



Policy Committee Meeting Minutes

June 20, 2016

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Members Present:

Mr. Tim McLaughlin, Chair, Spotsylvania County
Mr. Matt Kelly, City of Fredericksburg
Mr. Mark Whitley, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Ms. Ruby Brabo, King George County (Non-Voting Member)
Mr. Paul Trampe, 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. Michele Shropshire, Virginia Department of Transportation (VDOT)
Mr. Tim Roseboom, Department of Rail and Public Transportation (DRPT)
Ms. Nancy Long, Caroline County (Non-Voting Member)
Mr. Hap Connors, Commonwealth Transportation Board (CTB) (Non-Voting Member)
Mr. Todd Rump, Citizens Transportation Advisory Group (CTAG) (Non-Voting Member)

Others Present:

Mr. Paul Prideaux, Baker International
Mr. Rupert Farley, CTAG
Ms. Fran Larkins, CTAG
Mr. Curry Roberts, Fredericksburg Regional Alliance (FRA)
Mr. Keith Dayton, Stafford County
Mr. Stephen Haynes, VDOT
Mr. Tim Davis, Citizen
Ms. Veronica Kelly, Citizen

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Daniel Reese, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Ms. Diana Utz, GWRC
Mr. Tim Ware, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chairman, Mr. McLaughlin, called the meeting to order at 7:19 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Kelly and seconded by Mr. Milde, with all in consensus, the agenda was accepted as submitted.

PUBLIC INVOLVEMENT

Mr. Tim Davis, resident of 3418 Fredericksburg Turnpike, stated that he has attended the recent Board of Supervisor's meetings in Caroline County and Spotsylvania County, and he plans to attend a meeting in Stafford County.

Mr. Davis stated that he is attending all meetings that he can to publically speak out against the proposed Fredericksburg bypass for the DC to RVA High Speed Rail plan. Mr. Davis advised that he, and other property owners, have received a letter regarding the environmental alternatives to houses should an eastern bypass rail option be considered.

Mr. Davis stated that he, and many other neighbors, feels if the high speed rail project is approved that the quality of life, safety and property values for the property owners will be adversely affected. Mr. Davis is asking that the FAMPO Committees and the respective Board of Supervisors in each locality respectfully not support the proposed High Speed Rail project currently being considered by DRPT and the State.

Mr. Rupert Farley stated that he is speaking tonight as a citizen, and his comments are in regard to agenda item 6e – I-95 Phase I Corridor Study.

Mr. Farley stated that he felt there is a major gap in the way the study is being conducted. Mr. Farley stated that he felt there are solutions available that would be less expensive and more sustainable that the consultants have not addressed. Mr. Farley stated that asking the General Assembly for approval to implement tolls on I-95 would be a much cheaper option and would in turn bring in revenue to the region that could be applied to other projects. Mr. Farley asked that this option be considered and moved forward.

CHAIRMAN'S COMMENTS

None

ACTION ITEMS/DISCUSSION ITEMS

a.) Selection of a New Chair and Vice-Chair – Mr. Paul Agnello

Mr. Agnello advised that it is the time of the year whereby positions for Chair and Vice-Chair are appointed. Mr. Agnello stated that the FAMPO committees rotate this position annually, and for the

upcoming fiscal year, the rotation would go to the City of Fredericksburg to serve as Chair and the County of Stafford to serve as Vice-Chair.

Upon motion by Mr. Milde and seconded by Mr. Withers, with all concurring, Mr. Matt Kelly from the City of Fredericksburg was nominated to serve as Chair.

In regard to the position of Vice-Chair, Ms. Sellers recommended Ms. Meg Bohmke; however, Mr. Milde also expressed interest in serving in the position as well. It was a request from the Stafford County representatives that the position of Vice-Chair be deferred until the July meeting so that their respective Board would have the opportunity to discuss and make a recommendation accordingly.

b.) Approval of FAMPO Minutes of May 16, 2016 – Mr. Paul Agnello

Upon motion by Mr. Kelly and seconded by Mr. Milde, with abstentions from Mr. Trampe and Mr. Withers, and all others concurring, the minutes of the May 16th meeting were accepted as submitted.

c.) Major Project Update – Mr. Paul Agnello and Ms. Michele Shropshire, VDOT

Ms. Shropshire with VDOT updated the Policy Committee on projects ongoing within the region. Ms. Shropshire stated that the I-95/Rt. 630 interchange project in Stafford County continues to move rapidly. Ms. Shropshire advised that the total project cost for the interchange only is \$149.5 million and technical proposals are due July 19th; price proposals are due September 1st; CTB is anticipated to award funds in October; and the notice to proceed should be received in November.

Ms. Shropshire stated that the Route 630 widening project (from two to four lanes) is a design-build component of the interchange project, and the project is expected to cost \$36 million. Ms. Shropshire stated that work should begin on the project in FY2017.

Ms. Shropshire advised that the I-95 safety improvement projects at Route 3 has an RFP release date for September, with a public hearing scheduled for July 19th and construction beginning in 2017. Ms. Shropshire stated this project has approximately \$21 million associated with it.

Ms. Shropshire relayed that the 95 Express Lanes southern terminus extension at Exit 143 is a 2.2-mile extension that will move the terminus Garrisonville Road in Stafford County. Ms. Shropshire stated that this project is expected to break ground in July with an opening of the southbound ramp in late 2017/early 2018. The northbound ramp is slated for opening in the summer of 2018.

Ms. Shropshire stated that the I-95 CD Lanes/Rappahannock River Crossing project is a SMART SCALE project that has been fully funded for the southbound portion by the CTB. This project will include collector-distributor lanes built between Route 17 in Stafford County and Route 3 in Spotsylvania County (including new bridge crossings over the Rappahannock River) and will cost approximately \$125 million.

Ms. Shropshire relayed that the Route 17 widening project in Stafford is currently underway and construction ongoing. The project is currently ahead of schedule and was previously set for completion by this December. The project is now expected to be completed by this summer and will cost approximately \$47.3 million.

Ms. Shropshire stated that the Fall Hill Avenue widening project in the City of Fredericksburg is ongoing and work is now focusing on completing the roundabout associated with the project design. The entire project is expected to be completed by January of 2017 and has an approximate cost of \$44 million.

Ms. Shropshire advised that five State of Good Repair projects were approved for this region by the CTB, and this will result in funding of \$127 million over the next six years. Mr. Connors stated that the State of Good repair projects is a topic that needs more detailed explanations as to what is covered, what is not covered, etc., and that presentation should be added as a discussion item for a future FAMPO meeting.

Ms. Shropshire stated that the five projects approved are as follows:

City of Fredericksburg – Chatham Bridge
(Rehabilitation/Replacement)

Caroline County – Route 207 westbound at Mattaponi
(River superstructure replacement)

Spotsylvania County – Route 606 Mudd Tavern Road
(Interstate 95 replacement)

Spotsylvania County – Route 658 Mount Olive Road
(North Anna bridge replacement that is currently closed)

Stafford County – Route 1 over Chopawamsic Creek
(Bridge replacement)

i. Smart Scale Projects Approved in SYIP

Mr. Agnello advised that the Six-Year Improvement Program (SYIP) for FY2017-2022 has been allocated by HB2 (now titled SMART SCALE). Mr. Agnello stated that the Fredericksburg District did well with the SMART SCALE scoring process and now has nineteen projects that will be fully-funded through the construction phase. Mr. Agnello stated that the projects that have been approved are included in tonight's agenda packet for members' review.

d.) US 301/207 Corridor Study Update – Mr. Paul Agnello and Mr. Stephen Haynes, VDOT

Mr. Stephen Haynes advised that VDOT is preparing to complete a study beginning at Exit 104 at Carmel Church in Caroline County and ending at the Harry Nice Bridge in King George County. Mr. Haynes stated that the purpose for the study is to determine if this route could become a viable alternative to I-95 during times of incidents and congestion and to determine the most effective ways of increasing the efficiency, safety and utilization of the Route 207/301 corridor in both the short- and long-term years.

Mr. Haynes stated that the initial data has shown that if there were ever congestion-free opportunities within the region, getting from Carmel Church to Baltimore, whether using the I-95 corridor or the Route 207/301 corridor, equates to essentially the same amount of time and miles travelled. Mr. Haynes

relayed that the study is focusing only on the Route 207/301 corridors in Caroline and King George; however, the traffic generated actually begins in the Hampton Roads/Richmond areas and heads into Baltimore.

Mr. Haynes advised that as a result of recent CTB allocations, over the next six years there will be 18 projects impacting I-95 within the VDOT Fredericksburg District. As these projects move into the construction phase, the region will experience even more congestion. Mr. Haynes stated that the 18 projects here do not include new projects approved for both the Northern Virginia and Maryland areas, which will also add more traffic congestion concerns.

Mr. Haynes stated that an additional short-term goal of the study is to look at the potential of raising the current speed limit along the Route 207/301 corridor. Mr. Haynes stated the study is going to look at determining if the existing highway as built would meet today's requirements for a higher speed limit. Mr. Haynes stated that raising an existing posted speed limit does require legislative action; however, if the current road design meets the safety requirements and is in compliance with the road specifications, etc., legislative action would be pursued.

Mr. Haynes advised that the short-term goals for the study are to formulate strategies and to recommend alternative solutions for encouraging those utilizing I-95 to consider taking an alternative route.

Mr. Haynes stated that another short-term goal is to formulate strategies and solutions that would increase the efficiency and safety throughout the entire corridor, but especially at Route 207/Exit 104 at Carmel Church. Mr. Haynes stated that the corridor currently travels through towns (Carmel Church, Port Royal (Route 17), Office Hall (Route 3), and Dahlgren) which currently experience congestion, and the study could possibly offer alternative routes for more utilization.

For the long-term goals, Mr. Haynes advised that access management strategies will be formulated that would recommend solutions to promote corridor preservation, the anticipation of a higher level of usage, and the likelihood that the Harry Nice Bridge replacement will occur in the future, which will provide the facility a greater capacity of handling additional traffic usage.

Mr. Haynes advised that the study schedule will be as follows: August 2016 – Project Scoping; Stakeholder and public involvement workshops and comment periods to be scheduled; August 2017 – Project Completion date. Mr. Haynes stated that currently the VDOT Central Office is determining whether the study will be completed internally or will be transferred over to a consulting firm to complete.

Mr. Kelly stated that he understands the concept for the corridor study and agrees with moving forward with it. Mr. Kelly stated that he thinks our side of Route 301 is a beautiful drive; however, once in Maryland you come to a complete stop. Mr. Kelly stated that if negotiations with Maryland do not occur and the State of Maryland does not improve its stretch of Route 301, then he wonders how effective the corridor study will be.

Ms. Brabo concurred with Mr. Kelly's comments and stated that already drivers experience a twelve-mile back-up at the bridge. If no pressure is applied to the State of Maryland for the follow-through needed for repairs on the Maryland side, the twelve-mile back-ups currently being experienced would increase to a twenty-four-mile back-up.

Mr. Milde stated that providing alternate traffic options is commendable; however, you have to be able to easily get to the alternative roads. Mr. Milde stated that it is not easy for him to get to US 301. Mr. Haynes concurred that this alternative would not help to resolve the traffic congestion that occurs in Stafford County; however, with signage, awareness, etc. implemented, it could provide alternatives for those travelling the I-95 corridor coming from the south and heading north.

Mr. Withers stated that by studying the corridor and proposing it as an alternative to the I-95 route, it would provide those coming into the region an additional option. Ms. Bohmke stated that she concurs with all of the comments made by other members.

Mr. Haynes stated that right now the project scope has not been developed, but the questions asked/comments made tonight would certainly be considered as the project scope is finalized.

e.) I-95 Phase I Corridor Study Update – Mr. Paul Agnello and Mr. Paul Prideaux, Baker International

Mr. Paul Prideaux, with Baker International, advised that his firm was tasked with developing a master plan for I-95 between mileposts 145 and 125 that considers weekday and weekend travel conditions. Mr. Prideaux stated that project recommendations were made on those that could potentially be phased into smaller projects for consideration under the SMART SCALE program or other grant/funding opportunities. Mr. Prideaux advised that it is anticipated that a Phase II corridor study will begin after Phase I has been completed, and this study is designed to focus on a larger study area that also includes multimodal options.

Mr. Prideaux advised that the I-95 Phase I Corridor Study Advisory Committee consists of representatives from each of the five GWRC jurisdictions, CTAG, Chamber of Commerce DRPT, FHWA, PRTC and VDOT. Mr. Prideaux stated that his firm and the Advisory Committee have met diligently for the last six months to meet the timeline expectations of the Phase I study scope. Mr. Prideaux stated that a final report will be provided at the upcoming July FAMPO meetings.

Mr. Prideaux stated that 20+ alternatives were studied and for each alternative the following criteria was considered: the forecasted increase in person movement compared to the no-build option; a forecasted decrease in person travel delay when compared to the no-build option; physical footprint impacts; consistency of an alternative to be in coordination with local, state and federal plans and policies; planning level cost estimates; and a benefit cost factor.

Mr. Prideaux relayed that the 20+ scenarios studied all included the No-Build alternative, which was used as the modeling base-line. Some of the concepts included in the 20+ scenarios were general purpose lane widenings in select areas; Express lanes extensions to various points; new I-95 access points; Collector-Distributor lanes in key areas; improvements to existing interchanges; or combinations of all of the above.

Mr. Prideaux stated that the Advisory Committee is in concurrence with a draft preferred alternative to be presented to the FAMPO Policy Committee for consideration. The performance, impacts and cost of the various alternatives were used when conducting the screening process which ultimately led to the preferred draft alternative selected.

Mr. Prideaux advised that the rationale used in the recommendation for the draft preferred alternative included the following points:

- 1 - when considering an increase in person throughput and a decrease in congestion delay, the alternative recommended was one of the highest performing among the 20+ tested.
- 2 - the Benefit-Cost Factor of the alternative was the highest of the scenarios tested.
- 3 - the alternative has a more-narrow footprint in comparison to the other alternatives.
- 4 - the modeling for this alternative indicated that it would provide significant relief to the traffic congestion on Route 1 at Exit 126, which could greatly reduce the improvements associated with Jackson Gateway.
- 5 - the alternative selected will not prohibit future extension of reversible express lanes south of the Route 3 interchange.
- 6 - the alternative recommended is also consistent with local County comprehensive plans and other proposals such as the Atlantic Gateway Initiative.

Mr. Agnello stated that the proposed alternative still needs endorsement from FHWA and would require a full IJR completed; however, the initial comments from FHWA is that they verbally support the alternative selected.

Mr. Prideaux advised that the planning level cost estimates were based on data in the 2040 CLRP and are presented from a low to high dollar amount and do not represent any potential local, state, or federal funding or any public/private partnerships.

Mr. Prideaux stated that the matrix included in tonight's agenda packet shows, from start to finish, the alternatives that were eventually ruled out and the recommended alternative (Alternative 7c11).

Mr. Prideaux relayed that elements of the draft preferred alternative could be phased as follows:

- 1 - Pursue design and construction of the northbound Rappahannock River Crossing project;
 - a.) as part of this project, a northern tail should be constructed that includes a fourth General Purpose northbound auxiliary lane from US 17 to Centreport Parkway
 - b.) a supplemental IMR and NEPA documentation should be pursued for a directional flyover from Route 3 eastbound to the northbound CD lanes
- 2 - Pursue design and construction of the 95 Express Lanes extension to US 17
 - a.) Truslow Road and American Legion Road bridges will need

- b.) to be reconstructed/lengthened as an early phase of the project
 - b.) a direct-connect reversible ramp should be constructed from the Route 610 corridor to the I-95 Express Lanes as soon as possible
- 3. - Begin IJR and NEPA documentation
For new interstate access at Harrison Road
- 4 - Pursue design and construction of directional flyover from eastbound Route 3 to northbound I-95 CD lanes
- 5 - Pursue design and construction of new I-95 access at Harrison Road
 - a.) the first phase should include the widening of I-95 and the Harrison Road bridge
 - b.) the second phase should involve the widening of Harrison Road to accommodate future access
 - c.) the final phase should involve the construction of interchange ramps, with the north-facing ramps completed before the south-facing ramps

Mr. Prideaux stated that the listing above is simply a recommendation on how the order could occur. Mr. Prideaux also relayed that some of the projects recommended will take many years to complete; however, some smaller ones can be initiated sooner and one phase could occur before another one that is ranked higher.

Mr. Prideaux stated that the next steps are as follows:

- 1 - reach concurrence on the preferred alternative
- 2 - present the final study results to the transportation bodies of FAMPO jurisdictions
- 3 - provide documentation of the Phase I Study efforts
- 4 - seventh and final meeting with Advisory Committee to tie up any loose ends
- 5 - final presentation to Policy Committee at July 18th meeting

f.) Approval of Resolution No. 16-34, Allocating Fiscal Years 2017-2022 CMAQ/RSTP Funds – Mr. Paul Agnello and Mr. Daniel Reese

Mr. Reese advised that Resolution No. 16-34 is requesting adoption of the CMAQ/RSTP funding allocations. Mr. Reese stated that staff received the final allocated figures last week and updated the matrix sheet included in tonight's agenda packet.

Mr. Reese stated that the region received updated cost estimates for six projects on the list, and even though some of the estimates went up, all six will still be fully-funded through at least the PE phase.

Upon motion by Mr. Kelly and seconded by Mr. Milde, with all concurring, Resolution No. 16-34 was adopted by the FAMPO Policy Committee at the June 20th meeting.

g.) SMART SCALE (formally HB2) Update– Mr. Paul Agnello and Mr. Nick Quint

i. General Update

Mr. Agnello advised that the State has now rebranded the HB2 process, and it is now being referred to as SMART SCALE. Mr. Agnello stated that funding for Round 2 is likely to be less than what was allocated for Round 1. Mr. Agnello stated that the Round 1 allocations were actually higher than expected. Mr. Agnello relayed that \$800 million was the initial estimate and \$1.716 billion was ultimately allocated. Mr. Agnello stated that for round 2 of SMART SCALE, the estimated funding for FY2022 is \$297 million; however, to date no estimates have been received for FY2018-2021 or FY2023. Mr. Agnello stated that an updated policy guide is expected to be released soon.

Mr. Agnello stated that one of the lessons learned from Round 1 of the SMART SCALE is regions that submitted additional documents received higher scores than those areas that did not. For that reason, the following items will be submitted in addition to the project applications for Round 2:

- 1 - Regional Economic Development Plan
- 2 - 2040 CLRP amendment which includes all projects submitted to also be included in FAMPO's 2040 CLRP
- 3 - projects submitted also will be listed in an individual locality's Comprehensive Plan

Mr. Agnello advised that the SMART SCALE schedule is as follows:

- June - SMART SCALE candidate projects discussed at all FAMPO committees;
- August 1st - SMART SCALE application process begins;
- August 15th - pre-application deadline that will guarantee technical assistance from the State on applications submitted; and
- September 30th - SMART SCALE application period ends.

Mr. Agnello advised that the current draft list of potential regional projects for Round 2 of SMART SCALE includes:

- 1 - Northbound Rappahannock River Crossing Project
- 2 - VRE Station Improvements at Brooke and Leeland Road
- 3 - New Park and Ride lot on the Route 3 East corridor in Stafford County
- 4 - Potential additional I-95 Study projects

ii. FAMPO Priority Workshop

Mr. Agnello advised that on July 11th from 6:00 to 8:00 p.m. at the VDOT Fredericksburg District office, a regional SMART SCALE priority workshop meeting will be held. Mr. Agnello stated that this meeting is open to the FAMPO committees and to the public.

iii. Regional Economic Development Plan

Mr. Quint advised that a draft copy of FAMPO's Regional Economic Development Plan is included in tonight's agenda packet. Mr. Quint stated that none of the information in the plan should be new to the

committee; rather the information included in the Regional Economic Development Plan has come from the Fredericksburg Regional Alliance, the state, and economic development plans already approved by each locality. The information was compiled, related to one another and related to transportation. Mr. Quint stated that a call for projects to be included in the Regional Economic Development Plan has been received from the FAMPO jurisdictions. Mr. Quint stated that the draft Regional Economic Development Plan has been reviewed by the Technical Committee, and their comments have been incorporated into tonight's draft. Mr. Quint stated that staff would like to receive any comments from the Policy Committee by close of business on Monday, June 27th.

iv. Constrained Long Range Plan Update

Mr. Agnello advised that included in tonight's agenda packet is a list of projects to be amended into FAMPO's 2040 CLRP. Mr. Agnello stated that if there are changes to be made to the project list, please forward them to staff by close of business on Monday, June 27th.

h.) Approval of Resolution No. 16-35, Directing that a Public Hearing be Held Prior to the Adoption of an Amendment to the 2040 CLRP to Include Projects from GWRC Member Localities – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-35 is requesting endorsement that directs a public hearing be held prior to the adoption of an amendment to the 2040 CLRP that includes projects submitted from King George and Spotsylvania counties. Mr. Agnello advised that the project listing and map are included in tonight's agenda packet.

The Resolution was initially endorsed by a motion made by Mr. Kelly and seconded by Mr. Milde. However, Ms. Brabo from King George County requested adoption of Resolution No. 16-35 be deferred until the upcoming July 18th meeting. Ms. Brabo stated that in regard to the projects from King George County, that there were more listed than the Board of Supervisors approved and she felt this needed to be brought back before the King George Board of Supervisors for further discussion. As a result, this item was deferred to the July FAMPO meeting.

i.) Potential Cost Savings with Transitioning to Mostly Electronic Presentation Materials for FAMPO meetings – Mr. Paul Agnello

Mr. Agnello advised that staff was given the task of providing cost comparisons for providing monthly printed meeting materials versus providing the materials electronically. Mr. McLaughlin and Ms. Brabo both stated that their respective Boards have been using electronic meeting materials for some time and that it is now the preferred way of conducting their meetings.

Ms. Sellers stated that she felt staff should still have a few printed packets available at all meetings. Ms. Sellers also stated that she thinks the CTAG meeting materials should continue to be printed, as CTAG is a volunteer citizens group.

Mr. Kelly stated that he also felt that a minimal amount of printed packets should continue to be provided so that those from the public, etc. would have an agenda packet. Mr. Kelly stated that he supported the request, as the cost savings was significant and several iPads could be provided by FAMPO for utilization by a member who either does not have access to one outside of his county jurisdiction and/or if someone forgets to bring one in.

The request from the Policy Committee was also made that agendas would still be printed for each meeting and agenda packets would be included as a PowerPoint presentation.

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with all in concurrence, it was recommended that the electronic meeting agenda format begin with the upcoming July meeting and run on a trial basis for six months where it would then be re-evaluated to determine whether the format would continue.

j.) Approval of Resolution No. 16-36, Recognizing the Dedicated Service of Timothy McLaughlin – Mr. Paul Agnello

Upon motion by Mr. Kelly and seconded by Ms. Sellers, with all concurring, Resolution No.16-36 was adopted recognizing the service of Mr. McLaughlin's tenure serving as the Chair to the Policy Committee for the last year. The committee stated that they appreciated Mr. McLaughlin's efforts over the past year.

FAMPO CORRESPONDENCE

None

STAFF REPORT

None

MEMBER REPORTS

None

FAMPO COMMITTEE MEETING MINUTES

Included in agenda packet

ADJOURN FAMPO MEETING/NEXT MEETING, JUNE 20, 2016

The FAMPO meeting for June 20th was adjourned at 9:10 p.m. The next meeting will occur on July 18, 2016 at 7:15 p.m.