



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes  
March 14, 2018**

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**Committee Members Present:**

Mr. Dave Swan, Chair, Stafford County  
Mr. Dave McLaughlin, City of Fredericksburg (In at 6:25 p.m.)  
Mr. Rupert Farley, Spotsylvania County (At-Large)  
Mr. Larry Gross, Spotsylvania County (At-Large)  
Mr. Josh Templeton, Spotsylvania County  
Mr. Anthony Brooks, Stafford County  
Mr. Morgan Burch, Stafford County

**Others in Attendance:**

None

**George Washington Regional Commission (GWRC) Staff:**

Ms. Marti Donley, FAMPO  
Mr. Nick Quint, FAMPO  
Ms. JoAnna Roberson, GWRC

**CALL TO ORDER**

Mr. Swan called the meeting to order at 6:05 p.m. and welcomed the new CTAG member, Mr. Anthony Brooks, who is representing the Aquia District in Stafford County.

**APPROVAL OF AGENDA**

Upon motion by Mr. Farley and seconded by Mr. Burch, with all concurring, the March CTAG agenda was approved as submitted.

**APPROVAL OF CTAG MEETING SUMMARY OF FEBRUARY 14, 2018**

Both Mr. Swan and Mr. Farley submitted revisions to the February 14 minutes. These minutes were grammatical updates and were not content-related revisions.

Upon motion by Mr. Farley and seconded by Mr. Templeton, with all others concurring, the February CTAG committee minutes were accepted, with revisions to be made accordingly after the conclusion of tonight's meeting.

**REVIEW OF FAMPO POLICY COMMITTEE MEETING OF FEBRUARY 26, 2018**

Mr. Quint advised there was lengthy discussion from the Policy Committee members regarding the I-95 Phase 2 Study that is nearing completion from Michael Baker International. Mr. Quint stated that Mr.

Ross had questions/concerns regarding the modeling assumptions that were utilized in the study. Mr. Quint stated staff was asked to provide additional information for discussion at the upcoming Policy Committee meeting. Mr. Quint relayed there was also concern from Ms. Bohmke that the task order supplement cost may not have been the best financial deal for the region.

Mr. Quint advised that as Michael Baker Intl. is one of two consultants FAMPO has on-call, and considering the I-95 Phase 1 & 2 studies have been completed and/or initiated by Michael Baker Intl., FAMPO did not feel rebidding of the contract was necessary.

Mr. Quint also relayed that the Policy Committee was presented with the current roster of CTAG members and asked that appointments be made to fill the open vacancies from each locality. Ms. Donley advised that the three vacant positions in King George County are being filled, and the new members should be at next month's meeting.

Mr. Farley stated it is important for each jurisdiction to be fully represented; however, he asked why it is important that a member specifically represent the voting district they reside in. Mr. Farley stated that if a member from Stafford County is interested in serving on the CTAG, and they reside in a district in Stafford other than where the vacancy occurs, then they should still be considered for appointment.

Mr. Swan stated that he disagrees with Mr. Farley and feels a representative should be appointed from each voting district from each of the GWRC jurisdictions. Mr. Swan stated that now in Stafford County, there are only 3 of the 7 voting districts represented and the CTAG does represent all citizens, so the 3 current Stafford members do technically represent the entire county. However, each district potentially could have different issues so a representative from said district would have more insight to bring to the committee.

Mr. Gross stated that CTAG's purpose is to provide regional perspectives and represent citizen concerns within the FAMPO/GWRC Region. Mr. Quint advised that the at-large positions that FAMPO appoints could be used to appoint someone who is interested in serving but lives outside of where a specific locality vacancy occurs. Mr. Swan stated this is an area within the CTAG bylaws that should be revised to state this clause.

Mr. Swan stated that he felt CTAG thinks more practically – rather than politically. CTAG is independent and is designed to represent all citizens. Mr. Swan stated he feels a better rapport between elected officials and CTAG members should occur. Mr. Swan stated at a future CTAG meeting he would like to see at least one elected official from each jurisdiction attend a CTAG meeting, so the rapport process could begin. Mr. Swan stated that he realizes everyone's schedules are full, but he encouraged all members to attend as many forums, public meetings, etc. they can. Mr. Swan stated that whenever there are big discussion items, regional transportation topics being presented, etc. you always have at least 2 (usually many more) local supervisors in attendance. Mr. Swan stated these events provide good opportunities for CTAG members to unofficially interact with supervisors, etc.

Mr. Farley stated that he has been a member of the advisory group for a long time. There have been many times in the past he felt CTAG did not receive proper recognition or respect for its efforts from some Policy Committee members. Mr. Farley stated he hopes these negative attitudes have now changed.

**Public Comment - None**

## NEW BUSINESS

None

## DISCUSSION/ACTION ITEMS

### **a.) 2045 Long Range Transportation Plan Executive Summary Presentation – Mr. Nick Quint**

Mr. Quint advised the 2045 LRTP is the most important document FAMPO is responsible for. Mr. Quint stated it is federally-mandated and covers a minimum of 20 years. Mr. Quint stated the LRTP looks at how the region is expected to grow; amount of local/state/federal funding that will be allocated; what the best projects are the region can complete for the money received; etc.

Mr. Quint advised the George Washington Region includes the City of Fredericksburg and the counties of Caroline, King George, Spotsylvania and Stafford. The FAMPO Region includes the urbanized areas of the City of Fredericksburg and the counties of Spotsylvania and Stafford.

Mr. Quint stated the LRTP addresses all transportation modes, including: highways, bicycles, pedestrians, transit/transportation demand management (TDM), freight, and aviation. Mr. Quint stated the plan is comprised of two parts: needs (not constrained by revenues) and constrained (conforms with forecasted regional revenues).

Mr. Quint advised the Region currently has a population of more than 350,000 and is the fastest growing region in Virginia. Mr. Quint advised the region's forecasted growth out to 2045 is projected to be 86% (652,000 population). The Region will continue to remain the fastest growing in Virginia.

Mr. Quint relayed the 2045 LRTP shows the Region will face significant increases in travel demand needs over the next 27 years. Mr. Quint stated that without improvements to the transportation system, congestion will increase, mobility will be reduced, and the Region's economic competitiveness will suffer. Mr. Quint stated the current forecasted funding levels are insufficient to meet the Region's needs.

Mr. Swan stated he thinks CTAG should spend some time reviewing the 2035 LRTP and comparing it to the 2045 plan. Mr. Swan asked how the process can become smoother and not repeat mistakes from the past. Mr. Swan stated CTAG needs to address with the Policy Committee where we are really going and what we want to see get accomplished.

Mr. Brooks asked what the main attraction is to the Region for the population growth to double and how the population projections are made. Mr. Quint stated the proximity to Washington, DC and the lower housing costs are the main reasons for the increase. Mr. Quint stated the population forecast is based on data from UVA's Weldon Cooper Center for Public Service.

Mr. Quint stated the regional needs plan is not fiscally constrained. Mr. Quint relayed that data for the plan is compiled from existing plans, studies that have been completed or are on-going; and local comprehensive plans for each FAMPO jurisdiction.

Mr. Quint stated the plan shows that even with the completion of fully funded projects, major routes and facilities will continue to struggle to meet travelers demands and congestion will still occur. Mr. Quint relayed that many regional bridges will need rehabilitation or replacement. Mr. Quint stated the highway plan mitigates the majority of regional traffic congestion and other transportation issues. Mr. Quint advised the projects needed carry a cost of \$5.37 billion, which includes \$103 million for bicycle and pedestrian needs.

Mr. Quint advised the region's top highway needs from the I-95 Phase 2 study are:

- I-95 southbound 4<sup>th</sup> lane from southern terminus of southbound Rappahannock River Crossing to Exit 126 with a Harrison Road bridge replacement project
- Exit 126 on-ramp improvements from Route 1 to I-95 northbound
- Exit 133 and Exit 130 interchange improvements that are not already included in the southbound/northbound river crossing projects

Mr. Quint stated other critical regional highway needs also exist, including:

- US 301/Route 207 capacity and safety improvements that will accommodate future traffic needs
- US 17 business, capacity and safety improvements in Stafford County
- Route 3 capacity and safety improvements in the City of Fredericksburg
- Route 2/US17 business, capacity & safety improvements in both the City of Fredericksburg and County of Spotsylvania
- US 1 capacity and safety improvements in the City of Fredericksburg
- Widening of Harrison Road in Spotsylvania County

Mr. Quint stated the bicycle and pedestrian needs are closely coordinated with the region's highway plan. Mr. Quint stated these needs would increase non-vehicular mobility by making biking/walking safer and more convenient and would provide non-drivers with mobility and autonomy. Mr. Quint stated this plan would also close gaps in the current network, increase residential and commercial connectivity and provide bike/ped infrastructure to communities that currently do not have access to it. Mr. Quint relayed this plan would create a complete system of sidewalks, bikeways, trails and other facilities that will increase the region's attractiveness as a place to live and work and will be a high drawing to the younger population.

Mr. Quint stated that local and commuter transit needs include:

- New commuter bus service (2 new routes from FAMPO to DC);
- New bus route from northern Stafford to Quantico;
- New service from Caroline County to the Spotsylvania VRE station;
- New bus route from Fredericksburg to Dahlgren
- New downtown Fredericksburg circulator route;
- Lee Hill transfer center;
- Additional service to Caroline, Spotsylvania & Fredericksburg;
- New route from King George to Fredericksburg; and
- New route from north Stafford to Quantico

Regarding the TDM needs, Mr. Quint stated the plan identified the following:

- Park & Ride lot capacity expansion
  - Mine Road (Stafford) – expansion of existing lot
  - Commonwealth Drive (Spotsylvania) – new lot
- New Park & Ride lot sites considered are for:
  - US 17 Business (Stafford);
  - Route 3 East (Stafford); and
  - Chatham Heights Road (Stafford)
- Current TDM programs augmented

Mr. Quint advised the total cost for the TDM needs is \$78.1 million. Mr. Swan asked if FAMPO tracks the cost of parking spaces within the Region. Mr. Quint stated that FAMPO uses an estimation of \$10,000 per space; however, the local VDOT office uses a \$20,000 per space cost. Mr. Swan asked why there was such a discrepancy. Mr. Quint stated that VDOT's cost estimates are higher because they assume higher right-of-way costs.

Mr. Quint advised that even if all of the needs plan projects were constructed, there still will be some congestion on I-95 and primary/secondary routes within the urbanized area of the FAMPO Region in 2045. There would be very little congestion in the rural areas.

Mr. Quint stated the total cost of transportation needs is \$5,489,740,322, and the Region is projected to receive \$1,911,700,000 in revenues. Mr. Quint advised that this presents a \$3,578,040,322 shortfall.

Ms. Donley advised the 2045 LRTP public comment period is open and will close on April 11. Ms. Donley relayed a public meeting is scheduled at GWRC on March 15 beginning at 6:00 p.m. Ms. Donley advised that hard copies of the executive summary are available in both an English and Spanish. Ms. Donley encouraged CTAG members to pick these up after tonight's meeting and distribute them to citizens within the Region.

Mr. Dave McLaughlin stated that as the public comment period ends before the April CTAG meeting occurs that as a committee if there are recommendations how do we get these to the Policy Committee for review. Mr. Farley concurred that CTAG should go on record citing either its support or dissension collectively as an advisory committee to the Policy Committee. (Individuals can equally make their own personal comments as well). The CTAG members asked Mr. Farley if he would draft a resolution from CTAG to be forwarded to the Policy Committee. Mr. Farley stated he would prepare a draft and forward it to committee members and FAMPO staff and give ample time for all committee members to respond and then have FAMPO prepare resolution to be forwarded to the Policy Committee.

Mr. Farley stated that an addendum needs to be included within the plan that states the options/projects recommended are only one option/scenario for consideration and that citizens need to know that other alternatives, not included in the plan, could also be considered and moved forward.

Mr. Swan stated there are a lot of studies that are on-going and being completed by consultants, FAMPO, GWRC, VDOT & the localities, and CTAG needs to try and stay on top of these. Mr. Swan encouraged the CTAG members to review the 2045 LRTP thoroughly.

Mr. Swan asked if any CTAG members attended the orientation FAMPO provided in February. Mr. Swan stated this orientation was primarily designed for new Policy Committee members and Ms. Donley relayed the forum was open to everyone.

Mr. Dave McLaughlin stated he attended the orientation session and found it to be very informative and well done. Mr. Dave McLaughlin also advised that he attended a recent session in the City of Fredericksburg that focused on downtown parking needs. Mr. McLaughlin stated that other than 4-5 blocks on Caroline Street, the city is in relatively good shape with parking. Mr. Dave McLaughlin stated the problem is not having parking available but instead not informing the public of where parking lots are located. Mr. Dave McLaughlin stated there were a lot of questions regarding what is being done downtown to encourage bike/ped riders/walkers. Mr. Dave McLaughlin relayed no one on the committee or from City staff/City Council acknowledged any bike/ped initiatives.

Mr. Burch stated the Region is user-friendly for recreational bicycle usage but are not equipped for commuter transportation efforts. Mr. Farley asked if there was discussion on the trend of developing parking garages to get more utilization. Mr. Dave McLaughlin stated this item was not discussed at the recent meeting. Mr. Gross asked Mr. Dave McLaughlin if any discussion occurred on the need for an increase in VRE parking. Mr. Dave McLaughlin stated this item was not addressed in length; however, it was noted that VRE parking demand in the City seems to have subsided since the Spotsylvania VRE Station opened.

**b.) I-95 Phase 2 Study Draft Results – Mr. Nick Quint**

Mr. Quint relayed two additional task orders have been requested by staff and approved by the Policy Committee. The total cost of the two task orders is \$181,009. The first is for study of the I-95 corridor and will cost \$132,990. The purpose of this study is to conduct additional modeling and technical analysis that now includes the I-95 Northbound Rappahannock River Crossing project. The second task order is a Parking Management/Travel Information supplement costing \$48,019. The purpose of this study is to prepare an ITS parking management/travel information project for the FAMPO/GWRC region to aid its Smart Scale application to be strengthened by including I-95 corridor project applications.

Mr. Quint advised that the first task order will provide additional technical analysis for a new or improved interchange in Spotsylvania County at Harrison Road, Exit 126 (US1), and new Exit 124. Mr. Quint stated that additional technical analysis for the I-95 Rappahannock River Crossing projects at both the southern/northern termini and for Exit 133 (US 17) for interchange improvements. Mr. Quint stated three potential new access points could be recommended as well as improvements to two existing corridors.

Mr. Quint relayed the Parking Management/Travel Information supplement study will develop wayfinding information that will enhance real-time travel information regarding the availability of open parking spaces in the FAMPO Region commuter parking lots and to enhance the transit options of vanpooling/carpooling. Mr. Quint stated that VRE has already begun the implementation of a parking management system at the Spotsylvania VRE Station and will be implementing it the system-wide.

- i. Adopted Resolution No. 18-19, Authorizing Staff to Work with Michael Baker International to Execute the I-95 Phase 2 Highway Study Supplements – Mr. Nick Quint

Mr. Quint advised Resolution No. 18-19, authorizing staff to work with Michael Baker International in executing the I-95 Phase 2 Highway supplement study was adopted by the Policy Committee at the February meeting and is in tonight's agenda packet for informational purposes only.

**c.) Smart Scale Update and Project Discussion – Mr. Nick Quint**

Mr. Quint advised there have been no changes or updates in the schedule for Smart Scale since presented last month. Mr. Quint advised that on May 14 there will be a regional forum to discuss Smart Scale projects. Mr. Quint stated the meeting would be held at the VDOT District Auditorium at 6:00 p.m., and a meeting reminder will be forwarded to CTAG members closer to the date.

**i. Updated Matrix of Regional Projects – Mr. Nick Quint**

Mr. Quint advised an updated matrix of potential regional projects for Smart Scale Round 3 is included in tonight's agenda packet. Mr. Quint stated this is still a draft and some projects will likely be removed or amended.

**d.) Review of CTAG Bylaws – Mr. Nick Quint**

Mr. Quint advised that both the Policy Committee and FAMPO Technical Committee are in the process of reviewing and updating their bylaws. Mr. Quint stated there is no time deadline on when the updates need to be completed. Mr. Quint stated this is an agenda item for the upcoming March Policy Committee meeting, so they could possibly endorse amendments then.

Mr. Quint advised that staff has received some comments from Mr. Swan. Mr. Swan stated that under Article III, Section 1, Officers, it says CTAG should consist of a Chair and Vice-Chair, both serving a term of one year. Mr. Swan stated that currently CTAG does not have a Vice-Chair and feels this should be voted on tonight. Mr. Swan also stated that he thinks a statement needs to be added to the current bylaws that states after serving a one-year term as either Chair or Vice-Chair, this does not preclude one from serving again if majority vote from the committee is given.

Upon motion by Mr. Burch and seconded by Mr. Gross, with all concurring, Mr. Dave McLaughlin was nominated to serve as Vice-Chair.

Mr. Swan stated there should be a positive "exit" procedure and recognition for members no longer serving added to the current bylaws. Ms. Donley stated that Spotsylvania County provides written recognition when a new member is appointed and when their term has expired. Ms. Donley advised that CTAG can also write a letter of recognition, even if the respective locality does not. The CTAG members endorsed this recommendation and asked that staff follow-up with both the City of Fredericksburg and the counties of Caroline, King George & Stafford in making contact to the respective departments for written notification of new members coming on board and previous members leaving to be consistent with the policy in effect by Spotsylvania County.

Mr. Swan stated that he would forward a copy of the existing bylaws with proposed revisions to all members, so it can be reviewed and they can provide feedback. It was committee consensus that the

adoption of the revised bylaws would be put on hold until the Policy Committee has adopted its revised bylaws so CTAG can remain consistent with their decisions.

## **CORRESPONDENCE**

Mr. Quint advised that included in tonight's correspondence are the following items:

- Resolution from Spotsylvania County requesting VDOT to allocate Fred Ex funds to the Exit 126 southbound exit ramp commonly referred to as the "Super Ramp" and the Harrison Road Bridge widening over I-95
- Letter from DRPT advising of new Technical Committee and Policy Committee representatives
- Resignation letter from Marti Donley, who will be retiring on June 30 – Mr. Quint stated that Marti continually does a lot for FAMPO and she will be truly missed

The CTAG committee concurred with Mr. Quint on Ms. Donley's valuable assets to FAMPO and thanked her for her service.

## **STAFF REPORT**

None

## **MEMBER REPORTS**

Mr. Burch stated he attended the recent transportation forum held at Belmont. Mr. Burch stated that at the transportation forum, Mr. Dudenhefer stated he does not believe the Region will solve its issues by adding more infrastructure and that alternatives need to be implemented. Mr. Burch stated that teleworking was stressed as being a major component for consideration within the transportation planning process. Mr. Burch stated that with today's job market, 50% of the workforce is eligible to telework; however, it appears the region is going in the opposite direction with promoting this endeavor. Mr. Burch asked that CTAG submit a letter requesting that the Policy Committee speak to the legislators and ask this be pursued.

Mr. Swan stated this is an item that could be put on next month's agenda for further discussion. He stated that if Mr. Burch would be interested in spearheading this effort and formulating a letter to be submitted to the Policy Committee for consideration, this would be a good start. It was recommended that Mr. Burch compile a letter for consideration, email it to the CTAG members for review, and once endorsed by CTAG, it will be forwarded to the Policy Committee.

## **ADJOURN**

The March meeting concluded at 9:12 p.m. The next CTAG meeting will be held on April 11, 2018 at 6:00 p.m.

*Meeting Minutes completed by Joanna Roberson*