



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes  
March 8, 2017**

[fampo.gwregion.org/citizens-transportation-advisory-group](http://fampo.gwregion.org/citizens-transportation-advisory-group)

**Committee Members Present:**

Mr. Todd Rump, Chair, Spotsylvania County  
Mr. Tim Davis, Caroline County  
Mr. Robert Ek, Caroline County (In at 7:20 p.m.)  
Ms. Annie Cupka, King George County  
Mr. Michael Wood, Spotsylvania County  
Mr. Rupert Farley, Spotsylvania County (At-Large)  
Mr. Larry Gross, Spotsylvania County (At-Large)  
Ms. Adela Bertoldi, Stafford County  
Ms. Dawn McGarrity, Stafford County  
Mr. David Swan, Stafford County

**Others in Attendance:**

None

**Staff:**

Mr. Nick Quint, FAMPO  
Ms. Leigh Anderson, GWRC  
Ms. JoAnna Roberson, GWRC

**CALL TO ORDER**

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

**APPROVAL OF AGENDA**

Upon motion made by Mr. Farley and seconded by Mr. Swan, with all concurring, the March 8<sup>th</sup> CTAG agenda was approved as submitted.

**APPROVAL OF CTAG MEETING SUMMARY OF FEBRUARY 8, 2017**

Mr. Farley advised that he had edits to be made to his comments on the last page of the minutes. FAMPO staff advised these amendments would be made after the conclusion of tonight's meeting, and a revised copy of the minutes would be forwarded to the committee members.

Upon motion by Mr. Farley and seconded by Mr. Swan, and all others concurring, the minutes from the February 8<sup>th</sup> meeting were approved as submitted with the following edits to be made accordingly.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING OF FEBRUARY 27, 2017**

Mr. Quint advised there was discussion regarding the Smart Scale process, and this will be discussed in greater length later in tonight's meeting.

## **PUBLIC COMMENT**

None

## **NEW BUSINESS**

None

## **DISCUSSION/ACTION ITEMS**

### **a. Resolution No. 17-23, Directing that a Public Review and Comment Period be Held Prior to the Adoption of the Public Participation Plan (PPP) – Mr. Nick Quint**

Mr. Quint advised that the Public Participation Plan (PPP) was initiated in 2012 and has not been updated since that time. Mr. Quint relayed that what is being updated this year is the Title VI Community Resource Directory roster. Mr. Quint advised that in-person interviews, phone interviews and surveys with minority leaders and online surveys were initiated in 2012 and will be updated this year. Mr. Quint stated this will be presented to the Policy Committee for their endorsement at the upcoming March 20<sup>th</sup> meeting.

Mr. Farley stated that he knew of no other organization other than FAMPO who goes beyond the minimum expectations in reaching out to the public; keeping the public apprised of upcoming meetings; keeping the website updated, etc.

Mr. Swan stated that just from scanning the PPP at tonight's meeting, that it looks to be very well done. Mr. Swan stated that as CTAG is designed to represent citizens that he would be interested in knowing whether an interview about the PPP could be conducted at the Free Lance Star and/or whether Mr. Scott Shenk from the Free Lance Star would write a public service article about what FAMPO, CTAG, etc. are. Mr. Swan also asked if an actual definition of "public participation" could be included within the Plan.

Upon motion by Mr. Swan and seconded by Mr. Farley, with all in consent, Resolution No. 17-23 was endorsed by CTAG with a recommendation that it be adopted by the FAMPO Policy Committee at the upcoming March meeting.

### **b. Resolution No. 17-24, Amending the FY2015-2018 Transportation Improvement Program (TIP) for UPC 101595 Reconstruction with Added Capacity – Mr. Nick Quint**

Mr. Quint advised that Resolution 17-24 pertains to the I-95 Southbound Rappahannock River Crossing project, which was selected for funding in Smart Scale. Mr. Quint stated that this TIP amendment will add funding for the I-95 bridges over US 17. These bridges are slated to be replaced through the State of Good Repair (SGR) Program. However, SGR funding will not be available until a later date, and funding needs to be on the bridges in order to release the Request for Proposals for the project.

Upon motion by Mr. Swan and seconded by Ms. McGarrity, with all in consent, Resolution No. 17-24 was endorsed by CTAG with a recommendation that it be adopted by the FAMPO Policy Committee at the upcoming March meeting.

**c. Resolution No. 17-25, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Update Fiscal year 2015-2018 Funding – Mr. Nick Quint**

Mr. Quint relayed that Resolution No. 17-25 is essentially a housekeeping request. Mr. Quint stated that there are 11 amendments that are attached to this resolution and most of the amendments either add maintenance funding or ungroup projects, which was a request of FAMPO staff. Mr. Quint stated that there is one amendment which adds PE funding to UPC 105464 (Mudd Tavern Road reconstruction between US 1 and I-95).

Upon motion by Ms. Bertoldi and seconded by Mr. Swan, with Mr. Farley voting no and all others in consent, Resolution No. 17-25 was endorsed by CTAG with a recommendation that it be adopted by the FAMPO Policy Committee at the upcoming March meeting.

Mr. Farley stated his reason for voting no is that the more money that is contributed for more sprawl is essentially subsidizing sprawl. Mr. Farley relayed that this way of thinking is what has now led to the transportation issues facing the region.

**d. 2045 Long Range Transportation Plan Update – Mr. Nick Quint**

**i. I-95 Corridor Study Phase 2**

Mr. Quint advised that Phase 1 of the I-95 Corridor Study that was completed in the summer of 2016 focused on only highway issues. Mr. Quint stated that Phase 2 will build on the results and modeling data obtained from Phase 1, and Phase 2 will focus on transit/TDM in addition to highways.

Mr. Swan asked why a Phase 1 study was initiated. Mr. Quint relayed that the FAMPO Policy Committee felt the region needed a master plan for the I-95 corridor. Mr. Quint relayed that the Policy Committee approved funding for Phase 1, which was completed in time for Round 2 of the Smart Scale application process. Phase one was more focused on the heavily-congested section of I-95 (Jackson Gateway to Garrisonville). Now that Smart Scale is finished, Phase 2 can begin, which will look at the entire I-95 corridor and be multimodal. Mr. Swan asked if a Phase 3 study is already being discussed. Mr. Quint stated that to date, there has been no discussion of additional phases to the study after Phase 2 is completed. Mr. Quint stated that the I-95 Corridor Study will be conducted within the framework of the 2045 LRTP process.

Mr. Davis asked if this is really a CTAG issue, and if CTAG is better served by presenting its concerns directly to the Policy Committee for their review and feedback rather than discussing an item repeatedly at each CTAG meeting. Mr. Davis stated that he would like to see CTAG establish priorities and have these presented to the Policy Committee to obtain their feedback.

Mr. Swan asked if a document could be created that lists all of the studies that are occurring throughout the region; provide a description of the study, where the study is occurring, and the purpose for the study. Mr. Swan requested that a new line item be added that also depicts the cost of each study.

Mr. Quint advised that the Phase 2 Highway motivation/objectives are:

- To strengthen the case for I-95 projects for Round 3 of Smart Scale.
- To develop a phasing and implementation plan that will define the interim steps to fully build-out the I-95 master plan.
- To fully understand the operational connections between Fred Ex and the river crossing projects.
- To study a potential express lanes extension south of US 17.
- To better-define conceptual solutions south of the current river crossing projects.

Mr. Quint advised the scope was presented to the Policy Committee at the February meeting and initial comments were received. Mr. Quint stated it would be presented for approval at the March meeting. Once approval has been obtained from the Policy Committee, the Phase 2 study effort will take a year to complete.

Mr. Gross asked for clarification of what a LRTP is versus a CLRTP. Mr. Quint stated that the LRTP refers to the multimodal transportation needs of the entire region – regardless of the project costs. Mr. Quint relayed that the CLRTP takes those needs and fiscally constrains them.

#### **ii. Summary of LRTP Advisory Committee Meeting #1**

Mr. Quint advised that the minutes from meeting #1 of the LRTP Advisory Committee are included for member review in tonight's agenda packet. Mr. Quint relayed that the second meeting of the advisory committee will be held on March 30<sup>th</sup>.

#### **e. Smart Scale Update – Mr. Nick Quint**

Mr. Davis asked where do projects come from that are submitted for Smart Scale consideration. Mr. Quint advised that FAMPO reviews the projects submitted; however, the projects are actually submitted by either FAMPO, GWRC, the individual localities, or other entities such as PRTC, FRED or VRE.

#### **i. Revised Scoring Results**

Mr. Quint advised that Round 2 Smart Scale scores were revised on February 13<sup>th</sup> from the initial January 17<sup>th</sup> scores. Mr. Quint relayed that most of the changes from the February 13<sup>th</sup> scores resulted in minor changes to the projects submitted for consideration; however a few were more significant.

Mr. Quint stated that the projects within the GWRC region that saw significant changes are:

- Route 208/Breckenridge Dr. Intersection Improvements– this project had an economic development calculation error, and the project score dropped drastically from 15.66 to 1.43. This change resulted in the project being dropped for funding consideration within the draft recommended funding scenario.
- I-95 NB Rappahannock River Crossing – this project had an error with the environmental and intermodal access scores, and this change resulted in an overall score increase from 2.44 to 2.91, the largest increase statewide. However, even with the increase, the score still did not score high enough to be selected for funding, as the cutoff score for projects to be received funding was 4.6. Based on the current scoring results, in order for the project to have met the 4.6 cutoff, the project needed an additional \$50 million of leveraged funding.

## **ii. Smart Scale Summary**

Mr. Quint advised that every Smart Scale project was scored based on six factors: Congestion Mitigation; Safety; Accessibility; Environment; Economic Development and Land Use. Mr. Quint relayed that this region, along with Northern Virginia and Hampton Roads, is classified as a Category A. For Category A, the factor that is weighted the highest is Congestion Mitigation (45%). Mr. Quint stated that projects submitted elsewhere across the State had other factors that were weighted higher (e.g., Economic Development or Safety).

Mr. Quint relayed that the 6 projects submitted within GWRC that were approved received \$44million in funding. The VDOT Fredericksburg District still has ~\$6 million in District Grant funding that will be allocated by Mr. Hap Connors. Mr. Quint advised that Mr. Connors is the FAMPO region's Commonwealth Transportation Board (CTB) representative, so it is likely that some other smaller projects will receive funding in June when the final allocations are made.

Mr. Quint stated that the shortcomings with the Smart Scale scoring methodology are as follows:

- The GWRC region has unique travel characteristics in comparison to the rest of the State.
- The GWRC region has severe weekend traffic congestion on the I-95 corridor and Smart Scale only looked at weekday traffic congestion.
- The Accessibility measure uses a 45-minute threshold for congested highway travel time to jobs, which means that most of the NOVA jobs are not counted for projects within our region.

Mrs. Bertoldi asked what the Congestion Mitigation factor is measured against and what definition is used for congestion mitigation. Ms. Bertoldi asked if there was a website or link that shows a manual of the entire Smart Scale process. Mr. Quint advised that a technical manual is available for review

and it is an approximate 100-page document, but staff can forward the link to members for their review.

Mr. Quint showed a comparison of Accessibility scores between the NB Rappahannock River Crossing and other high profile projects across the state to illustrate how much of an effect the shortcoming had on this region:

- NB River Crossing project - 2.2
- I-64 High Rise Bridge project in Hampton Roads - 11.4
- Fairfax County Pkwy (VA 286) Interchange in Northern Virginia - 8.3
- I-95 widening in Richmond - 11.2

Mr. Quint relayed that for Round 2 of Smart Scale, there was more competition for a smaller amount of funding. Mr. Quint stated that there were more small projects submitted, which took the majority of funding. It is difficult to get a large project funded in the current Smart Scale process without significant leveraged funding. For example, the I-64 High Rise Bridge project in Hampton Roads had a total project cost of \$600 million; however, because it leveraged \$500 million in funding, the request was only \$100 million. Mr. Quint stated the Smart Scale program is underfunded given the level of the need across the state and the amount of work that goes into the Smart Scale process.

Mr. Quint stated that FAMPO is working with consultants to compare the congestion from the NB Rappahannock River Crossing to the three projects mentioned above. This comparison utilizes INRIX data, which Mr. Quint stated is real data (not projected).

Mr. Quint advised that the INRIX data was collected from July to November 2016 and looks at the following days:

- A.M. peak period – worst 4 hours on each roadway from Tuesday to Thursday
- P.M. peak period – worst 4 hours on each roadway from Tuesday to Thursday
- Saturday – worst 10 hours on each roadway
- Sunday – worst 12 hours on each roadway

Mr. Quint stated that the INRIX data comparisons showed the High-Rise bridge project in the Hampton Roads area to be the only one of the three that even came close to the traffic congestion experienced in this region. Mr. Quint advised that even though the Hampton Roads area did experience congestion, it still did not experience the daily congestion this region has.

### ***iii. Summary of Special FAMPO Task Force Input Meeting #1***

Mr. Quint advised that copies of the minutes from the Special FAMPO Task Force meeting are included in tonight's agenda packet. Mr. Quint relayed that a final Task Force meeting is scheduled for late March, where a final list of questions, comments, concerns, feedback, etc. can be presented to the CTB for review at their upcoming April meeting and their Smart Scale retreat in August. Mr. Quint stated that the project scores and allocated funding results will become final in June of 2017.

## **CORRESPONDENCE**

None

## **STAFF REPORT**

Mr. Quint advised that the Smart Scale Public Hearing for the Fredericksburg District will be held on April 10<sup>th</sup>. The public hearing will run from 6:00 to 8:00 p.m. and will be held at Germanna Community College Spotsylvania Campus.

Mr. Quint also advised that a meeting to discuss the 95 Express Lanes extension, being referred to as the FredEx project, will be held at Stafford High School on March 14<sup>th</sup> from 6:00 to 8:00 p.m.

## **MEMBER REPORTS**

Ms. Adela Bertoldi stated that this Sunday is when she will be shaving her head to benefit childhood cancer research. Ms. Bertoldi stated that her goal was to raise \$5,000 and to date she has raised \$2,700. CTAG members asked that Ms. Bertoldi forward them the link regarding the fundraiser.

Mr. Davis stated that in regard to providing data to be presented to the CTB regarding the Smart Scale process, he concurs completely with including weekend traffic. Mr. Davis stated that he thinks the list of concerns, questions, etc. that will be presented by the FAMPO staff to the CTB is well done, and he is hopeful this will help this region maximize its overall funding allocations.

Mr. Ek apologized for being late at tonight's meeting and stated that he even left his work site an hour early to ensure he arrived on time, but needless to say the traffic congestion and several accidents caused him to be delayed. The committee members thanked Mr. Ek for still attending even after being delayed.

Mr. Gross stated that he did not know if staff compiled the presentation material at tonight's meeting, but the material presented was very well done. Mr. Quint stated that there was some staff input; however, the majority of the work shown tonight was done by Michael Baker International, one of FAMPO's on-call consultants. Mr. Quint relayed that he would forward the commendations to Baker.

## **ADJOURN**

The March 8<sup>th</sup> meeting concluded at 7:58 p.m. The next CTAG meeting will be held on April 12, 2017 at 6:00 p.m.

*Meeting Minutes completed by Joanna Roberson*