spaces are currently at the Mine Road lot. Ms. Utz advised that there are over 700 spaces now so that would require you having to build an additional 1,100 spaces in the same spot if structured parking was utilized. Ms. Utz relayed that this lot is consistently at 100% capacity. Mr. Kelly stated that he feels “speed and need” are the key factors, so a parking lot expansion is the quickest avenue for rectifying the current need.

Mr. Benton requested that before any final decisions were made on whether to just expand the existing lot, that all options be reviewed to include: expansion of existing lot; construction of a new lot; and a structured parking garage with cost estimates for each option so the committee can have this information for review prior to any decision being endorsed.

In regard to the GWRC projects, the number one project is the VRE Station improvements to both the Brooke and Leeland Road stations with a total estimated project cost of \$40 million. Mr. Agnello stated that the total cost estimate does not include the HB2 allocations so the requested need would ultimately be less. Also, this project has a significant amount of funding already applied to it, which reduces the cost needed to fully fund the project.

Mr. Agnello stated that this project will include a second platform that will accommodate the high-speed rail project; will result in extensions of the existing platforms; and will provide for bicycle/pedestrian improvements.

Mr. Agnello advised that recent survey counts that were completed on a Tuesday in May showed out of 847 spaces there was one available space. Mr. Agnello stated that there is a gravel surplus lot there now; however, it is scheduled to go away in the near future as it is slated for a commercial development. Mr. Agnello advised that Stafford County owns a three-acre lot adjacent to the existing lot, and this is where the proposed parking expansion for the additional 225 spaces would occur. Mr. Agnello relayed that the estimated cost is \$4.7 million which is included in the \$40.9 million total cost and is a cost that would also not have been included last year.

Mr. Agnello advised that a new park and ride lot is proposed in southeastern Stafford County on the Route 3 East corridor that would primarily service the Dahlgren commuting workforce. This proposed site is the former Renaissance Faire location. Mr. Agnello stated that this site provides the

following advantages: already previously used for parking; has an entranceway already in place; and is on level ground. Mr. Agnello stated these factors will help in keeping the total project cost down. The estimated project cost is \$6.7 million for 300 spaces with the potential to expand to a total of 500 spaces.

Mr. Agnello advised that the third GWRC project is a bicycle/pedestrian connector along Lafayette Boulevard between Twin Lake Drive and St. Paul Street. This project will extend from a proposed development to the Twin Lakes neighborhood. Mr. Agnello relayed that there are right-of-way costs that will be incurred along Lafayette Boulevard and the estimated project cost is \$2 million.

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

- 1 – continue working with the State to complete the FAMPO/GWRC project applications by the September 30<sup>th</sup> deadline;
- 2 – revise the July Resolutions for FAMPO and GWRC Smart Scale projects for action in September (Resolutions are included in tonight’s agenda packet as Action Items);
- 3 – CMAQ/RSTP allocations to Regional Smart Scale projects (Action Item for September) – Mr. Agnello advised that this was a request from the State that MPO’s could consider including MPO funding that has been allocated to FY2023 that could help to increase project scores, could help to demonstrate regional support, and could help to expedite project schedules; and
- 4 – FAMPO approval of the NVTC locality Smart Scale application (resolution is required by November 30<sup>th</sup>, 2016 so will be presented as an Action Item in October)

Mr. Agnello advised that support and resolution for the larger Fredericksburg Line VRE improvements (the NVTC application) is needed by November 30, 2016. Mr. Agnello relayed that VRE representatives will be at the October Policy Committee meeting to provide a presentation and updated to the committee. Mr. Agnello stated that the additional FAMPO locality projects will also require FAMPO approval and these will be submitted to the Policy Committee in the October timeframe as well.

- ii. George Washington Region Transportation Opportunities for Regional Economic Growth
- iii. Approval of Resolution No. 17-10, Authorizing Support for GWRC and FAMPO Smart Scale Candidate Projects

Mr. Agnello advised that Resolution No. 17-10 is asking for approval on the GWRC and FAMPO Smart Scale candidate projects to be submitted. Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Resolution No. 17-10 was adopted at the September meeting.

- iv. Approval of Resolution No. 17-11, Authorizing Staff to Transfer CMAQ/RSTP Funding Allocations to Support FAMPO/GWRC Regional Projects

Mr. Agnello advised that Resolution No. 17-11 is asking for approval to authorize staff to transfer CMAQ/RSTP funding allocations to support the GWRC and FAMPO projects. Upon motion by Mr. Milde and seconded by Mr. Steigerwald, with all concurring, Resolution No. 17-11 was adopted at the September meeting.

### **FAMPO CORRESPONDENCE**

Included in agenda packet and are self-explanatory.

### **STAFF REPORT**

Mr. Agnello advised that staff is looking to hire an intern so if anyone knows of a college student, etc. who is looking for an internship opportunity for them to please contact Daniel Reese. Mr. Agnello also advised that included in tonight's hand-outs is a calendar that gives dates for all of the FAMPO committee meetings for the remainder of the year. Mr. Agnello relayed that beginning in October, the Technical Committee meetings will be held on the 1<sup>st</sup> Monday of each month, beginning at 9:30 a.m., rather than on the 2<sup>nd</sup> Monday as was previously in place. Mr. Agnello stated that by having the meetings a week earlier will allow the Policy Committee to be in receipt of their meeting materials earlier in the month.

Ms. Brabo asked if the intern had to be a college student as the DECA program at King George High School has a program that works with high school seniors getting them exposed to the job market, job opportunities, etc. Ms. Donley stated that as this intern would need to be working in the FAMPO office that she did not think it would be applicable to high school seniors.

### **MEMBER REPORTS**

Mr. McLaughlin asked for clarification in regard to the Resolution that was deferred until next month if Foursquare was the consulting firm who initially approached FAMPO staff in regard to implementing a bike share program. Mr. Quint stated that Foursquare is the consulting firm staff has chosen to work with; however, Foursquare was not the firm who made the initial contacts.

Mr. Kelly stated that as FAMPO Chair, he will be given an opportunity to address the CTB on Wednesday morning. Mr. Kelly stated that he intends to address the following items with the CTB to include: asking for support for projects being applied for; asking for continued assistance to go beyond Massaponax further South; consistency and clarity on Smart Scale formulas and how projects get scored; the fact that all jurisdictions have a concern with the Atlantic Gateway train, bus and multi-modal issues and with our ongoing financial restraints and the restraints also affecting VRE/PRTC that he thinks it would be appropriate to apprise the CTB that if we are serious about dealing with the Atlantic Gateway project then we need to be looking for new projects while still taking care of those projects we already have made efforts to put into place; indicate that the MPO looks forward to continue working with the State and Federal representatives; and that no comments will be made to the CTB in regard to the High Speed Rail issues. There was concurrence from the members that these would be items of significance to speak to the CTB about.

Ms. Brabo also asked that consideration be given as FAMPO moves forward with corridor studies and the State wanting to designate the Route 301 corridor as an alternative to I-95 that the CTB be reminded that the Harry Nice Bridge project is the hic-cup in this alternative moving forward.

### **FAMPO COMMITTEE MEETING MINUTES**

The minutes from both the FAMPO CTAG meeting and the FAMPO Technical Committee meeting are included in tonight's agenda packet.

### **ADJOURN FAMPO MEETING/NEXT MEETING, OCTOBER 17, 2016**

The FAMPO meeting for September 19th was adjourned at 8:15 p.m. The next meeting will occur on October 17, 2016 at 7:15 p.m.