



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes  
April 13, 2016**

[fampo.gwregion.org/citizens-transportation-advisory-group](http://fampo.gwregion.org/citizens-transportation-advisory-group)

**Members Present:**

Mr. Todd Rump, Vice-Chair, Spotsylvania County  
Mr. Matt Roche, Spotsylvania County  
Mr. Art Snyder, Spotsylvania County  
Mr. William “Michael” Wood, Spotsylvania County  
Ms. Dawn McGarrity, Stafford County  
Mr. David Swan, Stafford County  
Mr. Rupert Farley, At-Large Member

**Staff:**

Mr. Paul Agnello, FAMPO  
Mr. Nick Quint, FAMPO  
Mr. Daniel Reese, FAMPO  
Ms. Leigh Anderson, FAMPO  
Ms. JoAnna Roberson, GWRC

**Others Present**

None

**CALL TO ORDER**

Mr. Rump called the meeting to order at 6:05 p.m.

**APPROVAL OF AGENDA**

The CTAG agenda for the April 13th meeting was approved.

**APPROVAL OF CTAG MEETING SUMMARY OF MARCH 9, 2016**

Upon motion by Mr. Farley and seconded by Mr. Swan, with all in consensus, the minutes from the March 9th meeting were approved as submitted.

**REVIEW OF FAMPO MEETING OF MARCH 21, 2016**

Mr. Agnello advised that the minutes are included in tonight’s agenda packet and are self-explanatory.



## PUBLIC COMMENT

None

## NEW BUSINESS (if any)

Mr. Agnello asked for CTAG consensus if moving the 6:00 p.m. start time for the CTAG meetings would benefit the members, especially the members who are daily commuters. Mr. Agnello also asked if providing dinner would be beneficial as many members come directly from work and do not have an opportunity to go home beforehand. It was committee consensus that the 6:00 p.m. start time works for everyone and that dinner would be appreciated by some, but overall not a requirement.

Mr. Agnello also advised that a survey had been submitted from Ms. Donley earlier today. This is a survey that has been generated from the Chamber of Commerce and is designed to raise awareness of transportation needs within the Fredericksburg region. The Chamber is looking for as much feedback as possible to determine what the citizens are looking forward to occur region-wide; looking for what categories are of interest to the population; & looking for special interests, etc. Mr. Agnello stated that if anyone did not receive this link to please let staff know so that it could be re-sent. Mr. Agnello encouraged the CTAG members to complete the survey as well as to forward the link to other family members, citizens, etc.

## DISCUSSION/ACTION ITEMS

- a.) **Resolution 16-28, Directing that a Public Comment Period and Public Hearing be held Prior to the Adoption of the FY2017 Unified Planning Work Program (UPWP) – Mr. Paul Agnello**

Mr. Agnello stated that UPWP is the annual document that depicts what actions FAMPO staff will be performing for the upcoming year. The document is in place from July 1<sup>st</sup> 2016 to June 30<sup>th</sup> 2017. Mr. Agnello stated that the request results in a two-month process; the first month the thirty-day public comment period is scheduled and the second month the UPWP is submitted to the FAMPO committees for endorsement. Mr. Agnello stated that the document is consistent with the one submitted last year. Mr. Agnello advised that Resolution 16-28 is asking for endorsement of the public comment period and public hearing to be set.

Mr. Agnello advised that the majority of the region's funding comes from Federal allocations as well as State and Local matches. Mr. Agnello relayed that 80% of the funding from the Federal allocations go towards staff planning. Twenty percent of the funding comes from both VDOT and locality matches through GWRC.

Mr. Agnello relayed that other activities that will be ongoing will be the Phase 2 of the I95 Corridor study. This is scheduled to begin next year and will be a multi-modal study encompassing areas other than strictly

on the I95 corridor (such as Route 1, Route 301, Route 207). It will also include data for van pooling, slugging, TDM's, etc. Mr. Agnello stated that Phase 2 will focus on how to move people more efficiently from point A to point B.

Mr. Snyder asked if Phase 2 would also include a teleworking component. Mr. Agnello stated that it certainly could. Mr. Snyder stated that he was specifically asking about teleworking from one's home and not referring to the tele-work centers as the centers are unreliable. Mr. Snyder stated that he has already discussed this issue with the local Board of Supervisors in Spotsylvania and better broadband capabilities are needed for this to occur. Mr. Snyder stated that in the past, an enhanced broad band service for the citizens has been poorly negotiated.

Mr. Farley asked Mr. Snyder to clarify the differences between teleworking and tele-work centers. Mr. Snyder stated that teleworking means you do not have to even leave your home. Tele-work centers still involve one to drive from their home to the work site. Mr. Snyder stated that tele-work centers require a monthly rental fee for the building site; monthly utility bills; etc. Mr. Snyder stated that tele-work centers are completely unreliable as security access from many federal agencies is not accessible through a work center; however, it would be accessible from a home computer as long as the broad band network system was enhanced.

Mr. Swan stated that the information he has received on this topic is that this is an issue where an individual board of supervisors determines the type of service their area receive; negotiates the contracts, etc. Mr. Snyder stated that better broadband contracts would in fact reduce the daily traffic congestion issues as many people would then be able to complete all of their work assignments from their home computers.

Upon motion by Ms. McGarrity and seconded by Mr. Snyder, with all concurring, Resolution 16-28 was endorsed with a request that it be adopted by the Policy Committee at the upcoming April meeting.

**b. Transportation Updates – Mr. Paul Agnello**

**i. FY2017-2022 Six-Year Improvement Program (SYIP) Public Meetings and Schedule**

Mr. Agnello advised that the spring public meeting for the VDOT Fredericksburg District will be held at the Spotsylvania Germanna Community College site on May 10<sup>th</sup> beginning at 5:30 p.m. Mr. Agnello stated that all CTAG members are encouraged to attend and provide feedback. Mr. Agnello stated that as the Draft SYIP is not expected to be available by the May 10<sup>th</sup> meeting, that feedback being solicited will relate to HB2 projects listed in the draft HB2 funding scenario.

Mr. Agnello stated that as the public comment period will go through May 27<sup>th</sup> and the draft SYIP is scheduled to be released on May 17<sup>th</sup> and staff could forward the link and information to CTAG members so comments could still be submitted prior to the public comment period closing.

## ii. State March 31<sup>st</sup> Elected Official – Media Briefing

Mr. Agnello stated that overall this region and the Fredericksburg District scored well with the projects submitted and the projects selected through round 1 of the HB2 process. For this region, 11 of 13 projects that were submitted were selected and the 2 not selected are the VRE Brooke/Leeland Road station improvements that will be discussed later in the meeting and the northbound Rappahannock River Crossing project. Mr. Agnello relayed that for the Fredericksburg District, 19 of 23 projects submitted were selected.

Mr. Agnello relayed that by 2021 an 84-mile seamless network of express lanes is expected to occur along the I95 & I395 corridors. This project is slated to begin at Eads Road/Pentagon area in Arlington and end south of Garrisonville Road in Stafford County. Mr. Snyder stated that the references made to express lanes are in fact toll lanes so the information that is being presented is misleading. Mr. Agnello stated that construction of the 95 Express Lanes is expected to begin in the spring of 2017 and should be completed by the summer of 2019.

In regard to the presentation given to CTAG in November of 2015 regarding the immediate fix to the 95 Express Lanes southern terminus at Garrisonville, that project is moving forward. In the winter of 2017/early 2018 the southbound ramp improvements will be completed and operational. In the summer of 2018, the northbound ramp improvements will be in service.

Mr. Agnello stated that as a result of the March 31<sup>st</sup> media briefing, the State is partnering to pursue the Atlantic Gateway project on the I-95 corridor. In order to seek funding for these projects, the State plans to submit FASTLANE and TIGER grants. Mr. Agnello stated that the FASTLANE & TIGER grants would be discussed in more detail later in the meeting; however, in order for the State to be eligible to submit grant applications they need to provide a match for the potential money. This is being done by leveraging money designated towards other projects that are either fully funded or will be funded with HB2 obligations. Mr. Agnello stated that the maximum a region could receive from the grants would be \$200 million (\$100 million from the FASTLANE and \$100 million from the TIGER grants).

Mr. Farley asked Mr. Agnello if the Atlantic Gateway project is bypassing the HB2 process. Mr. Agnello stated “yes” and “no”. Mr. Agnello relayed that the State is moving forward on requesting federal money with the FASTLANE/TIGER grant applications; however, they are also using funding already allocated to HB2 projects as leverage. Mr. Agnello stated that leveraged projects that have funds allocated have a better chance of being accepted than those projects that have no funds assigned. Mr. Agnello stated that the State should know by September if the applications submitted were in fact approved.

Mr. Snyder asked if the state is looking at multi-modal points for where truck freight could be switched to rail. Mr. Snyder stated that if trucks could be taken off of I-95 then this would free up lanes on that network. Mr. Agnello stated that the state is working with CSX on these concerns and are exploring improvements from Richmond to Washington, D.C. Mr. Agnello relayed that the State is also looking to receive high-speed rail for this entire corridor. Mr. Snyder asked what the State’s definition of “high-speed” rail is – is it a high speed rail system like that utilized in Japan, etc. Mr. Agnello stated that the

high-speed rail system planned for this region is nowhere near the scope of the system in Japan and other areas and is actually related to a “higher” speed of rail where the top speeds would increase from 55-60 to 70-90. Mr. Agnello stated that even though this should probably be classified as a “medium” speed rail system, this upgrade combined with a third track would at least help to remedy issues that occur with train back-ups, service disruptions, etc.

Mr. Agnello also relayed that last month GWRC and FAMPO adopted a resolution that was in support of the region submitting a FASTLANE application for consideration of the Rappahannock River Crossing projects. Mr. Agnello stated that after staff was 75% complete with the application process, they were advised by the State that the major project referenced as the Atlantic Gateway project was going to be pursued by VDOT. As GWRC/FAMPO did not want to be in competition with the State, FAMPO ceased work on the FASTLANE application.

**c. Stafford Virginia Railway Express (VRE) Station Projects – Mr. Paul Agnello**

**i. VRE Presentation on TIGER Grant Proposal**

Mr. Agnello advised that the TIGER grant applications being submitted by VRE will contain improvements at the Alexandria Station (a pedestrian tunnel linking the station platforms and the nearby Metro station) and the additions of a second platform at both the Brooke and Leeland Road stations. Mr. Agnello stated that the projects for the Stafford stations were the ones submitted by the region for round 1 of the HB2 project selection process; however, the projects did not score well enough for consideration. Mr. Agnello stated that legislators have encouraged the region to submit them again for round 2 considerations.

Mr. Agnello stated that there are actually 6 VRE projects slated for improvements; 3 of which are 100% fully funded. VRE is submitting one application to seek the remaining funding needed on three that have funding allocated but to date are not fully funded. There is an approximate \$10 million deficit for the Alexandria Station improvements and approximately a \$10.7 million deficit for the Brooke/Leeland Road Station improvements combined. VRE is also using the three funded projects as a leveraging tool on their TIGER grant application submission.

**ii. Requested Letter of Support for TIGER Competitive Grant Program for VRE Station Improvements**

Mr. Agnello stated that in tonight’s agenda packet, there is a letter of support from FAMPO endorsing VRE’s request to submit a TIGER grant application for consideration of funding approvals for completion of the three outstanding VRE projects.

**iii. Resolution 16-29, Endorsing the Virginia Railway Express (VRE) TIGER Grant Application**

Upon motion by Mr. Farley and seconded by Ms. McGarrity, with all in consensus, Resolution 16-29 was endorsed with a request that it be approved by the FAMPO Policy Committee at the upcoming April meeting.

**d. VDOT FASTLANE/TIGER Projects – Mr. Paul Agnello**

**i. The Commonwealth of Virginia’s New Atlantic Gateway Project**

Mr. Agnello stated that the vision of the Atlantic Gateway project is to expand, enhance, and create additional freight and personal mobility options within the region. Mr. Agnello stated that a survey completed by Texas A&M Transportation Institute has ranked this region as having the worst congestion in the country. Mr. Agnello stated that on Monday through Friday, the area from here to Northern Virginia & DC has 230,000 average daily vehicles on the roadways heading to the employment work sites. Mr. Agnello relayed that an additional 18,000 people are commuting using VRE. Mr. Agnello stated that data shows that with making the necessary improvements that this would equate to one lane of traffic being reduced on I-95.

Mr. Snyder stated that the numbers on the fact sheet show large funds with small returns and he feels the numbers have been cherry-picked. Mr. Agnello stated that the data is based on population figures expecting to double to 700,000 by 2040.

Mr. Agnello stated that the region will be submitting an economic development plan to accompany the projects it submits for round 2 of the HB2 project process. Mr. Farley asked if an economic development plan outranked a region’s CLRP. Mr. Agnello stated that it would not. Mr. Agnello relayed that from the round 1 of the HB2 process it was determined that the regions who also included an economic development plan ended up with higher scores on their submitted projects. Mr. Agnello stated that staff would be working with the localities and with the Fredericksburg Regional Alliance (FRA) to develop a better project listing to be submitted for consideration of round 2 of the HB2 project selection process.

**ii. Requested Letter of Support for FASTLANE Grant Application for the Atlantic Gateway project**

Mr. Agnello stated that included in tonight’s agenda packet is a letter of support submitted by FAMPO endorsing VDOT’s request to submit a FASTLANE grant application for the Atlantic Gateway project.

**iii. Resolution 16-30, Endorsing the Commonwealth of Virginia’s FASTLANE Grant Application**

Upon motion by Mr. Swan and seconded by Mr. Snyder, with Mr. Farley voting no and all others in concurrence, Resolution No. 16-30 was endorsed with a request that it be forwarded to the Policy Committee for adoption at the upcoming April 18th meeting.

**e. Update on UPC 107715: I-95 at Rte 3 Safety Improvements – Mr. Paul Agnello**

Mr. Agnello advised that as VDOT has received funding from the state from the safety funding allocations, that it has decided to utilize these funds for improvements to Route 3. Mr. Agnello relayed that the funding allocated is state-wide and our region would receive \$23 million of safety funding monies.

Mr. Agnello stated that the improvements planned for the south-bound direction from I-95 to Route 3 include the following:

Widening of the Exit ramp at Exit 130 to 3 lanes and to create a signalized right turn lane onto Route 3 westbound

Construction of a channelized lane at the exit ramp going onto the Carl D. Silver Parkway

Extension of the deceleration lane and storage for I-95 south bound to west bound on Route 3

Mr. Snyder asked if the new lights on west-bound Route 3 that would actually be built in the City of Fredericksburg would be synchronized with the existing lights on Route 3 in Spotsylvania County. Mr. Agnello stated that his initial thought would be yes; however, he would ask VDOT for confirmation on this question.

Mr. Agnello stated that the Route 3 to I-95 north-bound improvements will include the following:

Removal of the existing loop at Route 3 east bound to I-95 north-bound

Construction of a triple left turn with a 2-phase signal

Mr. Agnello stated that these improvements would result in the elimination of the weave on I-95 that exists because of the loops. The new light would not impact traffic on Route 3 and would result in a triple left turn for traffic heading from east-bound Route 3 to northbound I-95.

Mr. Agnello stated that the removal of the Route 3 northbound weave could result in some real estate available on both sides of the northbound I-95 exit ramp. Mr. Agnello stated that VDOT is looking at what could be done with the available real estate. Mr. Agnello also relayed that the improvements will be in alignment with the Rappahannock River Crossing projects. Mr. Agnello stated that some recommendations for the potentially available real estate would be the possibility a new park and ride lot being constructed; or a drainage and storm water management retention area.

Mr. Agnello stated that the improvement projects are expected to cost approximately \$21 million. Mr. Agnello stated that VDOT has these improvements on a fast track and the preliminary designs and NEPA requirements have already been completed. The next step will be for the advancement of the design-build procurement. A public hearing will be scheduled for late spring/early summer of 2016 and the RFP

release date is expected to be in the fall of 2016. Mr. Agnello stated that once underway, the project should be completed by December of 2018.

**f. Summary of VRE Ridership Survey – Mr. Daniel Reese**

Mr. Reese advised that VRE completed a ridership survey on the Fredericksburg lines on March 8<sup>th</sup>. Mr. Reese stated that this survey compared the results from October 7, 2015 to give an overview of ridership before and after the Spotsylvania Station opened.

In October, three stations were evaluated: Fredericksburg, Brooke & Leeland Road. In March the same three stations were evaluated and the new Spotsylvania station was added. In October, the survey was for seven VRE trains and two Amtrak trains. The March survey added an additional train to both the VRE and Amtrak systems which made eight VRE trains and three Amtrak trains.

Mr. Reese stated that the total ridership numbers from the October 7<sup>th</sup>, 2015 survey showed that there were 3,098 riders boarding at the Fredericksburg Station, the Brooke Station or the Leeland Road Station.

The March 2016 survey showed that there were a total of 3,344 riders indicating that VRE has experienced a 7.3% increase with over 200 riders added.

Mr. Reese stated that the March 2016 survey showed that the Spotsylvania Station came on board with 600 riders; 200 total riders were taken away from the Fredericksburg Station; 100 riders from the Leeland Road Station; and no ridership change was reflected at the Brooke Station.

**CORRESPONDENCE**

Mr. Agnello stated that correspondence included in tonight's agenda packet is a request that FAMPO staff was directed to submit regarding the I395 TDM project. Mr. Agnello advised that the Policy Committee tasked staff with submitting a letter to Secretary Layne in regard to the concerns from the lack of Fredericksburg area representation on the I-95/I-395 Transit/Transportation Demand Management (TDM) study process.

Mr. Agnello stated that because northern Stafford County is a part of PRTC's focus area; this is the only locality in the jurisdiction in the area that has member representation. Mr. Agnello stated that TDM funding revenues are guaranteed to be available for the next 60-70 years. As PRTC has huge operating overhead expenses, there is concern that a large portion of the funding allocated to the Northern Virginia region would be allocated to cover operational expenses and therefore would not be evenly distributed throughout the region. The local officials did not feel as though the Fredericksburg region was adequately represented in the study effort. The letter submitted is simply asking that consideration is given to have an additional representative on the committee that represents Planning District 16.

## **STAFF REPORT**

Mr. Agnello stated that Ms. Donley continues to improve and she hopes to be back to work for the upcoming May FAMPO meetings.

## **MEMBER REPORTS**

**Mr. Roche:** Mr. Roche stated that he was the newly appointed CTAG member representing Mr. Ross' Courtland District in Spotsylvania County. Mr. Roche stated that he wanted to commend Mr. Agnello and the FAMPO staff for a professional meeting presented tonight and that he appreciated the warm welcome extended to him from staff and the other CTAG members.

Mr. Roche stated that he moved to Spotsylvania County six years ago when his job was in the BRAC transfer. Mr. Roche stated that I95 is traveled daily by commuters but also serves as a major artery for the state. Mr. Roche stated that if I-95 does not get fixed then nothing else will matter. Mr. Roche stated that he feels the southbound Rappahannock River Crossing project being discussed is a disaster.

**Mr. Swan:** Mr. Swan inquired as to the letter addressed by Mr. Agnello under the correspondence category regarding FAMPO's request to be included as a participating member of PRTC's TDM committee. Mr. Swan asked if Secretary Layne is the only and sole point of contact. Mr. Agnello stated that either Secretary Layne or Mr. Nick Donohue are the FAMPO contacts. Mr. Swan asked if getting letters of support from our delegates and respective Board of Supervisors would also be beneficial and helpful. Mr. Agnello stated that yes that the more support and voices a region has could only enhance the decision-making process.

**Ms. McGarrity:** Ms. McGarrity stated that in order to divert truck traffic off of I-95 and to free up the roadway from constant congestion, has FAMPO, the State, etc. even considered re-addressing the possibility of an outer connector roadway being built. Ms. McGarrity stated that she realizes that in past CTAG discussions that there are many obstacles for a project such as this including: extremely high cost; not being able to go through national battlefield properties; having those utilizing I95 to go west or north in order to eventually head south-bound; etc. Ms. McGarrity stated that she does think it is something that the Policy Committee, legislators, etc. should at least re-explore. Mr. Agnello stated that there are no outer connector projects planned in the immediate future but it is something that the Policy Committee could be asked to review.

**Mr. Farley:** Mr. Farley stated that if the elected officials and Policy Committee members would resort to congestion pricing as an alternative, this would solve the congestion problems. Mr. Farley stated that congestion pricing costs nothing to implement; it encourages more transit; it encourages more UDA's; it eliminates constantly adding new asphalt; etc. However, the elected officials do not have the guts to promote this option.

**Mr. Snyder:** Mr. Snyder stated that in regard to Mr. Farley's recommendation that congestion pricing is the solution, he wanted to make two points. Congestion pricing may be a solution to resolve some of the commuting traffic; as due to the high cost of tolls the average commuter would only utilize the tolled roads for emergencies. However, Mr. Snyder stated that congestion pricing would not be a viable alternative for those traveling through the area on vacations, etc. Mr. Snyder stated that the sociology factors of telling people where they can live; where they can work; etc. cannot be controlled. Mr. Snyder stated that the overall objective in resolving the region's transportation issues is to find a system that provides operational stability, has an economically based progression; and is successful in getting people off of the roadways.

**Mr. Rump:** Mr. Rump stated that he is a commuter and has personally driven in a single occupancy vehicle as well as utilizing the VRE. Mr. Rump stated that he is not convinced that VRE and other transit options are the true solution. Mr. Rump stated that a large part of the traffic congestion problems experienced are due to poor driving habits of operators in a single occupancy vehicle and not poor road designs.

## **ADJOURN**

The April 13<sup>th</sup> meeting concluded at 8:27 p.m. The next CTAG meeting will be held on May 11<sup>th</sup> at 6:00 p.m.

*Meeting Minutes completed by JoAnna Roberson*