



**Policy Committee Meeting Minutes  
July 21, 2014**

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

**Members Present:**

Mr. Paul Milde, County of Stafford (Chair)  
Mr. Matt Kelly, City of Fredericksburg  
Mr. Mark Whitley, City of Fredericksburg (Alternate)  
Mr. Bill Withers, City of Fredericksburg  
Mr. Doug Barnes, Spotsylvania County  
Mr. Tim McLaughlin, Spotsylvania County  
Mr. Paul Trampe, Spotsylvania County (Alternate)  
Mr. Anthony Romanello, Stafford County  
Mr. Alfred Harf, Potomac and Rappahannock Transportation Commission (PRTC)  
Ms. Marcie Parker, Virginia Department of Transportation (VDOT)

**Others Present:**

Mr. Hap Connors, CTB  
Mr. Nick Donohue, Deputy Secretary of Transportation  
Mr. Chris Arabia, DRPT  
Mr. Dale Hendon, Chamber of Commerce  
Ms. Michelle Kimble, VDOT  
Ms. Allison Richter, VDOT  
Mr. Jason Robinson, VDOT  
Mr. Craig Van Dussen, VDOT  
Mr. Scott Shenk, Free Lance Star

**Citizens:**

Mr. Rupert Farley, Citizen – TAG Representative – Spotsylvania County  
Ms. Fran Larkins, Citizen – TAG Representative – Stafford County

**Staff Members Present:**

Mr. Tim Ware, GWRC Executive Director  
Mr. Andy Waple, FAMPO  
Ms. Marti Donley, FAMPO  
Mr. Daniel Reese, FAMPO  
Ms. Diana Utz, GWRC  
Ms. JoAnna Roberson, GWRC

## **CALL FAMPO MEETING TO ORDER**

Chairman Paul Milde called the meeting to order at 7:15 p.m.

## **DETERMINATION OF QUORUM**

Mr. Waple advised that a quorum was present.

## **APPROVAL OF FAMPO AGENDA**

Mr. Waple advised that there was an addition to the agenda. FAMPO Resolution 14-22, recognizing the service of Matthew J. Kelly as FAMPO Chairman. Upon motion by Mr. Kelly and seconded by Mr. Barnes, with all concurring, the agenda was approved as amended.

## **PUBLIC INVOLVEMENT**

None

## **CHAIRMAN'S COMMENTS**

Mr. Milde stated that he was looking forward to serving as Chair for the upcoming year and that he looked forward to the committee continuing to move forward regarding the region's transportation issues. Mr. Milde also welcomed Deputy Secretary of Transportation Nick Donohue.

## **ACTION ITEMS**

### **a.) Approval of FAMPO Minutes of June 16, 2014 – Mr. Andy Waple**

Mr. Milde advised that Mr. Farley had submitted some revisions to be made on what he said at the Public Hearing. Mr. Milde relayed that Mr. Farley's requested revisions were not received in time to change them on the minutes included in tonight's agenda packet but the revisions will be made after the conclusion of tonight's meeting and the revisions are as follows:

Mr. Farley stated that he would like to propose that the Policy Committee form a legislative committee that goes to Richmond to insist that developers become financially responsible for paying 100% of the impact fees for all new developments. Mr. Farley also stated that FAMPO needs to be campaigning for transit funding as well with the Washington, DC legislators. Mr. Farley stated that he would like to see both of these items referenced within the TIP.

Upon motion by Mr. Kelly and seconded by Mr. Barnes, with Mr. Trampe and Mr. Withers abstaining, and everyone else in consensus, the minutes from the June 16<sup>th</sup> meeting were approved as submitted, with the amendments to be made after the conclusion of tonight's meeting.

**b.) Approval of Resolution No. 14-19, Amending the Fiscal Year 2012-2015 Transportation Improvement Program (TIP) to Update Fiscal Year 2015 Federal Funding – Mr. Andy Waple**

Mr. Waple stated that the Policy Committee approved the FY2015-2018 TIP in June, but it could not be amended until the Statewide TIP (STIP) is approved by FHWA/FTA, so therefore we are amending the Fy12-15 TIP and the amendments will be rolled over to the FY15-18 TIP when it is approved.

FAMPO Resolution No. 14-19, includes the updated FY2015 federal funding allocations as a result of the approval of the FY15-20 SYIP by the CTB.

Upon motion by Mr. Kelly and seconded by Mr. Barnes, with all in consensus, Resolution No. 14-19 was adopted.

**c.) Approval of FAMPO Resolution No. 14-20, Amending the Fiscal Year 2012-2015 Transportation Improvement Program (TIP) to Close Out and Transfer Funds from Completed Projects and to Transfer Funds to Award the Construction of the Onville Road Intersection Improvement Project (UPC #93225) – Mr. Andy Waple**

Mr. Waple advised that Resolution No. 14-20 is an amendment to the FY2012-2015 TIP as some projects have now been completed and the projects have minor surplus balances remaining that is being requested to be transferred to other projects. Mr. Waple also advised that the second part of this Resolution will transfer funds from the partially funded City VRE Parking Structure project and a completed widening of Garrisonville Rd. project in order to award the Construction of the Onville Rd./Garrisonville Rd. Intersection Improvement project.

Upon motion by Mr. Kelly and seconded by Mr. Romanello, with all in consensus, Resolution No. 14-20 was adopted.

**d.) Approval of Resolution No. 14-21, Endorsing the Rodney Thompson Middle School Sidewalk Project for Fiscal Year 2015 Transportation Alternatives Funding – Mr. Andy Waple**

Mr. Waple advised that Resolution No. 14-21 is an application for Transportation Alternatives program funding and this particular funding is part of the DC, MD, VA TMA set-aside. As a result, Northern Stafford County is the only locality eligible to receive the funding. Mr. Waple stated that the sidewalk project will cost approximately \$12,300 and will connect a neighborhood with a Middle School near the Stafford Courthouse area.

Upon motion by Mr. Romanello and seconded by Mr. Kelly, with all in consensus, Resolution No. 14-21 was adopted.

**e.) Approval of Resolution No. 14-22, Service Recognition for Mr. Matthew Kelly – Mr. Andy Waple**

Mr. Milde stated that Resolution No. 14-22 is to recognize Mr. Matt Kelly's service as Chairman of the Fredericksburg Policy Committee over the last year. Mr. Milde stated that Mr. Kelly's willingness to serve and to positively represent the region is an asset.

Mr. Kelly stated that he had enjoyed serving as the Chairman and that he looks forward to the continued and ongoing regional cooperation displayed by the committee.

Upon motion by Mr. Harf and seconded by Mr. Withers, with Mr. Kelly abstaining and all others in consensus, Resolution No. 14-22 was adopted.

## **DISCUSSION ITEMS**

**a.) House Bill 2 and VTrans 2040 Update** – Mr. Andy Waple & Mr. Nick Donohue, Deputy Secretary of Transportation

Mr. Donohue relayed that the data gathering process is just underway and that presentations will continually be made to the MPO's across the State with updates over the next several months. Mr. Donohue advised that House Bill 2 (HB2) requires that the Commonwealth Transportation Board develop a state-wide project prioritization process. The CTB must use quantifiable and objective measures that involve the following factors: congestion mitigation, economic development, accessibility, safety, environmental quality, & land use and transportation coordination criteria.

Mr. Donohue stated that the CTB will weigh measures differently for each region within the State. Mr. Donohue relayed that the higher ranking of a project does not guarantee that it will in fact be a project that gets moved forward. At a minimum, the CTB must weigh the factors by specific construction districts and that projects will be considered against other projects on a state-wide basis. Funds that must be prioritized will include both state and federal highway funds.

Mr. Donohue advised that excluded projects are those classified as re-construction and rehabilitation projects; certain state and federally funded sourced projects such as revenue sharing projects, CMAQ, HSIP and projects that have secondary/urban funds allocated. Mr. Donohue stated that funding allocations under the CTB \$500M formula still apply and funds will be prioritized within the projects falling into the following allocations: high priority projects, public-private partnerships, & smart roadway projects.

Mr. Donohue stated that the HB2 screening/prioritization process includes only projects that meet a capacity need and are identified in VTrans 2040. These would include: corridors of state-wide significance, regional networks, & improvements that will promote urban development areas. The CTB must also consider highway, transit, rail, road, operational improvements, & transportation demand management projects.

Mr. Donohue advised that moving forward on HB2, Secretary Layne has established an executive work group that will oversee the implementation with focus on the following: identification of the impacts to the Six-Year Improvement Program, measured outcomes for the required factors, coordination between local governments & regions on the weighing factors, & development of a process to solicit candidate projects for screening & prioritization criteria.

In regard to the Six-Year Improvement Program, HB2 has a work group that is reviewing the FY15-20 Six-Year Improvement Program that will be identifying projects that will be subject to the de-allocation status. Mr. Donohue stated that a draft plan will be released by early October and that public hearings will be held in conjunction with the fall SYIP meetings. Mr. Donohue relayed that the CTB will consider the revised FY15-20 SYIP at their upcoming November meeting.

Mr. Donohue relayed that there will be significant public input requested as the process is developed and will consist of public meetings, presentations at MPO & PDC meetings, association meetings, public events & regional workshops. Mr. Donohue stated that the MPO needs to provide insight, input & guidance and each region needs to determine what the most important criteria is for them. Mr. Donohue stated that the CTB does not want to dictate to a region what it's most important project should be. Mr. Donohue stated that currently HB2 is requesting the following from FAMPO:

that they become engaged within the development of VTrans2040 and the state-wide prioritization process;

that they provide examples of measures the CTB believes accurately examines the required factors; and

that they initiate discussion of the importance of the required factors throughout the region

The following comments/questions were made by the Policy Committee members:

Mr. Mark Whitley asked in regard to the weighing of traffic congestion by region, would the measures state-wide be the same? Mr. Donohue stated that the measures would be the same but the ratings by each region could be varied.

Mr. Al Harf stated that the Congress has extended the federal transportation authorization to only May of 2015, meaning that further Congressional action will be required soon after the new Congress convenes to insure continued federal funding beyond May. The short term extension to May was driven by the House, in anticipation of a Republican takeover of the Senate after the mid-term election, so an all-Republican-controlled Congress would end up shaping the new, multi-year federal transportation authorization. Mr. Harf went on to observe that the uncertainty hanging over the size and complexion of the new federal authorization is a significant complication for priority-setting and programming of transportation projects in the Commonwealth, since he reckoned that some 40% of the total funding invested in transportation by the Commonwealth is from federal source (Deputy Secretary Donohue replied that the federal share is actually even higher – 50% - validating Mr. Harf's point). Mr. Harf concluded by opining that the Commonwealth has a major stake in the outcome of these Congressional deliberations, and he went on to urge that the McAuliffe Administration be heard on this subject. Mr. Donohue stated that the CTB is aware of this potential dilemma and are pushing for an outcome to the Commonwealth's liking.

Mr. Barnes stated that what has happened before is that localities have presented project priorities and have allocated applicable funding through revenue sharing, CMAQ, etc. and then the State steps in and dictates to the locality what they will be mandated to comply with so how will this

be eliminated now? Mr. Donohue reiterated that this is why the MPO's need to get involved at the on-set to ensure that this region's projects are selected and ranked as a region.

Mr. Kelly stated that the State does not consider a region's growth issues as a ranking component. Mr. Kelly asked what role does land use play into this. Mr. Donohue stated that this will be a hand and hand effort and the CTB will be required to use scoring measures and ranking processes.

Mr. Kelly stated that the State is looking at dynamics – i.e. economic development vs. congestion – Mr. Kelly stated that there is no “or” for this region as it is still the fastest growing region in the State so you cannot define, rate, or compare this fact to other regions. Mr. Kelly stated that the MPO has had projects prioritized consistently in the past but the region is still not receiving the funding that it should be getting. Mr. Kelly stated that project expenses for this region should not be compared to project expenses in Northern Virginia. Mr. Kelly stated that unless all needs can be met, then the projects here will not be fairly or equitably financed. Mr. Kelly stated that he thought a region's growth rate needs to be a weighing component. Mr. Donohue stated that growth rates are in fact imbedded into all plans.

Mr. Milde asked what happens with roads that have now been turned over to developers. Mr. Donohue stated that local roads will remain essentially the same and money is already allocated in the out years and will stay as allocated. Mr. Donohue stated that in November new funding allocations will move forward; in the spring of 2015 actual projects will be included; & in 2016 a new plan adopted.

#### **b.) MAP 21 Metropolitan Planning Rule Changes – Mr. Andy Waple**

Mr. Waple advised that due to the lateness of the evening, that he would just briefly highlight the MAP 21 rule changes and this item can be added to an upcoming agenda where it can be discussed in greater detail.

Mr. Waple stated that the proposed changes includes the following: going to a performance based planning process; for MPO's that also serve TMA areas, their Policy Committees must include representation by public transit providers; MPO's have the option to develop alternative scenario plans within their long-range plans; & environmental programmatic mitigation plans will be included.

Regarding performance based planning, the purpose is that the federal government will establish a transparent & accountable decision-making framework that will identify multimodal capital investments & project priorities and will be applicable to the State, to MPO's, & to Transit providers.

The performance measures will support the seven national goals which are: safety, infrastructure conditions, congestion reduction, system reliability, freight movement & economic vitality, environmental sustainability, & reduced project delivery delays.

An MPO must establish performance based targets that will address the established USDOT performance measures and this will need to occur 6 months after the State's targets are adopted. The

coordination & selection of targets will be consistent with the State and public transportation provider targets. The plan must integrate with other performance based plans – i.e. the Congestion Management Process. Coordination with VDOT and the TPB in updating planning agreements will occur. Performance measures will need to be integrated and tracked in the region’s TIP & LRTP. Mr. Waple advised that the next LRTP is due in April of 2017 and the final approval of the Federal regulations will be effective in the spring of 2015 so the 2017 LRTP will reflect all of the new changes implemented.

In regard to the Public Transportation providers being included, Mr. Waple stated that consensus has been received that FAMPO is already in compliance with this component as 2 of the 3 transit providers already serve on the FAMPO Policy Committee.

The optional scenario development states that a long range plan can consider more than one type of development or investment scenarios. The scenarios may be evaluated using the locally developed measures in addition to USDOT established performance measures. FAMPO is currently undertaking Phase II of its Scenario Planning Process and plans to further integrate it with the upcoming long-range plan update.

Mr. Waple stated that the Programmatic Mitigation Plan gives a provision whereby a State and/or MPO can develop environmental mitigation plans. This Plan will look at all proposed transportation improvement projects within the defined region and identify potential environmental mitigation strategies to mitigate impacts of the proposed projects. The plans will be coordinated with appropriate state agencies and can be developed on a regional or statewide basis.

Mr. Waple stated the implementation schedule reflects the following items:

performance management – requires updates/amendments to the TIP, STIP & long-range plans must be in compliance within 2.5 years after the effective date of the performance management rules.

Aside from safety, USDOT is still in the process of defining the performance measures & penalties for failure to meet stated performance targets & this will affect the States, MPOs, & Public Transportation providers. Mr. Waple stated that the proposed MAP 21 planning regulations are currently open for a 90-day public comment period which will end on September 2nd.

c.) **FAMPO Administrator** – Mr. Paul Milde advised that the July Policy Committee was now adjourned as just the committee members needed to meet in Executive Session in regard to discussion of the FAMPO Administrator’s position.

## **STAFF REPORT**

None

## **MEMBER REPORTS**

None

## **FAMPO CORRESPONDENCE**

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

## **FAMPO COMMITTEE MEETING MINUTES**

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

## **ADJOURN FAMPO MEETING/NEXT MEETING, SEPTEMBER 15, 2014**

The FAMPO meeting was adjourned at 8:42 p.m. The next meeting will occur on September 15, 2014 at 7:15 p.m.