



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes  
November 9, 2016**

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**Committee Members Present:**

Mr. Todd Rump, Chair, Spotsylvania County  
Mr. Guy Gormley, City of Fredericksburg  
Mr. Robert Ek, Caroline County  
Ms. Annie Cupka, King George County  
Mr. Rupert Farley, Spotsylvania County (At-Large)  
Mr. Michael Wood, Spotsylvania County  
Ms. Dawn McGarrity, Stafford County (In at 6:30 p.m.)

**Others In Attendance:**

Mr. Todd Horsley, Department of Rail and Public Transportation (DRPT)  
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)  
Ms. Michele Shropshire, Virginia Department of Transportation (VDOT)

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

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

**CALL TO ORDER**

Mr. Rump called the meeting to order at 6:07 p.m.

**APPROVAL OF AGENDA**

Upon motion made by Mr. Farley and seconded by Ms. Cupka, with all concurring, a request was made to move Items 7a and 7b (Update on I-95/I-395 Transportation Demand Management (TDM) Update and VDOT update respectively) to occur in the agenda following Item #2, Approval of CTAG Agenda.

## **APPROVAL OF CTAG MEETING SUMMARY OF OCTOBER 12, 2016**

Upon motion by Mr. Farley and seconded by Mr. Gormley, with Mr. Ek and Mr. Woods abstaining, and all others concurring, the minutes from the October 12<sup>th</sup> meeting were approved as submitted.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING OF OCTOBER 17, 2016**

Mr. Agnello advised that the minutes are included in tonight's agenda packet. Mr. Agnello advised that the Policy Committee supported the projects submitted by the region and the localities for Smart Scale consideration for this round of the Smart Scale application process.

## **PUBLIC COMMENT**

None

## **NEW BUSINESS**

None

## **DISCUSSION/ACTION ITEMS**

### **a.) Update on I-95/I-395 Transit/TDM Study Results – Mr. Todd Horsley, DRPT**

Mr. Horsley stated that by 2021, through public and private partnerships, there will be an 84-mile seamless network of express lanes that will provide for faster and more reliable trips to drivers, carpoolers, transit operators, and vanpool users throughout Northern Virginia.

Mr. Horsley advised that once completed, this will allow for five projects, some of which are already completed and/or others that are planned. The five projects are as follows:

- 1.) I-95 Express Lanes with a 10.5-mile southern extension to Fredericksburg (this project is already active and 2 miles are currently under construction)
- 2.) I-495 Express Lanes (currently operational)
- 3.) I-395 Express Lanes Northern Extension (planned project)
- 4.) Transform I-66 Inside the Beltway (currently under construction)
- 5.) Transform I-66 Outside the Beltway (planned and procurement is complete)

Mr. Horsley relayed that it is the goal of the Commonwealth to maximize person throughput, not vehicle throughput, along the Express Lane project corridors. Mr. Horsley stated that once the projects are completed, revenues from the tolling implemented will be allocated to the State in 2018.

Mr. Horsley stated that the benefits of the multimodal improvements are as follows:

- Improved mobility along the corridor
- New and diverse travel choices
- Enhanced transportation safety and travel reliability

In regard to how the I-395 Express Lanes Northern Extension came about, Mr. Horsley stated that the Comprehensive Agreement that was executed in 2012 with the I-95 Express lanes contemplated the potential future development of the Northern Express Lanes on the I-395 corridor.

In November of 2015, VDOT and I-95 Express Lanes signed an agreement that outlined the parties, their roles, and their responsibilities in developing the I-395 Express Lanes project. Mr. Horsley stated that the project will be delivered either through the current public/private partnership agreement for the I-95 Express Lanes; with a new P3 procurement vendor; or as a publicly funded facility.

Mr. Horsley stated that VDOT is currently working to finalize the scope. Once established, the toll project will provide long-term transit investments with an annual transit payment being made to the Commonwealth. Mr. Horsley relayed that a large percentage of the project detail needed will allow for the improvements to be built within VDOT's right-of-way so acquisition of less land is in place with these projects. Mr. Horsley stated that it is VDOT's intent to have a finalized draft scope submitted by spring of 2017.

Mr. Horsley advised that the framework agreement between VDOT and the I-95 Express Lanes project defines the scope for the I-395 Express Lanes Northern Extension project as follows:

- Expansion and conversion of the two existing reversible High Occupancy Vehicle (HOV) lanes on I-395 to three managed High Occupancy Toll (HOT) or Express Lanes for approximately eight miles along the I-395 corridor from north of Edsall Road to Eads Street at the Pentagon
- Installation of an Active Traffic Management System
- Installation of signage and toll systems that will provide for improved connections between the proposed I-395 Express Lanes and Eads Street

- Installation of sound walls where needed
- Conduct the Transit/TDM study (Mr. Horsley advised that this part of the scope has been assigned as a responsibility from DRPT).

Mr. Horsley advised that with the annual transit payments, the Commonwealth will ensure that the selected project delivery option will provide for an annual transit payment from the new I-395 Express Lane toll revenues to the State for multimodal improvements along both the I-95 and I-395 corridors. Mr. Horsley stated that the State has committed that at least \$15 million will be provided to the Commonwealth annually through the toll revenues and TDM initiatives. Mr. Horsley stated that the initial \$15 million payments will continue to increase with each passing year. Mr. Horsley stated that a portion of the revenue sharing received by VDOT will be provided for transit and TDM purposes as well. Mr. Horsley advised that the multimodal improvements to be funded with the annual transit payment must be of benefit to the toll payers utilizing the I-395 corridor, and the funding from tolls will come from the new I-395 Express Lanes only.

Mr. Horsley advised that DRPT is leading the development of the new I-95/I-395 TDM Study in coordination with eleven key stakeholders which are the following entities: the City of Fredericksburg, Prince William County, Spotsylvania County, Stafford County, Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), the City of Alexandria, Arlington County, Fairfax County, Northern Virginia Transportation Commission (NVTC), and Washington Metropolitan Area Transit Authority (WMATA). The study will identify transit services and TDM program enhancements that could be funded from the annual transit payments the Commonwealth will receive. Mr. Horsley stated that the key stakeholder group will not make the decisions on which projects will be funded and the Commonwealth will make future determinations regarding who will receive the annual transit funding.

Mr. Horsley stated that eligible projects for funding will increase the mobility and person throughput along the I-95 and I-395 corridors. Examples of projects that could be eligible are as follows:

- Enhanced service on the existing transit routes for either bus or rail projects
- New local and commuter bus service
- Transit capital projects for both bus and rail projects
- Construction of new Park & Ride lots
- TDM program enhancements that could include new buses and new bus stops
- Technology improvements that supports transit and TDM projects

Mr. Gormley asked if bicycle/pedestrian access to VRE stations and Park and Ride lots was also something that could possibly qualify for funding generated from the tolls. Mr. Horsley stated that this could be considered but could be a hard sell in proving the link and connection to the corridor.

Mr. Horsley advised that the study area extends from the southern terminus of the I-95 Express Lanes at Garrisonville Road in Stafford County to the Eads Street/Potomac River area in Northern Virginia. The study will also include both the Route 1 and Columbia Pike corridors. Mr. Horsley stated that projects as far south into Spotsylvania County have also been included in the study and would be eligible for funding if approved. Mr. Horsley stated that projects further south are eligible for funding; however, they were not included within the southern boundaries. Mr. Horsley advised that transit/TDM services, programs and facilities that are being studied include those that use I-95/I-395 and serve work destinations within the study area inside the Beltway, including downtown DC. This could apply to commuter buses that travel the I-95/I395 corridor; as well as feeder bus services into the VRE stations and Park and Ride lots.

Mr. Horsley stated that the final stakeholder meeting will occur in December of 2016. Mr. Horsley advised that public outreach, pop-up events, open houses, presentations, VDOT events, a travel behavior survey, etc. were all completed during the summer of 2016 and that a draft report is due in mid-November. Mr. Horsley stated that beginning in 2019, funding would begin to be available from the tolls that could be generated and allocated to the identified eligible projects.

Specifically for the FAMPO region, Mr. Horsley stated that the following projects have been proposed which include:

- Express bus routes from the region to DC/Pentagon/Crystal City
- FRED routes to VRE stations and commuter Park and Ride lots
- Additional commuter parking in both Spotsylvania and Stafford counties
- Development of a transit/TDM hub at the VRE station in Spotsylvania County

**b.) VDOT Update on Major I-95 Corridor Projects – Mr. Stephen Haynes, VDOT**

Mr. Haynes advised that the I-95/Route 630 Interchange and Widening project is ongoing and the construction widening is scheduled to begin in the spring/summer of 2017. Mr. Haynes relayed that the right-of-way acquisition required for the interchange will also begin in the spring/summer 2017 time-frame.

Mr. Haynes stated that the I-95 interchange and Park and Ride lot construction is scheduled to begin in early 2018. By December of 2019, the Route 630 widening and construction project should be completed, with all work completed by mid-year in 2020.

In regard to the Southbound I-95 Rappahannock River Crossing project, Mr. Haynes stated that this is a Smart Scale project that was approved in 2016. The project is currently under construction and is projected to be completed by the summer of 2022.

Mr. Haynes stated that the Route 3 safety improvements at Exit 130 are ongoing. The Request for Proposal (RFP) was released on September 27<sup>th</sup>; proposals are due back by November 15<sup>th</sup>; a notice to proceed is scheduled for February of 2017 with a project completion date of December 2018. Mr. Haynes relayed that improvements will be occurring to both the East and West sides of I-95 and the projects are going to be under construction during the same time frames.

The new commuter lot at Route 1 and Commonwealth Drive, south of Cosner Corner in Spotsylvania County was also an approved 2016 Smart Scale project. This project is currently in the PE phase with an ad date of December 2020 and a project completion date of the summer of 2022. Ms. Shropshire advised that the consultant is on board for this project and the preliminary lot design is underway. Ms. Shropshire stated that the 2016 Smart Scale application requested a 700-space lot to be constructed.

Mr. Haynes advised that the Express Lanes Extension project in Stafford County is currently under construction. The southbound ramp is expected to be open in late 2017 and the northbound ramp approximately eight months later. Mr. Haynes advised that the project is on schedule.

Mr. Haynes stated that the Atlantic Gateway project which is the extension of the Express Lanes from Garrisonville Road (Exit 143) to Route 17 (Exit 133) is now being referred to as the Fred Ex project.

Mr. Haynes stated that even though the project details have not been finalized to date, the Fred Ex project will connect to the northbound and southbound Rappahannock River Crossing projects. Ms. Shropshire stated that new traffic analysis will be conducted to alleviate congestion concerns that have been expressed by citizens and members of the FAMPO committees.

Mr. Haynes advised that VDOT is partnering with Transurban to evaluate the design concepts. Mr. Haynes stated that new access points still need to be determined and that the Quantico area is also under consideration. Mr. Haynes stated that VDOT is beginning the environmental work and the traffic data collection process. Mr. Haynes stated that the Atlantic Gateway project will include both the NOVA and Fredericksburg VDOT Districts. Mr. Haynes relayed that a public hearing on the Atlantic Gateway project was held in Fredericksburg on November 1, 2016.

Mr. Haynes advised that the Caroline County Rest Area project is on schedule. The southbound side is scheduled to re-open on December 21, 2016 and the northbound side is expected to open in March of 2017. Mr. Haynes stated that there is a lot of tractor trailer parking in the southbound direction and

after the southbound and northbound rest areas are re-opened, VDOT is looking at adding a 50-space lot at the southbound side rest area. Mr. Haynes stated that VDOT owns the right-of-way where the new 50-space lot would go and they plan to begin work on this project when the rest area renovation has been completed.

**c.) Resolution No. 17-17 Amending the FY2015-2018 Transportation Improvement Program (TIP) to Add Funds for the Bike Share and Bicycle Infrastructure Improvements Study – Mr. Nick Quint**

Mr. Quint advised that VDOT has requested that FAMPO amend its FY2015-2018 TIP to include new funding for the Bike Share and Bicycle Infrastructure Improvements Study. Mr. Quint relayed that the request is for adding \$40,000 for PE only to complete the study. Mr. Quint stated that the study will determine if bike share is feasible for the City of Fredericksburg and what infrastructure improvements would be needed if it was implemented. Mr. Quint also relayed that the study would satisfy the federal requirements for the Bicycle and Pedestrian Plan which is a component of the 2045 Long Range Transportation Plan (LRTP).

Mr. Quint advised that the Bike Share and Bicycle Infrastructure Improvements Study was presented to the Policy Committee in October for endorsement; however, the Policy Committee had questions that needed further follow-up by staff so vote by the Policy Committee was deferred until the November Policy Committee meeting.

Mr. Gormley asked if the study would also look at bike trail connectivity. Mr. Quint stated that the study will address this issue as well. Mr. Gormley recommended that staff contact the Fredericksburg Runner's Club for additional input and insight as well.

Upon motion by Mr. Farley and seconded by Ms. McGarrity, with all others concurring, Resolution No. 17-17 was endorsed with a recommendation that it be adopted at the upcoming November Policy Committee meeting.

**d.) Resolution No. 17-18, Authorizing Staff to Work with Michael Baker International to Execute a Traffic Study of Lafayette Boulevard – Mr. Paul Agnello**

Mr. Agnello stated that Resolution No. 17-18 is asking for authorization for staff to work with Michael Baker International to execute a traffic study at Kenmore Avenue and Lafayette Boulevard. Mr. Agnello advised that FAMPO completed an initial study of this intersection in 2009.

Mr. Agnello stated that the original study recommended a round-about at the intersection; however, the City of Fredericksburg thought this was an expensive project that would not receive the needed funding. Staff was asked to provide an updated study that would provide for congestion relief at this intersection but include a project recommendation that did not include a round-about option.

Upon motion by Mr. Gormley and seconded by Ms. Cupka, with Mr. Farley and Mr. Wood voting no, and all others in consent, Resolution No. 17-18 was supported with a request that it be endorsed by the Policy Committee at the upcoming November Policy Committee meeting.

**e.) 2045 Long Range Transportation Plan (LRTP) Effort – Mr. Paul Agnello**

Mr. Agnello advised that staff is working on updating the 2045 Long Range Transportation Plan (LRTP). Mr. Agnello stated that this is a federal requirement that requires an update every five years. Mr. Agnello stated that the base year data would be 2015 and the horizon year data will be for 2045. Mr. Agnello relayed that the City of Fredericksburg and the Counties of Spotsylvania and Stafford will be updating their individual comprehensive plans as well, so all updates will be included within the 2045 LRTP. Mr. Agnello relayed that it is also a State requirement that the rural areas within a district are also included within the LRTP. Mr. Agnello stated that staff would be working with both the counties of Caroline and King George to include their plans as well.

Mr. Agnello advised that for the urban areas, projects included are fiscally constrained; however, the projects submitted by the rural localities are not fiscally constrained. Mr. Agnello stated that staff will be working on the 2045 updates beginning in the fall of 2016 and concluding this work by early 2018. Mr. Agnello stated that an Advisory Committee will be formed and will be meeting monthly from January to November of 2017. Mr. Agnello stated that CTAG could assign up to two members to serve on the Advisory Committee. Mr. Agnello relayed that these meetings would occur during the day but as of this time no meeting dates or meeting times are in place. Mr. Agnello stated that this item will be presented to the Policy Committee for their endorsement at the upcoming November Policy Committee meeting.

Mr. Agnello advised that the Land Use data development for the population and employment control totals are utilizing projections for 2045. Mr. Wood asked if the assumption is that the Fredericksburg region will continue to grow and how accurate the population figures have been over the last ten-to-fifteen years.

Mr. Agnello stated that due to the latest recession, the 2010-2015 population totals did not exceed the expectations that had been predicted. Mr. Agnello stated that the regional population total was predicted to be 300,000; however, the recent census data and data from the Weldon Cooper Center indicate that the population total is actually 250,000. Mr. Agnello stated that staff researched various data sources in determining the projected population growth the region will experience and the data received from the other sources showed an even higher population growth for the region. Mr. Agnello stated that staff is comfortable in using the recent census data and data from the Weldon Cooper Center and feels their predictions are the most accurate.

Mr. Agnello advised that staff worked with each locality's planning departments and the numbers that have been provided are consistent and concur that the reason the population growth was slightly less

than expected was due to the recession that occurred from 2010-2012. Mr. Agnello stated that all data indicates that growth within the region is still going to occur, regardless of what is done or not done. Mr. Agnello stated that the FAMPO region is still the second fastest growing region in the State.

Mr. Farley stated that significant growth is going to continue as long as the region continues to subsidize the growth. Mr. Farley stated that it would be nice to have a plan that depicts actual figures for an all-in-transit model that will enable leaders who are making the decisions to have a choice. Mr. Rump stated that as there were several CTAG members missing at tonight's meeting that staff send an email to all members so they can determine if they are able/would like to serve on the Advisory Committee.

- i. Resolution No. 17-19, Endorsing Future Year 2045 Population and Employment Control Totals for the George Washington Region for Use in the 2045 Long Range Transportation Plan (LRTP)

Mr. Farley stated that as this document is all that the region has to work with and does not feel that other options are being considered, that he was making a motion that CTAG defer action on Resolution No. 17-19. There was no second to Mr. Farley's motion.

Mr. Gormley stated that the updates to the Long Range Transportation Plan (LRTP) are a federal mandate and is one that the region has little say in. Mr. Gormley stated that he understands Mr. Farley's concerns; however, these are concerns that will require national solutions and are issues that President-Elect Trump needs to address.

Upon motion by Mr. Gormley and seconded by Ms. Cupka, with Mr. Farley voting no and all others concurring with Mr. Gormley's motion, Resolution No. 17-19 was endorsed by the CTAG with a request that the FAMPO Policy Committee adopt at the upcoming November meeting.

#### **f.) Smart Scale Update – Mr. Paul Agnello**

Mr. Agnello advised that Round 2 of the Smart Scale process is ongoing. Mr. Agnello stated that all projects submitted for consideration were submitted by the deadline. Mr. Agnello relayed that the State is currently reviewing the applications and that a final decision on which projects were accepted should be available in January of 2017.

Mr. Agnello stated that Round 2 of the Smart Scale process resulted in 436 applications being submitted by 148 separate entities. Mr. Agnello stated that the projects submitted for consideration will need approximately \$9.25 billion and the state and federal transportation funding dollars available are estimated to be \$650-\$750 million. Mr. Agnello stated there was double the amount of projects submitted for Round 2 with a lot less money being available.

Mr. Gormley asked for staff to see if presentation from either VDOT and/or Transurban could be included on the January agenda in regard to the status and update on the agreement with Transurban.

**g.) High Speed Rail Update – Mr. Paul Agnello**

Mr. Agnello advised that the DC2RVA study is still ongoing by DRPT. The purpose of the study is for making safety improvements and improving reliability. Mr. Agnello stated that a third track through most regions is being studied; with a fourth track occurring in Northern Virginia.

Mr. Agnello stated that due to the opposition region-wide for the Eastern By-Pass alternative, the State has slowed down their process. Mr. Agnello relayed that in July, the Policy Committee passed a resolution that stated its specific opposition to the Eastern By-Pass alternative moving forward as an option. Mr. Agnello stated that in early 2017, the State is expected to release the findings from the draft study. Mr. Agnello advised that the Draft Environmental Impact Statement (EIS) will stipulate a 60-day public comment period which will allow comments to be submitted by the MPO, by localities, citizens, etc. Mr. Agnello stated that it appears major updates to the study will be released in July of 2017.

**CORRESPONDENCE**

Included in packet and self-explanatory

**STAFF REPORT**

Mr. Agnello advised that Mr. Reese has left FAMPO staff and re-located back to Pennsylvania. Mr. Agnello stated that interviews would be scheduled after the first of the year to fill Mr. Reese's position and that also FAMPO staff would be hiring two interns from the University of Mary Washington who will be on-site assisting with day-to-day FAMPO tasks.

**MEMBER REPORTS**

Mr. Rump advised that CTAG has two new member appointments from Caroline County. Mr. Tim Davis and Mr. Robert Ek. Mr. Rump stated that Mr. Ek is in attendance tonight and he wanted to welcome him to CTAG and that the committee members look forward to working with him.

Mr. Ek stated that he was glad to be a member of the CTAG committee and he looked forward to working with the other members on addressing transportation issues, concerns, and comments that affect the region.

Mr. Rump stated that Mr. Swan was not able to attend tonight's meeting; however, he forwarded some comments to pass along. Mr. Swan wanted everyone to know that the re-paving issues he expressed

concern about at the last meeting have now been fixed and the travel lines are much improved going into Quantico

Mr. Rump stated that he would not be able to attend the January CTAG meeting and that he will get with Ms. Larkins to ask her to preside at the meeting in his absence.

## **ADJOURN**

The November 9th meeting concluded at 8:42 p.m. The next CTAG meeting will be held on January 11, 2017 at 6:00 p.m.

*Meeting Minutes completed by Joanna Roberson*