



**Citizens Transportation Advisory Committee (CTAC) Meeting Minutes
May 11, 2018**

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Committee Members Present:

Mr. Dave Swan, Chair, Stafford County
Mr. Dave McLaughlin, City of Frederickburg
Mr. Stan Huie, Spotsylvania County
Mr. Josh Templeton, Spotsylvania County
Mr. Melvin Allen, Stafford County
Mr. Morgan Burch, Stafford County
Mr. Rupert Farley, At-Large

George Washington Regional Commission (GWRC) Staff:

Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Mr. John Bentley, FAMPO
Mr. Colin Cate, FAMPO
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

Mr. Swan called the meeting to order at 6:02 p.m.

APPROVAL OF AGENDA

Upon motion by Mr. Dave McLaughlin and seconded by Mr. Burch, with all concurring, the May CTAC agenda was approved as submitted.

APPROVAL OF CTAC MEETING SUMMARY OF APRIL 11, 2018

Mr. Swan advised he had two minor amendments and these will be made after conclusion of tonight's meeting.

Upon motion by Mr. Dave McLaughlin and seconded by Mr. Burch, with Mr. Farley abstaining and all others concurring, the April CTAC committee minutes were accepted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF APRIL 16, 2018

Mr. Quint advised the Policy Committee adopted both the LRTP and the CMAQ/RSTP allocations at the April meeting. Discussion occurred on Round 3 of Smart Scale, and this item will also be addressed later at tonight's CTAC meeting.

PUBLIC COMMENT

None

NEW BUSINESS

None

DISCUSSION/ACTION ITEMS

a.) US 301/Rte 207 Study Update – Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)

Mr. Haynes advised that the VDOT Arterial Preservation Program is a statewide program. Mr. Haynes stated that classifications of highways are listed as: Freeway (Interstate), Principal Arterial (Main Roads); Minor Arterial (Secondary Roads); Major Collectors; Minor Collectors and Local Roads. Mr. Haynes stated that the roads at the top (i.e. freeway, etc.) are roadways that are designed to increase mobility; whereas the local roads are designed to increase access. Mr. Haynes stated that as you moved down the list, the purpose for the Arterial Preservation Program decreases. Mr. Haynes stated that the current study is focused on a 42-mile corridor from Carmel Church in Caroline County (Rt. 207) to the Potomac River in King George County (US 301). Mr. Haynes stated that there are many arterial preservation studies ongoing statewide, but this is the only one currently planned for the FAMPO/GWRC region. Mr. Haynes relayed that a previous Arterial Preservation study was completed approximately three years ago on the western Route 3 corridor.

Mr. Haynes stated that as roads become more voluminous, the arterials began to show more erosion for safety and capacity. Mr. Haynes relayed that Virginia’s arterial roads have continued to become “main streets” when compounded with local growth development. Mr. Haynes stated that placing direct access and traffic signals at every business or residential development adds congestion to the primary roads, and signals add congestion and ultimately lessen mobility.

Mr. Haynes stated that arterial roads serve the local economy and provide tax revenues; however, over time, with the expense of safety, capacity and mobility it affects the movement of people and goods within the region and across the state.

Mr. Haynes stated that this matters because preparing for future traffic and economic development reduces the need for expensive, disruptive & “retrofit” projects. Mr. Haynes stated that the Route 301/207 corridor is anticipated to see additional commercial and residential developments, and with the Harry Nice Bridge project in Maryland underway, the traffic is expected to double in 20 years. Mr. Haynes stated that while the Harry Nice Bridge replacement and construction is underway, and the improvements being made to I-95, more traffic is going to be diverted to utilizing the Route 301/207 corridor.

Mr. Haynes stated that access management involves the location, spacing and design of driveways, medians, median openings, traffic signals, etc. The guiding principles in making the Arterial Preservation Program successful are to ultimately limit the number of conflict points and/or to separate the points. These improvements involve reducing the number of median openings; improving driveway designs; and consolidating driveways to reduce frequency. Mr. Haynes stated that conflict points are various points on a roadway at intersections where a crash could occur. Mr. Haynes stated that by spreading out and separating, roads become safer and more efficient.

Mr. Farley stated that conflict points do not resolve a traffic issue as they simply move the conflict points further down the roadway. Mr. Haynes concurred this does happen; however, data has shown that by improving the current conflict points, accidents can be decreased by as much as 50%. Mr. Haynes stated that except for Port Royal, the 42-mile corridor on Rt. 301/207 is a four-lane divided highway, and even if a driver must go an additional half-mile to make a turn to go in the opposite direction, the data has shown that it becomes a safer alternative as fewer accidents occur.

Mr. Haynes stated that before VDOT would implement an Arterial Preservation Program for a specific roadway, all considerations need to be addressed and studied. Mr. Haynes stated there are innovative intersection improvements that result in a safer roadway at a much lesser cost. Mr. Haynes advised the innovative intersection designs improve safety, reduce delays and increase efficiency. Mr. Haynes stated that VDOT refers to these options as “innovative” intersections; however, they are also known as alternative, non-traditional, unconventional or reduced conflict intersections.

Mr. Farley asked how a pedestrian can cross through one of these intersections. Mr. Haynes advised that there would be designated crosswalks on the roadways and this would require stopping traffic to allow the pedestrian to safely cross.

Mr. Huie asked if the State of Maryland was going to study this option at the Potomac before crossing the Harry Nice Bridge. Mr. Haynes stated that the VDOT study will only include the portion of Route 301 that crosses into King George County.

Mr. Haynes relayed that the project stakeholders working group for the study includes: FAMPO, VDOT, Caroline County, King George County, the towns of Bowling Green & Port Royal; & the Department of Defense for the naval station at Dahlgren. Mr. Haynes relayed that stakeholders in the town of Bowling Green also included representatives from Ft. A.P. Hill. Mr. Haynes advised that initial public hearings were held and recently occurred again in both Caroline & King George counties to reveal the findings from the study. Mr. Haynes stated that because of the study efforts, King George County has selected two innovative intersection projects to be submitted for consideration in Smart Scale.

Mr. Haynes advised that key challenges identified within the study corridor include:

1. Safety Concerns (lack of adequate shoulders & poor sight distance at some locations)
2. Operational Challenges (high number of crossovers & new signals; weekend congestion near Nice Bridge; weekday congestion near military facilities)
3. Future Traffic Growth (continued development; Nice Bridge widening project; diversion for traffic to utilize Rt. 301/207 corridor during I-95 construction)

Mr. Haynes stated that today’s traffic count data shows 8,000 vehicles are utilizing the 42-mile corridor, and by 2040, the projected usage is 26,000 vehicles. Mr. Haynes stated there are 81 crossovers and 37 intersections currently along the corridor. Mr. Haynes advised that the study provided recommendations for each of the crossovers and intersections.

Mr. Haynes stated that the study also included looking at all existing shoulders which vary within the region from 1’ unpaved to 8’ paved shoulders. Mr. Haynes relayed that the next steps will be to finalize the study and to have study results posted on the VDOT webpage by month-end. Mr.

Haynes stated that VDOT will continue to work with county/town officials to implement solutions, identify priorities and seek funding. Mr. Haynes advised that there is currently no allocated funding available and there is no date established for construction improvements to begin & conclude. Mr. Haynes stated that the recommendations will be implemented as opportunities arise.

Mr. Burch asked if the purpose of tonight's presentation is for requesting funding from FAMPO. Mr. Haynes stated that tonight's presentation is for informational purposes only. Mr. Agnello stated that staff is pleased that VDOT has taken a proactive approach into conducting the study and determining what needs could be addressed at a much lesser cost and increase safety and to gradually implement some of the recommended improvements before they become critical issues.

b.) Resolution No. 18-27, Adopting the Fiscal Year 2019 Unified Planning Work Program (UPWP) – Mr. Nick Quint

Mr. Quint advised that at the April meeting endorsement was granted for advertising that a public comment period begin on April 19 and end May 18 for the UPWP. Mr. Quint stated that to date; no adverse public comments have been submitted. Mr. Quint advised that Resolution no. 18-27 is asking for adoption of the FY2019 UPWP.

With stipulation that no adverse comments are submitted by May 18, upon motion by Mr. Dave McLaughlin and seconded by Mr. Burch, with all concurring, Resolution No. 18-27 was endorsed with a recommendation that it be adopted by the Policy Committee at its upcoming meeting.

c.) Resolution No. 18-28, Amending the FY2018-2021 TIP to Adjust Various DRPT Grants – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-28, is requesting an amendment to the FY2018-2021 TIP for various DRPT grants. Mr. Quint stated that in tonight's agenda packet, the resolution and amendments/adjustments are included. Mr. Quint stated that the blue items reflect adjustments and the red items include 3 new projects for FRED. The new projects are indicated for bus parts, security equipment & data software needs. Mr. Quint stated the adjustments decrease or shift FY2019 funding that was previously allocated.

Upon motion by Mr. Burch and seconded by Mr. Huie, with all concurring, Resolution No. 18-28 was endorsed with a recommendation that it be adopted by the Policy Committee at its upcoming meeting.

d.) Regional Smart Scale Candidate Projects – Mr. Nick Quint

Mr. Quint advised that recent/upcoming changes have occurred to the Smart Scale candidate project list since the April meeting:

- I-95 project changes – added as a new project and includes Centreport Parkway improvements
- Park & Ride Lot candidate project – removed due to lack of local support at the Garrisonville Road Park & Ride lot
- Study updates – because of the following studies that have been on-going and nearing completion, it is conceivable new projects could be submitted for consideration – the studies

are Route 1 study being completed by VDOT; Route 2/17 study being completed by Spotsylvania County; & Route 1/208 study also being completed by Spotsylvania County

Mr. Quint relayed that the I-95 SB widening project from mpt 128.7 to Exit 126 (southern terminus of SB River Crossing project) has a new cost estimate of \$15 million (previously estimated at \$25 million – price decreased as a result of VDOT determining the hard shoulder on the inside lanes of I-95 could be widened and new lanes would not be needed; also, VDOT has determined that the Harrison Road bridge replacement project will now not be needed).

Mr. Quint stated the Exit 126 STARS interchange improvement project's scope has been modified and includes additional improvements but at a new cost estimate of \$20 million (previously was \$25 million). The new scope includes a second left turn lane on NB US 1; widening and lengthening the NB on-ramp; and widening SB US 1 under the interstate from 2 to 3 lanes.

Mr. Quint stated that the widening of I-95 to 8 lanes from Exit 130 to Exit 126 could possibly be included with the STARS Study improvements. This project may be bundled with other projects to make it more competitive. This project was previously estimated to cost \$75 million, and new estimates reflect a \$70 million cost.

Mr. Quint stated that some potential multimodal enhancements for I-95 improvements include: Intelligent Transportation Systems (ITS) – parking demand management system & traffic operational cameras installed on I-95 for the park & ride lots along the corridor – signage indicating when a park & ride lot is full, etc.; bike/ped improvements to convert the Harrison Road shared-use path to existing VCR trail & improvements to future Commonwealth Drive and/or existing lot on Rt. 208; TDM to include overall park & ride lot improvements within the FAMPO region; & transit for potential new FRED route from Caroline County to Spotsylvania VRE station.

Mr. Huie asked who the best resource/contact is at VDOT to talk about adding a paved shared-use path on top of the berm at Kingswood that is within ¼ mile of I-95. Mr. Huie stated that improvements could be made to the trail with limited cost since the Kingswood subdivision is not in favor of running the trail through their neighborhood. Mr. Huie stated that this residential development has adamantly opposed a bike trail going through their subdivision. Mr. Farley asked what makes Kingswood so special that allows them to have the say on a trail improvement project. Mr. Agnello advised that staff would contact VDOT and determine who the best resource would be, and Mr. Quint would follow-up.

Mr. Quint stated that some possible park & ride lot enhancement projects include: bus shelters, bike lockers, covered bike racks, sheltered slug line island, electric charging stations, bike/ped paths/trails or sidewalks.

Mr. Quint advised that the US 17 Business STARS Study improvements and new park & ride lot is located between I-95 and Route 1 north in Stafford County. A new 1200-space lot is being considered at Olde Forge Drive.

Mr. Burch stated this new park and ride lot needs to be coordinated with the Stafford Sheriff's Department as it is known as an alpha section. Mr. Burch advised that this is a high-crime area with consistent break-ins, drug busts, etc. Mr. Swan concurred that having contact with the sheriff's department would be helpful in determining new park and ride lot sites, and the request should be asked for crime rate by specific area in Stafford County.

At the Exit 136 interchange and Enon Road improvement project, Mr. Quint stated that Enon Road improvements would include widening from 2 to 3 lanes from US 1 to almost at I-95. This project also includes a new turn lane from I-95 SB off ramp to EB Centreport Parkway, and a new ramp from EB Centreport Parkway to SB US 1.

Mr. Dave McLaughlin stated that he did not see this area as being an issue now or one for potential growth development as the airport is the only commercial development in this area. Mr. Allen stated that further west of the airport there are large residential developments already in place and the largest one in the county, Embrey Mill is under development now as well. Mr. Allen stated that the current traffic backs-up to Colonial Forge High School and Mountain View road. Mr. Swan stated there is also a 1000' extension planned for the airport, and by 2035 the airport is planned to be listed as a regional airport, so additional commercial traffic will occur. Mr. Agnello stated that even though a project may not seem to be warranted today, planning efforts are advanced for 10 years out. Mr. Agnello stated that for Round 3 of the Smart Scale process, the projects selected will be awarded by the CTB in FY2018; funds will be allocated in FY2019; actual allocation to occur 4-5 years later; & construction to begin 5 years after actual allocations have been awarded.

The Rt. 3 STARS study and NB I-95 off ramp improvements from the City of Fredericksburg is a project that could be bundled with other projects. The STARS study was completed a year ago and covered the areas between Gateway Boulevard and Dixon Street. The project has had a new design change/scope; however, is still actively endorsed as one that should be moving forward.

The Rt. 3 STARS study and Gateway Boulevard extension project is also a City of Fredericksburg project and adds on to the project listed above. The initial estimated project cost was \$35 million and new estimates indicate the cost would be \$28 million. The project initially had \$7 million in leveraged funding and now has \$11 million.

Mr. Quint stated that additional park & ride lot improvement projects in Stafford County are as follows: Chatham Heights - \$2.36 million for 95 spaces – currently FAMPO is leasing spaces in this vicinity with utilization of CMAQ funds at a cost of \$12k per year; Route 3 East – new lot being considered near the Ferry Farm Walmart to the down-river side of the bridge. Mr. Quint advised that FAMPO is currently leasing spaces in this vicinity as well with utilization of CMAQ funding at \$18k annually. Mr. Quint advised that Stafford County also has a trail planned under the bridge that connects Belmont to Ferry Farm, so this lot could serve as parking for the trail. The Chatham Bridge lot could be 20-100 spaces.

Mr. Quint advised that the next steps for Round 3 of the Smart Scale process are:

- May 14 – Smart Scale Regional Forum – FAMPO staff will be looking to obtain consensus on which projects to submit from the FAMPO/GWRC boards. Mr. Quint advised the meeting will be held at the VDOT District Auditorium from 6-8:00 p.m.
- May 21 – GWRC/FAMPO committees asked for action on Smart Scale candidate projects

Mr. Swan stated that he encourages all CTAC members to attend the upcoming May 14 meeting if their schedules allow. He said it is a good opportunity to speak to elected officials; ask questions; have resource staff on hand; etc.

Mr. Farley stated that there is nothing in the plan and on the project list that will not result in inducing more sprawl. Mr. Farley stated that all projects being considered are directly working against the purpose of the Smart Scale process and it is his hope that none of those being submitted get approved.

i. Regional Smart Scale Priority Workshop – May 14, 2018

Mr. Quint advised that included in tonight's agenda packet is the agenda for the Regional Smart Scale Priority Workshop.

e.) VAMPO/VAPDC Joint Training Conference – Mr. Paul Agnello

Mr. Agnello advised that on June 8 from 9:00 a.m. to 3:00 p.m. at the Fredericksburg County Club, FAMPO/GWRC is hosting the annual VAMPO/VAPDC training conference. Mr. Agnello stated this is the first time the conference has been hosted in Fredericksburg. Mr. Agnello stated that VAMPO is the Virginia Association of MPOs, and there are 15 in Virginia. VAPDC is the Virginia Association of PDCs, and there are 21 in Virginia (FAMPO is in Planning District 16). Mr. Agnello stated that 75+ planners are expected to attend the conference. Mr. Agnello stated that the agenda transportation highlights are: state/federal transportation updates; Smart Scale panel; and bike/ped panel. Mr. Agnello stated that FAMPO is offering two registrations on a first come, first serve basis to CTAC members. Mr. Agnello relayed that additional registrations are available at a cost of \$35/person, and the registration deadline is May 21. Mr. Agnello advised that Marti Donley is the FAMPO staff contact person. Mr. Quint stated staff would forward the conference link to everyone.

Mr. Burch and Mr. Swan both stated that they would be attending. Mr. Dave McLaughlin and Mr. Allen also expressed interest. All stated they would be willing to pay for their registration.

i. Agenda – June 8, 2018

Mr. Agnello advised that a copy of the training conference agenda is included in tonight's agenda packet. Mr. Agnello relayed that the conference fees include light breakfast and lunch.

f.) CTAC Bylaws Discussion – Mr. Nick Quint

Mr. Quint advised that a copy of the revised bylaws has been distributed to members at tonight's meeting. Mr. Swan stated that the items in red are edits that members had requested to be made at previous meetings. Mr. Swan stated that the items highlighted in yellow are new additions.

Mr. Swan stated that throughout the bylaws where "chair" or "vice-chair" is mentioned, it needs to be spelled out – i.e. "chairman". Mr. Quint stated that staff understood chair to read as chairperson. Mr. Quint stated that currently the CTAC is comprised of all male members; however, in the past female members have served on the committee and have served in chair or vice-chair positions so chairperson was used to properly represent any gender.

Mr. Farley stated he was opposed to changing the term to "chairperson" and liked the term "chairman" because it is traditional. Mr. Allen stated that whether male or female, one is either a man or woman, so both would be equally represented if just listed as "chairman".

Mr. Farley also stated that he was opposed to the part of Section 4 – Vacancies regarding vacating members receiving a letter of recognition signed by the CTAC chairman and the FAMPO Administrator. Mr. Farley stated if this is included within the bylaws then it would be applicable to all CTAC members who vacate their position. Mr. Farley stated he would rather receive a letter of appreciation because the committee wanted to send a letter as opposed to being obligated to send one. Mr. Farley stated that in the past there have been many CTAC members who have agreed to serve, attended 1 or 2 meetings when a specific item of interest was being discussed, and once the item of interest is over they discontinue actively serving on the committee. Mr. Farley stated that members like this who are purely serving to get a feather in their cap or to have public recognition for “service” on a transportation citizen advisory group to just be noticed do not deserve to get a letter of appreciation for their volunteer service. Mr. Farley stated CTAC members are chosen to represent a specific locality or by an at-large appointment that represents the entire region and are selected to represent citizens and not just individuals.

After considerable discussion and lateness of the meeting time, Chairman, Mr. Swan asked if the committee wanted to vote on the changes previously made as well as those requested to be made after conclusion of tonight’s meeting or whether it was the desire of the committee to delay vote until the June meeting. Mr. Allen stated he felt the motion should be brought to the table, and if there was a majority in favor, then the amendments would be approved tonight.

The changes requested to be included from tonight’s meeting include:

1. change “chair” or “vice-chair” throughout bylaws to “chairman” or “vice-chairman”.
2. Regarding the letter to be sent to members who vacate their position, the request was to include the following: “upon discretion of the CTAC Chairman and the FAMPO Administrator, vacating members will receive a letter signed by both thanking them for their service.”

With the understanding that the revisions noted above will be included in the bylaws by FAMPO staff, a motion was made by Mr. Huie and seconded by Mr. Allen to accept the revised CTAC bylaws as presented. Voting yes were Mr. Allen, Mr. Huie, Mr. Dave McLaughlin and Mr. Swan. Voting no was Mr. Farley. The abstentions included Mr. Burch and Mr. Templeton.

Mr. Swan advised there was a majority vote to accept the changes, so the revised CTAC bylaws were adopted at the May CTAC meeting.

CORRESPONDENCE

In packet & self-explanatory

Mr. Agnello did reference one letter specifically in tonight’s agenda packet which is the memorandum dated April 23 from FHWA regarding air quality conformity requirements. Mr. Agnello stated that previously this region was in nonattainment with the 1997 8-hour ozone standards.

Mr. Agnello stated that because of a recent court decision, nonattainment requirements could now be applicable to the Fredericksburg Region. Mr. Agnello stated this would require adhering to maintenance requirements within the TIP and SYIP. The regions in the state that are affected include Richmond/Tri-Cities, Hampton Roads and Fredericksburg.

Mr. Agnello stated that even though no final decisions have been made to date, regions that will be affected are compiling a list of regionally significant projects that will need to undergo analysis. A list of projects for the FAMPO Region is expected to be distributed over the next several weeks. Mr. Agnello stated that it is VDOT recommendation that potential affected regions begin developing contingency plans immediately. For FAMPO, this would include travel demand model analysis for base year 2015 and horizon year 2045. Mr. Agnello stated that the FAMPO committees will be kept updated as staff receives additional information.

STAFF REPORT

Mr. Quint advised that interviews for filling Ms. Donley's position have been completed, and staff hopes the new candidate will be on board by June 4.

MEMBER REPORT

Mr. Swan: Mr. Swan stated that in addition to the letter to be sent to CTAC members from the CTAC chairman who vacate their position on the committee, he would like to see a commemorative coin be given as a token of appreciation. Mr. Swan had several coins from his personal collection that he passed around for member comments. Mr. Swan stated there is a new coin shop that has just opened in Fredericksburg, and the cost varies from \$1-5 per coin. Mr. Swan stated that the coins could be engraved on one side with the FAMPO and GWRC logos, and on the back side with the member's name and CTAC committee. Mr. Swan stated that the coin details, size, etc. could all be finalized at a later meeting, but he wanted to get committee feedback on whether it was something members wished to pursue. There appeared to be committee consent that if this was something FAMPO could not pay for, committee members were not opposed to making volunteer contributions themselves. Mr. Swan stated that now that he knew members were in favor of the concept, he would look into more specifics on the cost and have members discuss in more detail at the next meeting.

ADJOURN

The May 9th meeting concluded at 8:32 p.m. The next CTAC meeting will be held on June 13, 2018 at 6:00 p.m.