



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
October 12, 2016**

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Committee Members Present:

Mr. Todd Rump, Chair, Spotsylvania County
Mr. Guy Gormley, City of Fredericksburg
Mr. Art Snyder, Spotsylvania County
Ms. Adela Bertoldi, Stafford County
Ms. Fran Larkins, Stafford County
Ms. Dawn McGarrity, Stafford County
Mr. David Swan, Stafford County

Staff Present:

Mr. Paul Agnello, FAMPO
Ms. Marti Donley, FAMPO
Mr. Nick Quint, FAMPO
Mr. Daniel Reese, FAMPO
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

Chairman Rump called the meeting to order at 6:02 p.m.

APPROVAL OF AGENDA

The CTAG agenda for the October 12th meeting was approved as submitted.

APPROVAL OF CTAG MEETING SUMMARY OF SEPTEMBER 14, 2016

Mr. Rump advised that per request of Mr. Farley, some minor word changes within the minutes had been requested. Ms. Donley relayed that Mr. Farley's amendments have been made and the copy of the minutes included in tonight's handout includes the revisions. Upon motion by Ms. Larkins and seconded by Mr. Swan, with all in consensus, the September 14th minutes were accepted as presented.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF SEPTEMBER 19, 2016

Mr. Agnello advised that the minutes are included in tonight's agenda packet and are self-explanatory. With regards to the bicycle study in the City of Fredericksburg, Mr. Agnello stated that the item has been deferred until November, so staff can address some questions from the Policy Committee.

Mr. Agnello advised that the Policy Committee was given an update on the High Speed Rail study that is ongoing from DRPT. Mr. Agnello relayed that even though the eastern bypass alternative that is being studied as a possible alternative has received opposition from the localities as well as from the Policy Committee, the study is still fluid and moving forward. Mr. Agnello advised that the State wants to have the Policy Committee's decision reversed and instead want to work directly with the respective localities. Mr. Agnello stated that DRPT's study results will be available to FAMPO in December.

Mr. Gormley asked if the State can proceed with the study if there is no FAMPO support. Mr. Agnello relayed that the study can proceed, regardless of opposition. Mr. Agnello stated that VDOT and the State could still make a recommendation accordingly, and then once the study has been completed, FHWA would then assume the responsibility for moving forward with any of the alternatives currently being studied. Mr. Agnello relayed that for regions in the State where there is no MPO in place, the State can do what it wants. However, in Northern Virginia, Richmond and Fredericksburg, the alternatives could not continue to move forward without support from the respective MPO's. Mr. Agnello stated that there is still the question being asked by the CTB as to how likely a major project that would cost approximately \$2 billion, that has no funding allocated to it, even has any likelihood of moving forward. However, Mr. Agnello also relayed that the State would not be investing \$50 million in a study to do nothing, so there is the feeling that the State has some confidence in money becoming available.

Ms. Larkins asked how the impacts would affect downtown Fredericksburg if this alternative was selected in lieu of the eastern bypass option. Mr. Agnello stated that a third track would need to be built that will run through Fredericksburg and would require a new train station being constructed as well. Mr. Agnello stated that personal property and commercial property around the station would need to be condemned as well. Mr. Gormley stated that this alternative would widen the existing tracks and build a new bridge. Ms. Larkins asked if property that would be condemned would be purchased in advance. Mr. Agnello stated that with no money allocated to the project, properties would not be purchased upfront. Mr. Agnello stated that if the project is approved, it would not begin to be implemented for approximately 15 years. Mr. Swan stated that if this alternative falls through, the freight traffic will still require it to be moved and re-routed. Mr. Agnello stated that if a fourth lane is constructed on I-95, then this would be the last increase to the existing I-95 road design. Mr. Agnello stated that not only here, but in other regions as well, there are still a lot of questions being asked and, so far, no overwhelming indication of support.

PUBLIC COMMENT

None

NEW BUSINESS

None

DISCUSSION/ACTION ITEMS

a.) Resolution No. 17-08, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Update Fiscal year 2015-2018 Funding – Mr. Daniel Reese

Mr. Reese advised that Resolution No. 17-08 is a routine resolution made to FAMPO from VDOT that is requesting the FY2015-2018 TIP be updated to include FY2015-2018 funding allocations. Mr. Reese stated that \$80 million statewide is being reallocated and the projects in this resolution are grouped in the STIP therefore the projects are not broken down by project phase or fiscal year.

Upon motion by Mr. Gormley and seconded by Mr. Swan, with all in consensus, Resolution No. 17-08 was endorsed with a recommendation that it be adopted at the upcoming Policy Committee meeting.

b.) Resolution No. 17-12, Amending the FY2015-2018 Transportation Improvement Program (TIP) to Include State Alternative Fuel Vehicle Project – Mr. Daniel Reese

Mr. Reese advised that Resolution No. 17-12, amending the FY2015-2018 TIP is also a resolution request made to staff from VDOT. Mr. Reese advised that Resolution No. 17-12 is the request to include federal funding for statewide vehicle fuel conversion funds in the amount of \$19,798,877. Mr. Reese stated that this is not for the purpose of upgrading an entire fleet of state vehicles; however, is being designated for the replacement of state vehicles that have met or exceeded the current term requirements and that when new vehicles are purchased to replace an existing vehicle with an alternative fuel method.

Upon motion by Ms. Bertoldi and seconded by Mr. Gormley, with all in consensus, Resolution No. 17-12 was endorsed with a recommendation that it be adopted at the upcoming Policy Committee meeting.

c.) Resolution No. 17-13, Endorsing Stafford County Grant Application to the Virginia Department of Transportation for Fiscal Year 2018 Transportation Alternatives Program (TAP) Funding – Mr. Nick Quint

Mr. Quint advised that because northern Stafford County is a part of the Northern Virginia Transportation Management Area (TMA), it receives dedicated alternative transportation funding that requires a 20% match. Mr. Quint stated that Stafford County has requested adoption of Resolution No. 17-13, endorsing their application for FY2018 TAP funding to fund the sidewalk project on Onville Road (TAP funds will be \$440,000 & locality funds will be \$110,000).

Upon motion by Ms. McGarrity and seconded by Ms. Bertoldi, with all in consensus, Resolution No. 17-13 was endorsed with a recommendation that it be adopted at the upcoming Policy Committee meeting.

d.) Smart Scale Update – Mr. Paul Agnello

Mr. Agnello advised that due to a computer glitch at the State, the Smart Scale application process submittal deadline was extended from September 30th to October 3rd. Mr. Agnello relayed that five regional projects were submitted for consideration from GWRC and FAMPO.

i. Summary Presentation

Mr. Agnello advised that more projects were submitted this year, with a lot less money available for allocation. Mr. Agnello stated that the scores for Smart Scale projects are expected to be released in February. Mr. Agnello advised that staff is hopeful the NB Rappahannock River Crossing project, the region's number one project, will be funded.

Mr. Agnello stated that two projects were submitted by FAMPO:

1. the NB Rappahannock River Crossing project and
2. the Route 610 Direct Connect Ramp to 95 Express Lanes and 400-space Expansion at the Mine Road Commuter Lot.

Mr. Agnello relayed that three projects were submitted by GWRC:

1. VRE Station improvements at Brooke and Leeland Road. Mr. Agnello advised this project was submitted last year but was not approved for funding and the State strongly encouraged staff to re-submit them this year.
2. A new Park and Ride Lot to be constructed on the Route 3 east corridor in Stafford County.
3. A Lafayette Boulevard Bicycle/Pedestrian Trail Loop Extension that would connect with the existing VCR Trail in the City of Fredericksburg.

Mr. Agnello advised that the Northern Virginia Transportation Commission (NVTC) submitted the Fredericksburg VRE line capacity improvements project, which will require a resolution of support from FAMPO.

Mr. Gormley asked if PRTC submitted any projects. Mr. Agnello stated that that they did not. There were a lot of questions asked and comments made by the committee in regard to the status of projects throughout the region, specifically those in Stafford County. It was requested that a VDOT representative come to the November meeting and brief the committee on the projects that are still underway; projects that are now on the back-burner; projects that are funded; projects that still require funding; etc.

ii. Recent I-95 NB Rappahannock River Crossing Project Changes

Mr. Agnello advised that VDOT has reevaluated the original design for the NB Rappahannock River Crossing project and have found that some modifications could be made that would provide the same amount of traffic congestion relief with a lower cost and less impacts to neighboring businesses. Even though the original concept may eventually need to be built, the new design will achieve similar results for the near term. These design changes have resulted in a cost estimate decrease of \$20 million, and the new total for the project is \$132 million.

Mr. Agnello stated that as a result of some safety funding that became available to the State, the revised I-95 NB Rappahannock River Crossing project does not include improvements at the Route 3 interchange.

Mr. Agnello advised that the Route 17 interchange original design has also been modified and no longer includes a fly-over ramp. This modification also provided cost savings with the original cost estimates. Mr. Agnello stated that at this time the new designs for the Route 17 interchange are not finalized by VDOT and study is still underway. Mr. Agnello advised that additional improvements may still be needed to Route 17, and the Northern Tail project that had previously been deemed as needed may still be required but will not be included in the redesigned project.

Mr. Snyder asked as this has now been split into four separate projects, when can we expect to see a combined view so that the same mistakes made at Route 610 are not made again; what the project will look like; etc.

Mr. Agnello stated the VDOT Fall District meeting is going to be held at Germanna Community College on November 1st and it is a big meeting. Mr. Agnello encouraged everyone to attend. Mr. Agnello stated that this transportation meeting is the biggest in the history of the Fredericksburg District. Mr. Agnello stated that the first part of the meeting will be a town hall type setting and will discuss the Smart Scale projects and pending process. Mr. Agnello stated that this meeting is also going to be combined with a public hearing on the Atlantic Gateway Project, which includes the 95 Express Lanes extension and the SB Rappahannock River Crossing.

Mr. Agnello stated that the meeting will begin at 4:00 p.m. with an open house, and the public hearing is scheduled to occur around 5:30 p.m. Mr. Snyder stated that usually at these meetings there is not a lot of information made available to citizens and is simply a matter-of-fact informational meeting where you are told what projects will be pursued. However, no information is provided on how much the project will cost; where the funding will come from; when the project will begin, etc.

Mr. Agnello stated that a lot of the answers to the questions may still not be available at the November 1st meeting; however, he feels some additional new information in regard to the express lane extension project will be revealed at the November 1st meeting.

Ms. Larkins asked if CTAG would be able to have an informational table at the meeting. Mr. Agnello stated that he has asked VDOT if this would be allowed and to date, he has not heard back from VDOT staff.

Mr. Gormley asked if the meeting agenda has been made public. Mr. Agnello stated that it had and that Ms. Donley has already added the link to the FAMPO website. The comment was made that if in fact VDOT really wants commuters to attend and participate in these meetings, then why are the meetings held at 4:00 p.m. when commuters are not even home from work yet. Mr. Agnello stated that there is the opportunity to provide feedback and comments via the internet or by mail, if you are not able to attend.

Mr. Gormley stated that he would also encourage CTAG members to send letters of concern to the Governor, as he has done this in the past and does receive a response back his concerns. Ms. Larkins

also relayed that there was a concern regarding hidden stop signs in her subdivision and that residents forwarded their concerns via email to Kelly Hannon at VDOT. Ms. Larkins stated that the concern has been addressed and signage put in place to help rectify the safety issues that were being experienced at the intersection.

iii. VRE Presentation on Fredericksburg Line Application

Mr. Agnello stated that in the first round of Smart Scale VRE did not receive funding for the Leeland Road and Brooke station improvements. Mr. Agnello stated that this led to a discussion with the State and DRPT, and it was recommended that VRE submit a larger-scale project for Smart Scale consideration this year. The Leeland Road and Brooke station improvements project proved to only be of benefit to this region and it was felt that if an application was submitted that applied to multiple regions, and projects that included rolling stock as well as improvements, it could potentially score higher. Mr. Agnello stated the application submitted this year includes improvements for longer trains, more trains, and increased capacity.

Mr. Snyder asked if high-speed rail is designed to encourage more ridership and more passenger traffic. He stated that a significant impediment to riding the VRE is the long travel time. Mr. Snyder stated that the more stations you have, the longer the travel time becomes. Mr. Snyder asked if anyone has compiled data on reducing the number of station stops, which would allow the money to go further and ultimately decrease the travel time.

Mr. Agnello stated that VRE's position is that a third track is needed so that additional capacities can become available. Mr. Rump stated that currently at some of the VRE stations commuters have to walk the distance of three railcars to exit, which adds to the commuting time.

iv. **Resolution No. 17-14, Support for Stafford County, City of Fredericksburg and Spotsylvania 2016 Smart Scale Project Applications to State for FY2018-2023 SYIP Funding Consideration**

Resolution No. 17-14 is asking for support for the Smart Scale project applications being submitted by the City of Fredericksburg, Spotsylvania County, and Stafford County.

Upon motion by Ms. Larkins and seconded by Mr. Swan, with all in consent, Resolution No. 17-14 was supported with a request that it be adopted at the upcoming Policy Committee meeting.

v. **Resolution No. 17-15, Authorizing Support for Northern Virginia Transportation Commission's (NVTC) Smart Scale Application**

Resolution No. 17-15 is asking for support of the VRE Fredericksburg Line Capacity Improvements Smart Scale application that is being submitted by NVTC.

Upon motion by Ms. Bertoldi and seconded by Mr. Gormley, with all in consent, Resolution No. 17-15 was supported with a request that it be endorsed by the Policy Committee at the upcoming October meeting.

e.) **Fredericksburg District Fall Transportation Public Meeting** – Mr. Paul Agnello

Mr. Agnello advised that VDOT's fall transportation meeting will be held on November 1st at Germanna Community College. Mr. Agnello stated this is the meeting that was discussed earlier in the agenda. The meeting will begin at 4:00 p.m. and the public hearing on the Atlantic Gateway project will occur at 5:30 p.m.

f.) High Speed Rail Study Update – Mr. Paul Agnello

- i. State presentation to Commonwealth Transportation Board (CTB)

Mr. Agnello stated that discussion had previously occurred earlier in tonight's meeting regarding the high speed rail study and there was no additional information that needed to be relayed at this time.

- ii. Free Lance-Star articles

Mr. Agnello advised that included in tonight's agenda packet are two letters that have been submitted to the Free Lance-Star. The editorials are in regard to the High Speed Rail project. One letter is highly against and one is in favor, and Mr. Agnello stated they were included in tonight's packet strictly for informational purposes and to reflect citizen feedback accordingly.

CORRESPONDENCE

Included in packet and self-explanatory

STAFF REPORT

Mr. Agnello advised that Mr. Daniel Reese will be leaving FAMPO and will be relocating back to Pennsylvania. Mr. Agnello stated that Mr. Reese's expertise and staff help over the last eight years has been greatly appreciated. The CTAG committee thanked Mr. Reese for all of his assistance over the years and wished him well on his new position that awaits him in Pennsylvania.

MEMBER REPORT

Mr. David Swan: Mr. Swan stated that at the Quantico/US Route 1 exit, directly past the Quantico Corporate Center, that he is sure this is the worst exit in the Commonwealth. Mr. Swan stated that the exit has huge potholes and daily he and other drivers perform a jeeering effort that faces oncoming traffic just to go around the pot holes. Mr. Swan stated that he has contacted the base and has been told that there is no money allocated for making the needed road repairs and none is expected to come forward from another budgeted item. Mr. Swan stated that it truly has become a safety issue and needs to be addressed. Mr. Swan stated that he would like CTAG to endorse a request that this road be taken over and maintained by VDOT so that necessary repairs can be made. Mr. Gormley stated that this road is on federal property and therefore cannot be taken over by VDOT. Mr. Gormley stated that the reduction in money allocated for road maintenance was a result of the sequestering that occurred over the last several years with the military bases. Mr. Swan stated that as Route 1 is an alternate to I-95 commuters, VDOT should still be approached regarding the needs and concerns.

Mr. Snyder asked for staff to provide VRE ridership statistics to the committee. Mr. Snyder stated that he would like the data provided that demonstrates VRE ridership is in fact equivalent to one lane of I-95 traffic. Ms. McGarrity concurred and stated that VRE does remove some of the traffic on I-95 but actually only ends up taking a small percentage of drivers off the roadways. Mr. Snyder stated that he would like to review the analysis, the source of the data, the consistency on when VRE ridership counts/surveys are conducted, etc.

Mr. Agnello advised that the last VRE ridership survey indicated that approximately 3,300 commuters ride the VRE trains on a daily basis. Mr. Agnello advised that a current survey data count was just recently completed over the last several weeks, and this survey count also included the new Spotsylvania Station. Mr. Agnello stated that this is the first survey that collected data for the Spotsylvania Station. Mr. Agnello advised that staff would contact VRE on the status of the survey and provide an update at the next CTAG meeting.

ADJOURN

The October 12th meeting concluded at 8:11 p.m. The next CTAG meeting will be held on November 9th at 6:00 p.m.

Meeting Minutes completed by Joanna Roberson