



**Fredericksburg Area Metropolitan Planning
Citizen's Transportation Advisory Committee (CTAC)
Meeting Summary June 13, 2018**

Committee Members Present:

Mr. Dave Swan, Chair, Stafford County
Mr. Guy Gormley, City of Fredericksburg
Mr. Dave McLaughlin, City of Fredericksburg
Mr. Stan Huie, Spotsylvania County
Mr. Melvin Allen, Stafford County
Mr. Morgan Burch, Stafford County
Mr. Glenn Goldsmith, II, Stafford County
Mr. David Star, Stafford County
Mr. Bobby Anderson, At-Large
Mr. Rupert Farley, At-Large

Others in Attendance: Mr. Brian McPeters, Kimley-Horn

George Washington Regional Commission (GWRC) Staff:

Mr. Nick Quint, FAMPO
Ms. Marti Donley, FAMPO
Ms. Briana Hairfield, FAMPO
Mr. John Bentley, FAMPO
Ms. JoAnna Roberson, GWRC

Call to Order – Mr. Swan called the meeting to order at 6:00 p.m.

Approval of Agenda

Upon motion by Mr. Gormley and seconded by Mr. Burch, with all concurring, the June CTAC agenda was approved as submitted.

Approval of CTAG Meeting Summary of May 11, 2018

Mr. Dave McLaughlin advised he had a sentence structure/re-wording request to be made and this edit will be made after conclusion of tonight's meeting.

Upon motion by Mr. Farley and seconded by Mr. Dave McLaughlin, and all others concurring, the May CTAC committee minutes were accepted with requested revision to be made accordingly.

Review of FAMPO Policy Committee Meeting of May 16, 2018

Mr. Quint advised the Policy Committee approved the Smart Scale applications to be submitted for Round 3 of the Smart Scale process at the May 16th meeting. Discussion occurred on the I-95 Phase Study and this item will also be addressed later at tonight's CTAC meeting.

Mr. Swan stated that Ms. DeBruhl with DRPT gave a thorough narrative on the re-structuring mandates by the General Assembly in regard to the Transit Funding & Reforms procedures. Mr. Swan stated the presentation was very informative and encouraged all members to take the time to review the Policy Committee meetings that are included in tonight's agenda packet.

Mr. Gormley had a process question and not a content question in regard to whether the Smart Scale presentation was given to the Policy Committee before coming back to CTAC. Mr. Gormley stated that in years past, this was how the committee set-up was run – that approvals were given by the Policy Committee on issues prior to them being reviewed and discussed with either the FAMPO Technical Committee or the FAMPO Citizen's Advisory Committee. Mr. Gormley stated changes were made to address these concerns and he just wanted to know if the requested changes are still in place.

Mr. Quint stated that this is still the policy – that agenda items for final endorsement by the Policy Committee are presented to both the CTAC and Technical Committee for review and consent prior to them being adopted by the Policy Committee. Mr. Quint stated that from time to time there is a "timing" issue whereby information goes directly to the Policy Committee first. Mr. Quint stated the Smart Scale finalized presentation was not available prior to either the CTAC or Technical Committee meetings for the month of May and since they needed to be presented by June 1st (which would have been before the Policy Committee met again in June); it was presented to them for endorsement at the May Policy Committee meeting.

Public Comment - None

New Business - None

Discussion/Action Items

a. Fiscal Year 2019 Election of Officers– Nick Quint

Prior to the election of the 2019 officers, Mr. Swan welcomed all new members and asked that all committee members introduce themselves and give a brief work/experience background. Mr. Swan stated if members have expertise in particular areas or have contacts with expertise

to please forward this information to FAMPO staff so presentations can be scheduled to occur at future CTAC meetings.

Upon motion by Mr. Gormley and seconded by Farley, with all concurring, the Chairman for CTAC for 2019 will be Mr. Swan and the Vice-Chairman will be Mr. Dave McLaughlin.

b. Air Quality Conformity Update – Nick Quint

- i. Resolution No. 18-34, Endorsing the FAMPO Technical Advisory Committee to Approve for Submittal to FHWA the FY2018-2021 TIP and 2045 Air Quality Conformity Report on behalf of the FAMPO Policy Committee

Mr. Quint advised the Policy Committee approved the Fiscally Constrained FY2018-2021 Transportation improvement Program (TIP) and the 2045 Long Range Plan project list and authorized the Technical Advisory Committee to approve the draft Conformity Report for public comment at its upcoming August 8th meeting on behalf of the Policy Committee. Mr. Quint relayed the Conformity Report will be completed in August and the Policy Committee would not be meeting in August.

Mr. Farley stated that with the exception of the VRE platform extensions, the bridge repairs and possibly the Cowan Boulevard extension project, that all of the projects on the list are encouraging more sprawl and will contribute to more air quality issues. Mr. Farley stated he would like to see the TAC committee vote to disapprove Resolution No. 18-34. Mr. Farley stated the majority of the projects on the list are digging the region deeper into a hole that will continue to expand the capacity.

Mr. Allen asked Mr. Farley why the committee should vote no. Mr. Farley stated that moving forward with the list of projects will only result in valuable fuel being wasted; additional environmental impacts; etc. and the committee should go on record in not encouraging this type of growth patterns to continue and demand at least a study being completed showing the results of continual growth. There was no second to Mr. Farley's request for the Resolution to be vetoed.

Upon motion by Mr. Gormley and seconded by Mr. Burch, with Mr. Farley voting no and all others concurring, Resolution No. 18-34 was endorsed by the TAC committee with a request that it be approved by the Policy Committee at the upcoming June meeting.

Interagency Consultation Group (ICG) Meeting of June 4, 2018

Mr. Quint advised the minutes from the ICG meeting from June 4th are included in tonight's agenda packet for informational purposes only.

c. STARS I-95 Northbound at US1 (Exit 126) Alternatives Design Analysis – Mr. Brian McPeters, VDOT

Mr. McPeters advised the STARS program stands for Strategically Targeted and Affordable Roadway Solutions and is a VDOT program that has been around for over 12 years. The program has been revised three times which included the following updates:

- 1 – Study of projects that are initially a low-cost budget to implement
- 2 – Solution based approach for projects not expended
- 3 – Smart Scale program piloted within the STARS program

Mr. McPeters advised VDOT is studying an alternative design analysis project in the northbound direction at I-95/US Rt 1 (Exit 126 – Massaponax area in Spotsylvania County) as a potential STARS candidate project.

Mr. McPeters relayed a STARS program develops solutions that will reduce crashes and congestion bottlenecks by using a data-driven approach. The overall goal of the STARS program is to develop solutions that can be funded and programmed into VDOT's Six-Year Improvement Program (SYIP).

Mr. McPeters advised there are 9 VDOT districts state-wide and the FAMPO region is classified as a Category A. Mr. McPeters stated that the Smart Scale typology assigns a region to be classified as either a Category A, B, C, or D. Mr. McPeters stated each project is scored accordingly among six different categories that include the following ratings: Congestion Mitigation; Economic Development; Accessibility; Safety; Environmental Quality; & Land Use. Mr. McPeters stated that each of the six project classifications have an assessed scoring mechanism associated with them and depending where you are within the region will determine the scoring ratings your Smart Scale project applications will be scored and evaluated.

Mr. McPeters stated that for the FAMPO region who is classified as Category A, the scoring break-down is as follows: Congestion Mitigation = 45%; Economic Development = 5%; Accessibility = 15%; Safety = 5%; Environmental Quality = 10% & Land Use = 20%. As the STARS recommendations for Exit 126 meets 4 of the 6 highest scoring classification categories with at least a score of 10% or higher, this is a project that is considered to score very well in the Smart Scale application scoring process.

Mr. McPeters stated the project purpose for the project at Exit 126 is to increase the capacity of traffic flow on both US Route 1 & I-95 in the northbound entrance ramp for 2040 conditions; to reduce the northbound queue length on US Route 1 in the a.m. peak travel periods; & to identify improvements that can be submitted for consideration of funding under the Smart Scale process. Mr. McPeters stated that even though the I-95 corridor needs many

more improvements; however, if smaller projects that have a cost estimate under \$30m can meet the Smart Scale project criteria, then these can be submitted by a region allowing at least some improvements over the corridor to occur.

Mr. McPeters discussed the project recommendations that would improve both congestion and traffic delays as well as reduce accidents/car crashes with some re-configuration of what is already in place and advised the estimated costs for preliminary construction expenses are \$13.3m with an 18-month time frame for completion. This will include the following: utility relocations; traffic signal modifications; & storm water management. The exclusions not included in the cost estimates at this time are: noise walls; contingency; incentive/disincentive; construction engineering; inflation; preliminary engineering; & right-of-way expenses are still being refined by VDOT staff. Mr. McPeters stated that even with the costs above being unknown at this time, the VDOT study team still has tested data that result in a worthy and beneficial project that meets the STARS criteria and Smart Scale application criteria.

d. I-95 Phase 2 Highway Study Update – Nick Quint

Mr. Quint advised the Policy Committee reviewed the I-95 Phase 2 Highway study results at the May meeting. The study results provided testing data on four new/modified I-95 access points that would result in the reduction of the traffic congestion along the I-95 corridor. The four new/modified points studied are as follows:

- 1 – new full access point near milepost 131 (Rest Area at Central Park)
- 2 – new full access point near milepost 128 (Harrison Road)
- 3 – improved access at existing Exit 126 (Massaponax – Super Ramp)
- 4 – new full access point at milepost 124 (Jackson Village)

Mr. Quint stated these four new access points were studied based on the no-build network assumptions that includes the following: I-95 southbound River Crossing project; I-95 northbound River Crossing project; additional lane that would include 4 lanes in both the southbound/northbound directions along the I-95 corridor between Exits 126 & 130.

Mr. Quint advised the study resulted in proposed improvements along the I-95 access key roadways which included data in changes in delays and average speeds that was computed for the Route 3 corridor; the Route 1 corridor to Route 3 and to Exit 126 and to I-95.

Mr. Quint advised the study results showed that each new access point being considered will increase the average speeds but the most beneficial of the four scenarios is for a new and full access point at milepost 128 (Harrison Road); however, this scenario also resulted in the most expensive to complete. The access point that will reduce congestion and delays and still benefit the region, even though not as much as the benefits Harrison Road would bring, but will be the least costly to complete is the new and full access point near milepost 131 (Rest Area at Central Park).

Mr. Quint stated the impacts to the roadway performances produced the following results:

Route 3 experiences the most delay along the corridor so any alternative that will result in benefit here will yield the greatest decrease in delays

Alternatives that will draw traffic to I-95 will tend to increase the delays on I-95 and will result in a lower reduction with total delay along the study corridor area

Speeds will generally stay the same or improve along the key roadways, with the exception of I-95 in the Exit 126 alternative

Mr. Quint stated the full benefit/cost analysis has not been completed to date due to time and money so the benefit/cost methodology summary is the best case scenario at this time. Mr. Quint advised the “delay” is defined as the difference between congested travel time and free-flow travel time within the defined study areas. Mr. Quint stated the forecasted reductions in daily delays for each of the scenarios was converted to dollars considering items such as: the number of weekdays/weekend days per year; the value of time for workdays and weekends; the consumer price index; the 30-year lifespan for infrastructure; & the regular background of traffic growth. Mr. Quint relayed the cost estimates were developed with consultation from VDOT and other sources. Mr. Quint stated the resulting ratio between benefit and cost is not a comprehensive benefit/cost analysis but instead is a relative quotient between the limited items mentioned above.

There was committee request for VDOT staff to come to a future TAC meeting to discuss FHWA’s commitment to moving forward on any/all of the 4 new/modified access points before the region expends more time and money on a project moving forward that FHWA is definitely not going to support and endorse.

Mr. Gormley also requested that staff provide INTRIX data presentation to the TAC committee as this information is helpful in designating where people enter and exit for local versus commuting trips. Mr. Gormley stated there are a lot of new members now on the committee and he feels this presentation would be very beneficial.

e.) Smart Scale Regional & Local Project Updates – Nick Quint

Mr. Quint advised the Policy Committee has endorsed the Smart Scale application projects to be submitted for consideration in Round 3 of the Smart Scale application process that will be submitted from the localities and other entities (City of Fredericksburg, County of Spotsylvania, County of Stafford, & FRED). Mr. Quint stated Resolution No. 18-35 is asking that CTAC also endorse the projects being submitted for consideration.

- i. Resolution No. 18-35, Supporting Stafford County, City of Fredericksburg, Spotsylvania County & Fredericksburg Regional Transit (FRED) Smart Scale

Project Applications

Upon motion by Mr. Gormley and seconded by Mr. Allen, with Mr. Farley voting no and all others concurring, Resolution No. 18-35 was endorsed by the TAC at the June 14th meeting.

- ii. Resolution No. 18-36, Authorizing Support for the George Washington Reginal Commission (GWRC) and Fredericksburg Area Metropolitan Planning Organization (FAMPO) Smart Scale Project Applications

Mr. Quint advised Resolution No. 18-36 is asking for TAC endorsement for the Smart Scale projects being submitted for Round 3 consideration from FAMPO and GWRC.

Mr. Gormley stated that in the first paragraph it refers to Smart Scale and then noted as formerly HB2 programming projects. Mr. Gormley relayed “HB2” has not been a term used in over 5 years so he thinks this should be removed from the Resolution.

Mr. Quint advised this amendment could be made accordingly after the conclusion of tonight’s meeting. Mr. Quint also stated this Resolution has had a slight modification from the one approved by the Policy Committee at the May meeting. Mr. Quint relayed the park and ride lot for the Route 3 east area was previously being submitted as one of the four projects FAMPO is authorized to submit. However, FRED, who also was allowed to submit up to four projects for consideration but is not going to be submitting any for Round 3 of the Smart Scale process, is now going to submit the park and ride lot project on FAMPO’s behalf. This now allows FAMPO to submit an additional project. Mr. Quint relayed the I-95 Exit 136 interchange improvements and Enon Road improvements in Stafford County are now being submitted in its open available slot.

Upon motion by Mr. Dave McLaughlin and seconded by Mr. Huie, with Mr. Farley voting no and all others concurring, Resolution No. 18-36 was endorsed by TAC at its June 14th meeting.

- iii. Regional Smart Scale Workshop Meeting Minutes of May 14, 2018

Mr. Quint advised minutes from the regional smart scale workshop meeting that FAMPO sponsored are included in tonight’s agenda packet for informational purposes only. Mr. Swan encouraged the members to review these in their leisure as there was a lot of good information discussed and highlighted.

f.) Resolution No. 18-37, Amending the FY2018-2021 Transportation Improvement Program (TIP) – Nick Quint

Mr. Quint advised Resolution No. 18-37 is basically a “housekeeping” one that as regionally significant projects have federal dollars allocated to them, a TIP amendment allows projects to be opened with the development of FAMPO’s 2050 LRTP as it proceeds.

Upon motion by Mr. Burch and seconded by Mr. Dave McLaughlin, with all concurring, Resolution No. 18-37 was endorsed by the FAMPO CTAC committee with a request that it be adopted at the upcoming June Policy Committee meeting;

Correspondence – In packet & self-explanatory

Staff Report

Mr. Quint advised that Ms. Briana Hairfield has been hired by FAMPO to replace Ms. Donley who will be retiring the end of this month. Mr. Quint stated staff was glad to have Ms. Hairfield on board and thanked Ms. Donley for all of her efforts while working for FAMPO. The CTAC members also thanked Ms. Donley for all she has done and wished her well on her retirement.

Mr. Quint also advised that revised FAMPO meeting calendars are available for member pick-up and that the CTAC committee will not be meeting for the months of July/August and the next CTAC meeting will be held on September 12th.

Member Report

Mr. Burch:

Mr. Burch stated that as result of the recent change in the CTAC by-laws in regard to public outreach that he has taken this initiative seriously. Mr. Burch stated that he is making more of concentrated effort to reach out to the citizens in his district/county and engaging them about their traffic concerns throughout the region. Mr. Burch stated he plans to invite citizens to meet for coffee, discussion, etc. and that he has also submitted a letter to the editor that will be run in the Free Lance Star giving some basic information about FAMPO, its purpose, etc. Mr. Burch encouraged all members as their schedules allow to do some similar things.

Mr. Anderson:

Mr. Anderson stated he enjoyed his first CTAC meeting and looks forward to continued input, information and participation.

Mr. Allen:

Mr. Allen asked Mr. Quint for more clarification on the bike/trails issue that is ongoing in Stafford County. Mr. Quint stated that Stafford County is currently updating its bike/pedestrian plan and a kick-off meeting was held last week. Mr. Quint stated it has been some time since this plan was last updated but is now again active and moving forward. Mr. Quint relayed that specifics are still to be determined but contact information as received will be forwarded to the CTAC members. Mr. Quint also advised that 2 upcoming public meetings are to be held at a later date and this information will be provided to the CTAC members as well.

Mr. Dave McLaughlin:

Mr. Dave McLaughlin stated that for future meetings, it may be appropriate and considerate to a guest speaker to have their presentation occur at the beginning of the CTAC meeting rather than later down in the agenda as what occurred tonight. Mr. Swan stated that was an oversight on his part and requested that FAMPO staff ensure guest speakers are scheduled to present first in the agenda outline.

Adjourn The June 13th meeting concluded at 8:58 p.m. The next CTAC meeting will be held on September 12, 2018 at 6:00 p.m. *Meeting Minutes completed by Joanna Roberson*