



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
November 8, 2017**

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Committee Members Present:

Mr. Michael Wood, Vice-Chair, Spotsylvania County
Mr. Guy Gormley, City of Fredericksburg
Mr. David McLaughlin, City of Fredericksburg
Mr. Tim Davis, Caroline County
Mr. Rupert Farley, Spotsylvania County (At-Large)
Mr. Larry Gross, Spotsylvania County (At-Large)
Mr. Stan Huie, Spotsylvania County
Mr. Art Snyder, Spotsylvania County
Ms. Dawn McGarrity, Stafford County

Others in Attendance:

Mr. Randy Comer, Thrasher Group

George Washington Regional Commission (GWRC) Staff:

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

CALL TO ORDER

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

APPROVAL OF AGENDA

Mr. Quint advised staff has an item description clarification to the agenda on Item 7d. Mr. Quint stated this agenda item should read as follows: I-95 Exit 126, Route 1 Southbound onto Southpoint Parkway.

Upon motion by Mr. Farley and seconded by Mr. D. McLaughlin, with all concurring, the CTAG agenda, as amended, for the November 8th meeting was approved.

APPROVAL OF CTAG MEETING SUMMARY OF OCTOBER 11, 2017

At the October CTAG meeting, Mr. D. McLaughlin had asked a question regarding the TAP projects for the applications filed by the City of Fredericksburg and Stafford County. Mr. D. McLaughlin asked if the money was not used by the two localities making the grant request, can it then be used somewhere else.

Mr. Quint stated that at the October meeting he did not have an answer to the question; however, he does have one now. Mr. Quint advised that this year, the City of Fredericksburg and Stafford County each submitted an application. Mr. Quint stated there are two different pots of TAP funding in the FAMPO Region:

1. For the Fredericksburg application, the money is allocated to the VDOT Fredericksburg District, which includes our PDC, the Northern Neck and the Middle Peninsula. This pot of funding is approximately \$1 million annually (any remainder rolls over to the next year). Mr. Quint stated all localities are eligible to apply.
2. For Stafford County's project, Mr. Quint stated that a portion of northern Stafford County is classified as part of the urbanized area for the Washington, D.C. Region. As such, this portion receives a separate TAP allocation of approximately \$86,000 annually (any remainder rolls over to the next year). However, only projects within the northern Stafford County area are eligible to receive this funding.

Upon motion by Mr. Farley and seconded by Mr. Gormley, with Mr. Wood abstaining, and all others concurring, the October CTAG committee minutes were accepted with the following edits noted to be made after the conclusion of tonight's meeting.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF OCTOBER 16, 2017

Mr. Quint advised there were two items to highlight from the FAMPO Policy Committee meeting on October 16th. The first item was an action item regarding the I-95 Northbound Rappahannock River Crossing study. Mr. Quint stated this project has been submitted unsuccessfully in both Round 1 & Round 2 of Smart Scale.

Mr. Quint relayed that VDOT has received \$200,000 towards completion of an IMR (Interchange Modification Report) to re-evaluate the original scope of the project to see if it can be downsized to make it more competitive in Smart Scale. Mr. Quint advised the total cost of the IMR is \$250,000. Mr. Quint stated the Policy Committee is considering whether or not the project will be re-submitted in Round 3. Regardless of that decision, Mr. Quint stated that the IMR needs to be updated before the project can move forward.

Mr. Quint stated that the FAMPO Policy Committee voted to have FAMPO staff transfer \$50,000 in RSTP to the IMR for the I-95 Northbound River Crossing project.

Mr. Quint advised there was discussion on Smart Scale. Mr. Quint stated the Accessibility category has a measure of 45/60 minutes for auto/transit travel times (respectively) from a project to a job. Mr. Quint stated that for the rest of the state, this travel time is acceptable; however, for this region the 45/60 minutes is not realistic. Mr. Quint stated that FAMPO submitted a letter to the Secretary of Transportation's office asking that either a decay curve be implemented for scoring this category, or that this region be grouped with Northern Virginia. Mr. Quint stated that FAMPO received a response that indicated the request would be addressed and changed one way or the other.

However, at the October CTB meeting, the decision was made to not make any changes to the Accessibility category.

Mr. Farley asked for clarification of what a decay curve is. Mr. Quint stated the decay curve is basically a factor used to weight jobs within a shorter travel time higher than jobs farther away.

Mr. Snyder asked when a final decision would be received from the CTB. Mr. Quint stated the CTB meets monthly and the Round 3 application process begins on March 1, so if anything is amended it would be within this timeframe. Mr. Quint stated that it is also likely that the CTB will not re-visit the request and things would again continue to remain as they have been in Round 1 & 2 with no revisions made for Round 3.

PUBLIC COMMENT

None

NEW BUSINESS

None

DISCUSSION/ACTION ITEMS

a.) Resolution No. 18-06, Amending the FY2018-2021 Transportation Improvement Program (TIP) for UPC #13558 – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-06 is a request from VDOT for a project that connects the 95 Express Lanes to the I-95 Southbound Rappahannock River Crossing project. Mr. Quint stated the request is somewhat unusual in that the funding will serve as a placeholder so VDOT can move forward with procurement. The resolution is to provide \$4,000,000 to be applied to the design phase of the bridge work associated with the project.

Upon motion by Mr. Gormley and seconded by Mr. Huie, with all concurring, Resolution No. 18-06 was endorsed by the FAMPO CTAG committee with a request that it be approved by the FAMPO Policy Committee at the upcoming November Policy Committee meeting.

b.) Resolution No. 18-07, Amending the FY2018-2021 Transportation Improvement Program (TIP) for UPC #112046 – Mr. Nick Quint

Mr. Quint advised that VDOT has a statewide TIP (STIP) and the MPO's TIPS have to be in alignment with it. Mr. Quint stated that Resolution No. 18-07 is simply a housekeeping request from VDOT for amendment changes regarding the GARVEE bond funding allocations. Mr. Quint stated the resolution results in no changes to the project cost or project description changes.

Both Mr. Farley & Mr. Gormley stated that in the past CTAG has not taken any action on resolutions that were strictly dealing with housekeeping requests. Several members had questions as to whether an actual vote of endorsement was a requirement. Mr. Quint stated that it was up to the committee to decide.

It was committee consensus that housekeeping resolutions would be provided for informational purposes only but the committee would not vote either way whether to endorse or veto so no motion on Resolution No. 18-07 was provided at the November CTAG meeting.

c.) Update on Smart Scale Round 3 – Mr. Nick Quint

Mr. Quint advised that included in tonight's agenda packet is the Resolution that was adopted by the CTB at their October 24 meeting. Mr. Quint stated the most recent changes to the Smart Scale Technical guide involve the number of applications that localities can submit.

Mr. Quint stated that for the FAMPO Region, FAMPO, GWRC, FRED, and the individual localities can submit up to 4 applications each. For PRTC, they can submit up to 10 applications (previously this figure was 8). Mr. Quint stated this was a concern for the Policy Committee, and they sent a letter asking that the number of applications(4) be increased. Mr. Quint advised that as of October 24, the CTB took no action in FAMPO's request.

d.) I-95 Exit 126, Route 1 Southbound onto Southpoint Parkway – Mr. Nick Quint

Mr. Quint advised that this project was funded in Round 2 of Smart Scale. Mr. Quint stated the project has multiple components:

- For the southbound I-95 exit ramp to Route 1: currently there is 1 left turn lane and 1 right turn lane. This will be widened to provide 2 left turn lanes & 2 right turn lanes.
- Southbound Route 1 from the I-95 exit ramp to Southpoint Parkway: this road segment will be widened from 3 to 4 lanes, with the lane becoming a 2nd right turn lane at Southpoint Pkwy.
- Southpoint Parkway: An additional right turn lane will be constructed that ends at the Chick-fil-A. Safety improvements (access management) will also be implemented.

Mr. Quint advised the preliminary engineering began in August, and a public informational meeting is anticipated in April of 2019. Mr. Quint stated the right-of-way acquisition phase is scheduled to begin in February of 2020, with construction beginning in October of 2021. Mr. Quint relayed the total project cost is estimated to be \$14,495,000.

CORRESPONDENCE

Mr. Quint advised that included in tonight's agenda packet is correspondence from VDOT that came as a result of the request made by Mr. Gormley at the October meeting regarding signage for no U-turns at the Route 17 Park & Ride lot. Mr. Gormley stated the signage so far has had minimal impact and he feels the signs should say no U-Turns allowed and/or specific times U-turns are not allowed – i.e. 5:00 a.m. – 9:00 a.m. & 2:00 p.m. to 6:00 p.m. Mr. Gormley stated he would continue to monitor the progress with the signage now in place over the next several months and report back after the first of the year if more action is needed by VDOT.

Mr. Quint stated the other correspondence item is an article about the opening of the 95 Express Lanes southern terminus extension. Mr. Gormley stated that his morning commute time has decreased by about 15 minutes since the project was completed. However, the southbound improvement has done little to reduce his travel time.

STAFF REPORT

None

MEMBER REPORTS

Mr. Davis stated he attended the October 18 DRPT meeting regarding the DC2RVA environmental impact study. Mr. Davis relayed the meeting was sparsely attended by citizens and highly attended by DRPT staff. Mr. Davis stated there were seven citizens that spoke, and most were in favor of the current 3rd track proposal through the City of Fredericksburg. Mr. Davis stated one citizen expressed dissent, two had comments that were unavailable to be heard, and the other four spoke in favor.

Mr. Davis also stated that he received a random travel survey in the mail. The first point of contact was via a letter that was then followed up with a postcard giving a password for a resident to sign-in and pick an assigned day and log in all of the routes your family members travelled on a set day.

Mr. Davis asked if anyone else had received the random survey and asked if it came from FAMPO. Ms. Donley & Mr. Quint stated the survey did not come from FAMPO and no other members of the committee had received the survey nor were aware of it.

Mr. Huie expressed thanks for the “Rail-to-Trail” responses he has received.

Mr. Snyder expressed thanks to the FAMPO staff for providing him with information and links to the INRIX data that he needed for transportation information for traffic counts on a daily basis to Washington, D.C. Mr. Snyder stated he needed this data for his day job requirements and appreciated FAMPO’s assistance.

ADJOURN

The November 8 meeting concluded at 7:20 p.m. The next meeting will be held on January 10, 2018 at 6:00 p.m.

Meeting Minutes completed by Joanna Roberson