

**FAMPO Citizens Transportation Advisory Committee (CTAC)**  
**Meeting Minutes**  
**September 12, 2018**  
**Adopted October 10, 2018**

**Committee Members Present:**

Mr. Dave Swan, Chair, Stafford County  
Mr. Dave McLaughlin, City of Fredericksburg  
Mr. Rob Gates, King George County  
Ms. Leslie Jordan, King George County  
Mr. Neil Holloran, Spotsylvania County  
Mr. Stan Huie, Spotsylvania County  
Mr. Melvin Allen, Stafford County  
Mr. Timothy Brown, Stafford County  
Mr. Morgan Burch, Stafford County  
Mr. Glenn Goldsmith, II, Stafford County  
Mr. David Star, Stafford County  
Mr. Rupert Farley, At-Large  
Mr. Larry Gross, At-Large

**Others in Attendance:** Mr. Adam Recchia, Foursquare

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

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

**Call to Order** – Mr. Swan called the meeting to order at 6:03 p.m.

**Approval of Agenda**

Mr. Quint asked to move Discussion Item 6A (Recent Transit Study Update – Mr. Adam Recchia with Foursquare) to occur after agenda item #2 (approval of CTAC September Agenda).

Upon motion made by Mr. Dave McLaughlin and seconded by Mr. Gross, with all concurring, the September CTAC agenda was approved as amended.

**Approval of CTAG Meeting Summary of June 13, 2018**

Mr. Burch advised that there were some typographical edits needed to reflect comments made by “CTAC” that were listed as “TAC” comments and asked that these be amended accordingly. The edits requested were typographical only and did not change content of comments cited. Staff advised these changes would be made after conclusion of tonight’s meeting.

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

### **Review of FAMPO Policy Committee Meetings of June 13, 2018 & July 16, 2018**

Mr. Quint advised there was a lot of discussion at the FAMPO Policy Committee on the results of the I-95 Phase 2 highway study; however, at this time no action has been taken to date by the Policy Committee. Mr. Quint advised this item would also be discussed later in tonight's meeting.

Mr. Quint relayed at the June Policy Committee meeting a legislative sub-committee was appointed. This sub-committee consists of the following Policy Committee members: Mr. Matt Kelly – City of Fredericksburg; Mr. Tim McLaughlin, County of Spotsylvania; & Ms. Cindy Shelton – County of Stafford. The legislative sub-committee met last week and will continue to meet regularly with the state legislators.

Mr. Quint advised approval was also given to FAMPO to move forward in updating the methodology programs and methods currently being utilized with CMAQ/RSTP funding allocations. Mr. Quint stated the last update occurred 10 years ago so a revision is needed.

### **Public Comment**

There were no members from the public in attendance at tonight's meeting so no comments were given. Mr. Swan welcomed the new CTAC members in attendance and asked that everyone introduce themselves and give a brief work/experience background.

### **New Business - None**

### **Discussion/Action Items**

#### **a. Recent Transit Studies– Mr. Adam Recchia, Foursquare**

Mr. Recchia advised that Foursquare is completing its transit study to determine what transit options are currently available; to determine how current service can be improved; & to determine where service can be added within the region that does not currently exist. Mr. Recchia stated this study is also the first approach and groundbreaking effort that has gone outside of the FAMPO region with meetings being held by FRED, FAMPO, Dahlgren & Quantico.

Mr. Recchia relayed the study developed the following scopes in determining the transit needs for the FAMPO/GWRC regions that included the following components:

To find concentrations for a transit-dependent population and to determine the employment/services between them for the major travel/transportation flows

To find concentrations of the commuters and employers and determine the major travel flows between the two

To determine whether the current/existing transit services satisfies the needed connections and if not, how can they be improved with the peak travel flows for the commuting population

To develop improved alternatives

Mr. Recchia stated that currently FRED service exists in Fredericksburg, Spotsylvania & Stafford and even though improvements are needed, the services are being actively utilized. Mr. Recchia advised that the current service in Caroline County is not effective and the Board of Supervisors is deciding whether the service will be continued or amended. For King George County, Mr. Recchia stated that there currently is no service but the county has expressed an interest in having service established.

Mr. Holloran asked if the request for service came from FAMPO, from FRED or from the specific locality. Mr. Agnello advised that for Stafford County, a request came to FAMPO from the Stafford Board of Supervisors with an interest to see if additional service routes could be available going from Stafford County to Quantico. Mr. Agnello relayed this request also included having service connections to the VRE stations as well. For King George County, Mr. Agnello stated that service previously existed here and it was not successful and now county staff and the Board of Supervisors have asked FAMPO to re-evaluate the possibility of amending previous service routes and re-implementing a transit system to the county. Mr. Agnello stated that for Caroline County, this request also came from the Board of Supervisors, The current FRED bus routes have been poorly utilized and the County is making determination on whether it will discontinue the existing service or whether it will be test newer and better defined routes to make the services financially feasible.

Mr. Recchia advised that in determining the transit needs, the transit dependent population was surveyed which includes those who have no access to a personal single-occupancy vehicle; those who are under the age of 21 and are interested in a transit system to get them from one destination to another; the senior population who have given up driving or are medically unable to currently drive; & to the lower-income populations who are not able to afford the cost of personal vehicle.

Mr. Recchia stated that the recommendations the study showed for Stafford County are as follows & include 2 new routes & 1 revised alternative to an existing route:

- Start during peak hour commuter route the D7 FRED route
- To increase the number of D7 trips during peak hours
- To add a D9 trip during mid-day
- To add D4 (existing route) trips for increased connectivity
- To increase frequency on the D9 routes in the mid-day to further increase ridership

Mr. Huie asked what is the approximate cost to a locality for a transit service. Mr. Recchia advised that there are additional funding programs available for transit provision services; however, generally 40% of the total operational costs are what a respective locality is required to meet.

Mr. Recchia advised that for King George County, the following services are recommended:

K1 – local transit option within the county going to Dahlgren  
K3 – commuter route going from King George County into Fredericksburg  
Combined Route – this would become available during the day after the local  
Transit bus has picked up and delivered workers to Dahlgren, and then it would run  
locally within the county to take citizens for medical appointments, retail  
appointments, etc.

Mr. Recchia stated the Caroline County recommendations are to run two FRED routes. One would be a route from Ladysmith to Route 1/I-95; Massaponax, & the City of Fredericksburg which would serve during peak periods to serve the commuter population connections. The second route would run during the day for local traffic for transit options to residents in the Ruther Glen and Ladysmith areas that would run to Lee's Hill. At Lee's Hill, residents could catch a connector bus into Fredericksburg, the Spotsylvania Town Center, etc. Mr. Recchia advised the study results showed limited to no interest in transit options from the town of Bowling Green.

Mr. Brown asked if recommendations would be made to also include weekend service routes. Mr. Recchia stated at this time weekend service was not considered. Mr. Recchia advised that if FRED buses are available and interest documents the need, then this is something that FRED could request to be studied at a later date.

In closing, Mr. Recchia advised the localities have taken the following actions:

Caroline County – recommended changes were approved and implemented in July – new service routes are in place and being monitored for a 6-month time period to determine success or failure

Stafford County – new routes approved and will be implemented in July of 2019

King George County – new route recommendations have been presented to Board of Supervisors; vote expected to occur in the fall & if approved, service should also begin implementation in the summer of 2019

**b. STARS Study Update – Nick Quint**

Mr. Quint advised the STARS studies are VDOT corridor studies selected state-wide that address developing comprehensive & innovative transportation solutions that will relieve congestion bottlenecks and solve critical traffic and safety challenges throughout the commonwealth.

Mr. Quint stated STARS stands for: Strategically Targeted Affordable Roadway Solutions and looks at projects that can be made at a relative low cost where a region can obtain improvements for the “biggest bang for the buck”. Mr. Quint stated this region is lucky in that it has a number of the congested corridors within the region that would qualify. Mr. Quint stated that if approved, VDOT is looking to submit the STARS applications by the fall of 2018. Mr. Quint stated VDOT will submit the applications and if localities are interested in pursuing, then they will seek the funding needed to get the project approved.

Mr. Quint stated that STARS projects typically result in multiple recommended improvements that then may be eligible for funding and implementation under maintenance budgets, Smart Scale applications, HSIP (Highway Safety Improvement Program) applications; State of Good Repair budgets; and/or revenue sharing applications. Mr. Quint advised the recent safety improvements on Route 3 by the Central Park area are an example of a STARS study that was approved and implemented.

Mr. Holloran asked if studies within the FAMPO region are standardized or specific for each locality. Mr. Quint advised that they are standardized with VDOT District Office focusing on projects that are heavily weighted for safety/congestion relief recommendations.

Mr. Star asked what is the percentage of the funding budget the STARS studies consumes. Mr. Quint advised that VDOT has estimated the 2 larger studies are costing \$350,000. Mr. Quint relayed the region receives \$4m annually for CMAQ/RSTP project funding and this is a funding source the STARS studies could be utilized for.

Mr. Quint advised the 2 larger studies being recommended by VDOT for STARS approval are 1 in Stafford County at Rt. 1 Aquia heading to Coal Landing Road corridor; & 1 in Spotsylvania from the Mine Road/Market Street corridor to the Massaponax corridor.

- i. FAMPO Resolution No. 19-05, Authorizing Staff to Transfer Fiscal Years 2019 & 2020 Regional Surface Transportation Program (RSTP) Funding to Support Two Potential VDOT STARS Studies

Upon motion by Mr. Dave McLaughlin and seconded by Mr. Holloran, with Mr. Farley voting no and all others concurring, Resolution No. 19-05 was endorsed by CTAC with a recommendation that the Policy Committee adopt at the upcoming September meeting.

**c. Smart Scale Update – Nick Quint**

Mr. Quint advised the number of applications an entity is allowed to submit for Smart Scale consideration and approval varies across the state and is based on population. For this region, each eligible entity was allowed to submit up to 4 applications each. This includes projects submitted from FAMPO, GWRC, FRED, & the respective localities. Mr. Quint advised there were 9 projects submitted for consideration.

Mr. Quint advised that approval of Smart Scale projects in the past has been heavily dependent on the total project cost so some projects are essentially the same project; however, have been submitted twice that includes both a minimum/maximum recommended project approval.

Mr. Quint stated all projects were submitted prior to the cut-off date and as of August 1<sup>st</sup> the estimated project costs are now finalized. Mr. Quint advised that updates should be forthcoming to the FAMPO committees at the upcoming September meetings which occur after the September CTB meeting. Mr. Quint relayed the updates will include the total number of state-wide projects submitted for consideration; the amount of actual total funding that will be available; etc.

**d. Resolution No. 19-06, Amending the TIP to Add UPC #111980 – Nick Quint**

Mr. Quint advised that Resolution No. 19-06 is a request to amend the TIP to add UPC #111980 which includes interest payments being made by VDOT for the GARVEE bond debt for the allocated southbound Rappahannock River Crossing project.

Mr. McLaughlin stated this is essentially a “housekeeping” resolution and therefore stated that in the past CTAC has not taken action on this type of resolution. Mr. Farley concurred and stated that no action should be taken; therefore, no motion would be needed.

**e.) I-95 Phase 2 Analysis Results – Paul Agnello**

Mr. Agnello advised the transit I-95 phase 2 study was completed and approved by FAMPO last fall. The highway portion of the I-95 Phase 2 analysis will be upcoming for endorsement by the FAMPO Policy Committee at an upcoming meeting. Mr. Agnello relayed the study results are included with the Smart Scale applications and are used to help support the application submitted. Mr., Agnello stated the final report will include information about the assumed future no-build conditions along a corridor such as building the northbound Rappahannock River crossing project; the southbound Rappahannock River crossing project; & the FredEX lane extension project south to Exit 133.

Mr. Agnello stated the Phase 2 analysis also documents recommendations above and beyond the no-build conditions and also addresses future travel demands and recommendations and will include the Quantico region to the Hanover county line.

Mr. Dave McLaughlin stated that some items included within the final report are ones that are approved and recommended; however, to date, no funding has been allocated towards the project. Mr. Dave McLaughlin asked that without allocated funding, how can an assumption be made that includes something that potentially could/would not happen.

Mr. Agnello stated the final report will document recommendations above and beyond the no-build conditions that will address future travel demand such as the following items:

- Widening of I-95 to 4-lanes northbound between Exits 126 & 130
- Widening of I-95 to 4-lanes southbound between Exits 130 & 126
- Southbound off-ramp improvements at Exit 126
- Other interchange ramp improvements at Exits 126 (STARS) & Exit 136 (southbound off-ramp)

Mr. Agnello advised the study team performed additional study data into the possibility of a new interstate access being implemented within the FAMPO region. Mr. Agnello stated the following 3 recommendations have been presented for review/endorsement by the FAMPO Policy Committee and are as follows:

- New full access near milepost 131 (City of Fredericksburg – near Rest Area)
- New full access near milepost 128 (County of Spotsylvania – Harrison Road)
- Improved access at existing Exit 126 (County of Spotsylvania – Route 1)

Mr. Agnello relayed that the proposed I-95 changes near mileposts 131 & 128 would result in a new interstate access being constructed. Per FHWA requirements in coordination with VDOT, either of

these 2 recommendations in moving forward would require an IJR (Interstate Justification Report). The modifications recommended at Exit 126 would result in an IMR (Interchange Modification Report) being completed. Mr. Agnello stated that either an IJR or IMR have a shelf-life of up to 3-5 years.

Mr. Dave McLaughlin asked why there is a rush to spend \$500,000 on 2 studies at this time if they both could expire before being approved, funded, & built.

Mr. Agnello advised the preliminary cost estimates show the following results:

- Exit 131 would cost approximately \$53m and is the lesser cost of the 3 recommendations because the surface streets at this site are already built. This recommendation does provide some traffic congestion relief along the Route 3 corridor west of Bragg Road.
- Exit 128 would cost approximately \$67m for the interchange construction only. However, an additional \$86m for the widening of Harrison Road would be required so the total project cost estimate is \$160m. Mr. Agnello advised this option however does provide the most congestion relief to Route 3.
- Exit 126 is the highest of the 3 recommendations and has an approximate cost estimate of \$211m and provides congestion relief to the Route 1 corridor. Mr. Agnello stated that a portion of this recommendation has been submitted for Smart Scale approval in Round 3 of this year's process & if approved approximately \$35m would be removed from the \$211m total.

Mr. Agnello advised the next steps in the process are as follows:

- Finalization of the I-95 Phase 2 technical report – comments can be received until month-end
- Follow-up of answers to questions received during comment period regarding high-level access analysis that is prepared to date – a final report is expected to be received in the October time frame
- Begin the process of a more detailed technical analysis in either an IJR/IMR format on 1 or more of the proposals recommended for either a new or improved I-95 corridor access
- Determine what additional improvements would be needed at Exit 133 once the details of the northbound river crossing project is finalized

Mr. Agnello advised there is sufficient time available between now and the next round of the Smart Scale application process to get answers to questions in order for the region to possibly select 1 of the 3 recommendations.

- i. Interchange Analysis – included in agenda packet for member review
- ii. FAMPO Benefit-Cost Analysis Memorandum – Included in agenda packet for member review
- iii. FAMPO Benefit-Cost Calculation Worksheet – included in agenda packet for member review
- iv. Draft I-95 Phase 2 Highway Report – included in agenda packet for member review

**f.) Adopted resolution No. 19-03, Amending the Fiscal Years 2018-2021 Transportation Improvement Program to add UPC #113936 – Nick Quint**

Mr. Quint advised that CTAC did not meet in the month of July; however, Resolution No. 19-03 was approved by the FAMPO Policy Committee at its July 16<sup>th</sup> meeting. The resolution is a TIP amendment that allows VDOT to begin the procurement process for the Northbound Rappahannock River Crossing project for the PE phase. Mr. Quint stated the resolution is in tonight's agenda packet for member information only.

**g.) FAMPO Fiscal Year 2019 Committee Meetings Calendar – Nick Quint**

Mr. Quint stated a new FY2019 FAMPO Committee meeting calendar is included in tonight's agenda packet. Mr. Quint stated the major changes are that usually there are no FAMPO meetings scheduled in December. However, a FAMPO Policy Committee meeting will be held in December. It was staff decision to cancel all November FAMPO meetings and hold meetings for all 3 committees in December so that information relayed to the Policy Committee will be presented after both the Technical & CTAC committees have met.

Mr. Swan stated it appeared a typo was on the December calendar as the CTAC meeting is scheduled for the first Wednesday rather than the second Wednesday. Mr. Quint stated this is not an error and for the month of December only, the CTAC meeting will be held on the 1<sup>st</sup> Wednesday to again coordinate with the meeting occurring before the FAMPO Policy Committee meeting convenes.

**Correspondence** – None

**Staff Report** - None

**Member Report**

Mr. Star advised that a meeting has recently occurred with approximately 100 employees at his work site in regard to autonomous vehicle usage. Mr. Star stated that private sector funding is available for infrastructure and there is an interest from the private sectors to see this opportunity move forward. Mr. Swan advised that Mr. Hap Connors, who is FAMPO's CTB member, has verbally expressed an interest/desire in autonomous vehicles as well and he encouraged Mr. Star to forward this information to Mr. Connors.

Ms. Jordan stated this was her first CTAC meeting and she found the committee discussion interesting but overwhelming. Ms. Jordan stated it was a lot to learn and she is looking forward to becoming more involved and learning more about the region.

Mr. Gates relayed it was his first CTAC meeting as well and he looks forward to continued participation at upcoming CTAC meetings.

Mr. Gross provided a FAMPO link that gives a lot of good information about FAMPO and encouraged the new members to review the site. Mr. Quint stated that staff would also compile new member orientation packets and distribute these to all new members as well.

Mr. Swan asked that all new members please make sure that FAMPO staff has current and updated cell phone numbers & email addresses to ensure that if an emergency occurs that would result in a meeting being cancelled, postponed, etc. the CTAC member can be given this information accordingly.

**Adjourn** The September 12th meeting concluded at 9:14 p.m. The next CTAC meeting will be held on October 10, 2018 at 6:00 p.m. *Meeting Minutes completed by Joanna Roberson*