



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
May 11, 2016**

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Committee Members Present:

Mr. Guy Gormley, City of Frederickburg
Mr. Jim Perkins, Spotsylvania County
Mr. Todd Rump, Spotsylvania County
Mr. Art Snyder, Spotsylvania County
Mr. William “Michael” Wood, Spotsylvania County
Ms. Fran Larkins, Stafford County
Ms. Dawn McGarrity, Stafford County
Mr. David Swan, Stafford County
Mr. Rupert Farley, At-Large Member (Spotsylvania County)
Mr. Larry Gross, At-Large Member (Spotsylvania County)

Staff Present:

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

Others Present:

None

CALL TO ORDER

Mr. Gormley called the meeting to order at 6:00 p.m.

APPROVAL OF AGENDA

The CTAG agenda for the May 11th meeting was approved as submitted.

APPROVAL OF CTAG MEETING SUMMARY OF APRIL 13, 2016

Mr. Snyder asked that an amendment be made to the sentence structure of a comment that was made on page three of the minutes. The requested edit was given to staff and will be updated accordingly.

Upon motion by Mr. Farley and seconded by Ms. Larkins, with all in agreement, the April 13th CTAG minutes were approved as submitted, with noted edit to follow.

REVIEW OF FAMPO MEETING OF APRIL 18, 2016

Mr. Agnello advised that the minutes are included in tonight's agenda packet. Mr. Agnello stated that the Policy Committee endorsed both letters of support and grant applications for FASTLANE and TIGER grant applications that were submitted by VDOT. Mr. Agnello advised that the region will receive the results of these grant applications by September 1st (FASTLANE) and October 1st (TIGER). Mr. Agnello also relayed that copies of these documents are included in tonight's agenda packet under Correspondence.

PUBLIC COMMENT

None

NEW BUSINESS

None

DISCUSSION/ACTION ITEMS

a.) May Transportation Update – Mr. Paul Agnello

Mr. Agnello advised that the spring public meeting for the VDOT Fredericksburg District was held yesterday. Mr. Agnello relayed that this meeting was poorly attended. Mr. Agnello stated that the Draft SYIP release date is May 17th. Mr. Agnello relayed that the public comment period will end on May 27th, so there will still be time for comments to be provided after the Draft SYIP is released.

Mr. Agnello advised that staff received the FY2017-2022 CMAQ and RSTP allocations and that CMAQ decreased significantly; however, RSTP increased significantly so overall the region should not have any setbacks. Mr. Agnello advised that the State's allocation updates were completed by May 6th for inclusion into the Draft SYIP. The final allocations, based on revised estimates for the seven operational study projects, should be available in June.

Mr. Agnello stated that the I-95 Phase I Corridor Study is close to completion, and a final report should be available for review in the June timeframe.

Ms. Larkins asked as now that the southbound Rappahannock River Crossing project is fully funded in the six-year plan, are there any maps available to date that depict how the truck traffic weaving mechanism will be accomplished on Route 17. Mr. Agnello stated that preliminary design maps were done, and he would have staff forward these to the CTAG members.

In regard to the Regional Economic Development Plan, Ms. Larkins asked if a draft of this plan was available for review. Mr. Agnello stated that staff is still completing the write-up but that hopefully a draft plan would be presented to the FAMPO Committees in June. Ms. Larkins asked if the individual locality plans are commonly related and Mr. Agnello stated that they are. Mr. Agnello advised that creation of a Regional Economic Development Plan is not designed to re-create the wheel, but instead is to just for FAMPO to utilize the plans already in place by GWRC, Fredericksburg Regional Alliance, and the localities and combine all of the plans into one regional plan.

Mr. Snyder stated that in order for a regional economic development plan to be successful, that the broad-band issues throughout the region need to be addressed as businesses will continue to be unsuccessful without an enhanced system in place.

b.) Resolution No. 16-31, Transportation Improvement Program (TIP) Amendment – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-31 has already been adopted by the Policy Committee at their April meeting. Mr. Agnello stated that this resolution request came from VDOT after both the Technical and CTAG Committees had met for the month. Mr. Agnello advised Resolution 16-31 is a TIP amendment for the Mudd Tavern Road project in Thornburg. Mr. Agnello stated that the original resolution was supposed to be for the right-of-way and construction phase for the project. However, VDOT inadvertently submitted the original resolution for the right-of-way phase only. Mr. Agnello stated that Resolution 16-31 is for informational purposes only.

c.) Resolution No. 16-32, Adopting the FY2017 Unified Planning Work Program (UPWP) – Mr. Paul Agnello

Mr. Agnello stated that Resolution No. 16-32 is for adopting the FY2017 Unified Planning Work Program (UPWP). Mr. Agnello stated that the UPWP is the plan that details the work staff and consultants will be assigned for the upcoming year. Mr. Agnello stated that for the UPWP to be adopted, per federal

requirements, there needs to be a thirty-day public comment period. Mr. Agnello stated that the public comment period opened on April 18th and will close on May 19th. Mr. Agnello stated that assuming there are no adverse public comments received, the UPWP will be presented to the Policy Committee on Monday night for adoption. Mr. Agnello stated that to date, we have received one comment which came from FHWA. Mr. Agnello advised that the comment from FHWA was that they did not want to see tasks listed that did not have a start and end date. Mr. Agnello relayed that staff has made the revisions to the plan that were recommended by FHWA.

Mr. Gross asked what was considered to be an adverse comment. He stated that he was going to make some comments but did not want to submit these now if it was going to result in staff having to go back and re-do the plan. Mr. Gross added that addressing Mr. Snyder's concerns about having better broadband opportunities could be a topic that he would comment on. Mr. Agnello encouraged the members to make comments and forward those to us before the 18th, even if something specific is recommended that is not currently listed as a task to be performed, it could very well be a task that could be combined into another category for study and review.

There was also discussion about the upcoming construction improvements to the metro lines where over the next several years entire segments of a metro line could be down or impacted and staff should be looking at how this is going to affect the region as we have a large amount of commuters from here. Questions were asked if park & ride lot availability data, van pool data, VRE ridership data and slugging information was available. Mr. Agnello stated that we could obtain data on all of the items with the exception of the slugging ridership. The committee stated that they would be interested in seeing the vanpool and park and ride lot data.

Upon motion by Mr. Snyder and seconded by Mr. Swan, with all in concurrence, Resolution No. 16-32 was endorsed with a recommendation that it be approved by the Policy Committee at the upcoming meeting on May 16th.

d.) Department of Rail & Public Transportation (DRPT) Update on I-95/I-395 Study Process
– Mr. Paul Agnello

Mr. Agnello advised that Mr. Todd Horsley with DRPT provided an update to the Technical Committee on the I-95/I-395 Transit/TDM study and Mr. Agnello wanted to brief the CTAG committee as well.

Mr. Agnello stated that by 2021 an 84-mile seamless network of express lanes will be constructed that will provide faster trips and more reliable trips for drivers, carpoolers, van poolers, and transit providers for users in Northern Virginia.

Mr. Agnello stated that even though the I-95 Express Lanes with the two-mile southern extension is planned in this region, originally Stafford County was the only locality from the region serving on the committee. Mr. Agnello stated that FAMPO wrote a letter to the State asking that consideration be given for GWRC/FAMPO and the other localities to also be members on the advisory committee. Mr. Agnello stated that the State denied the request and stated that GWRC/FAMPO were actually being represented by PRTC, so they would not be appointed as stakeholder members to the committee; however, they did appoint representatives from both the City of Fredericksburg and Spotsylvania County to serve on the advisory committee. Mr. Agnello stated that this item would be on the Policy Committee's agenda for their May meeting for further discussion by them. Mr. Agnello advised that the five original stakeholders were: Alexandria, Arlington, Fairfax, NVTC and PRTC.

Mr. Agnello stated that DRPT is leading the development of the new I-95/I-395 transit/transportation demand management (TDM) study in coordination with the key stakeholders. The study will identify transit services and TDM program enhancements that could be funded by the Annual Transit Investment payments as a result of profits made from the Express Lanes. Mr. Agnello advised that the stakeholders will not make the decisions on which projects would be funded through the proceeds received from the investment payments.

Mr. Agnello stated that the projects eligible for funding would increase mobility and person throughput along I-95 and I-395, but they also must benefit the toll payers on the I-395 corridor. The types of projects that would be eligible for funding could include new bus and rail service, park and ride lots, and TDM enhancement programs.

Mr. Agnello stated that the study area will extend from Eads Road in Arlington to the end of the current I-95 Express Lanes in Stafford County and will also include parallel commuting corridors, routes, and modes of alternative transportation. Mr. Agnello stated that the study is to be completed by December of 2016.

e.) Resolution No. 16-33, Letter/TIGER Grant Application for the Commonwealth of Virginia's Atlantic Gateway Program – Mr. Paul Agnello

Mr. Agnello advised that Resolution No. 16-33 is an endorsement of the letter and TIGER grant application to be submitted by VDOT for the Atlantic Gateway Program. Mr. Agnello advised that FAMPO was initially planning to submit a grant application for consideration of the northbound Rappahannock River Crossing project. However, after staff had completed 75% of the application requirements, they were advised by the State to not pursue with the application process to ensure that FAMPO was not in competition with the State.

Ms. Larkins stated that there is nothing in the letter to the Secretary of Transportation that indicates the Atlantic Gateway Project will address the truck traffic on Route 17. Ms. Larkins also asked if the expanded bus service would be coming further south of Woodbridge into this region.

Mr. Agnello stated that funding allocated to the southbound Rappahannock River Crossing project was used as leverage with the TIGER grant application and that \$25 million is what the grant is being submitted for.

Upon motion by Mr. Farley and seconded by Mr. Snyder, with all concurring, Resolution No. 16-33 was endorsed with a recommendation that it be approved by the Policy Committee at the upcoming May 16th meeting.

f.) Draft results from I-95 Phase I Corridor study – Mr. Paul Agnello

Mr. Agnello advised that the I-95 Phase I Corridor study area is from Exit 143 (Garrisonville) to Exit 126 (Massaponax). Mr. Agnello advised that the Advisory Committee has selected six of the original ten alternatives for recommendations that they move forward with more study and in-depth modeling. The six alternatives are: No Build; Alternative 3C; Alternative 4; Alternative 7A; Alternative 9A and Alternative 11.

Mr. Agnello advised that Alternative 1 is the No-Build Alternative and this would include the following: I-95 Express Lane extension project; a fourth southbound General Purpose lane in segment 2; Interchange reconstruction at exit 140; widening of Courthouse Road; the I-95 southbound Rappahannock River Crossing Project; and the Route 3 Interchange HSIP safety project.

Mr. Agnello relayed that Alternative 3C is the bi-directional General Purpose lane widening project that has been revised. This alternative would widen the I-95 General Purpose lanes in both directions, between Exit 126 at Massaponax and US Route 1 and the new 95 Express Lanes extension south of Exit 143 at Garrisonville Road. Mr. Agnello stated that this would be applicable with the exception of segments five and six where new CD lanes are already proposed. The General Purpose lane widening would utilize the full-depth inside shoulder that exists between mileposts 138 and 145 in both directions. Mr. Agnello advised that Alternative 3C is the only alternative that covers improvements to the entire I-95 corridor of study.

Mr. Agnello stated that Alternative 4 is the northbound Rappahannock River Crossing project and this is the only alternative that has not had any revisions made to it. Mr. Agnello advised that this alternative would consist of CD lanes constructed in the northbound direction from Exit 130 to Exit 133. The CD lanes would serve as a companion to the southbound CD lanes that are part of the future No-Build Alternative. There would be no new access points assumed as part of this alternative. This alternative

would include implementation of a directional flyover to serve the Route 3 eastbound to I-95 northbound CD lane movement.

Mr. Agnello stated that Alternative 7A is a new alternative that has been recommended for study and analysis from the Spotsylvania Board of Supervisors. This alternative would result in new north-facing access points at both Harrison Road and Courthouse Road. It would include a southbound off-ramp and northbound on-ramp but no southbound on-ramp or northbound off ramp. This alternative would require CD lanes to be built in both directions between Exit 130 and the two new access points be constructed. The CD lanes would not extend south of Courthouse Road, but the southbound deceleration lane that goes to Exit 126 would be lengthened. This would include the widening of Harrison Road to four lanes east of I-95 and possibly more than four lanes west of I-95. There is no significant widening of Courthouse Road assumed as part of this alternative. Mr. Agnello stated that all elements of Alternative 4 are included in Alternative 7A.

Mr. Agnello advised that Alternative 9A is for a reversible Express Lanes extension to Route 3 and this is a revised alternative as well. Mr. Agnello stated that this alternative would result in reversible express lanes from south of Exit 143 to south of Exit 130. This alternative includes the elements that are described in Alternative 4 and will also include a north-facing direct connection point from the Route 610 corridor to the I-95 Express Lanes. The Express Lane access assumptions are consistent with those included in FAMPO's current CLRP.

Mr. Agnello relayed that Alternative 11 is for a reversible Express Lanes extension to Route 17. Mr. Agnello advised that this alternative would result in reversible express lanes south of Exit 143 to south of Exit 133. This alternative also includes the elements that are described in Alternative 4. This alternative also includes a north-facing direct connection from the Route 610 corridor to the I-95 Express Lanes. Mr. Agnello stated that the Express Lane access assumptions in this alternative are consistent with those included in FAMPO's current CLRP.

Mr. Agnello stated that the overall alternative comparison to date shows the following data:

1. the northbound Rappahannock River Crossing project (alternative 4) is included in all five alternatives that have been modeled and will greatly reduce the northbound I-95 congestion that occurs at the Rappahannock River;
2. the Express Lane alternatives (9A and 11) are the highest performing in throughput and delay for both am and pm peak travel periods;
3. the General Purpose lane widening alternative (3C) was also shown to be effective, but due to the design, it would only provide one new lane of capacity in any peak direction during any peak time periods; and

4. the CD lane alternative (7A) is valuable in segments where it exists, but is not as popular due to the fact that it does not include any improvements in the segments to the north, which implies built-in choke points would exist.

Mr. Agnello advised that the next step is to narrow the alternatives down to two hybrid alternatives. One of these, Alternative 3C7A, would consist of a General Purpose lane widening in Stafford County, the northbound Rappahannock Crossing project, and CD lanes with new access points at both Harrison Road and Courthouse Road.

Mr. Agnello stated that the other hybrid alternative being studied is Alternative 7A11. This alternative would include an Express Lane extension to Exit 133; the northbound Rappahannock River Crossing project; CD lanes in Spotsylvania County; and new access points at both Harrison Road and Courthouse Road.

Mr. Agnello advised that the Advisory Committee will be meeting again on May 31st. The following list of items will need to be completed before then:

1. a determination of the two preferred alternatives for additional analysis;
2. meetings with localities and gathering MPO input;
3. provide planning level cost estimates for the Express Lanes, General Purpose lanes and CD Lane option;
4. obtain additional analysis of design challenges with the physical constraints – i.e. right-of-way, bridges, etc.; and
5. provide more data that will analyze Express Lane versus General Purpose Lane improvements in Stafford County for peak weekday versus peak non-holiday weekend traffic counts

CORRESPONDENCE

Mr. Agnello stated that correspondence included in tonight's agenda packet is a request that FAMPO staff was directed to submit regarding the I-395 Transit/TDM Study. 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 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 he was happy to report that Ms. Donley is now back to work on a part-time basis and that we are glad to have her back.

MEMBER REPORTS

Ms. Larkins: Ms. Larkins stated she had recently learned that the Chamber of Commerce has a transportation task force committee. Ms. Larkins asked how CTAG could go about facilitating with the Chamber in dealing with regional transportation issues. Ms. Larkins stated that she was not aware the Chamber had a transportation task force committee, and likewise the person to whom she was talking too had no idea who CTAG is; what they do; etc. Ms. Larkins stated that Ms. Donley had forwarded a transportation survey to CTAG that was from the Chamber. Mr. Farley stated that most of the Chamber focus events require a fee in order to participate. Mr. Agnello stated that he is a member of the Chamber's transportation task force committee and that their focus is more on major transportation improvements to the I-95 corridor that promote economic development rather than on the full range of regional and local transportation issues; etc. There was consensus from the group that at least approaching the Chamber to see if there were events, etc. that could be of benefit to both their organization and to CTAG would be worth pursuing. Mr. Gormley asked Mr. Agnello if he could keep CTAG informed of Chamber transportation events. Mr. Agnello stated that FAMPO could do this and that no events were scheduled at this time.

Mr. Snyder: Mr. Snyder expressed his appreciation to the staff for having detailed presentations, graphics, and data at tonight's meeting. Mr. Snyder's comments were shared by the committee members and the FAMPO staff was commended for their efforts.

ADJOURN

The May 11th meeting concluded at 8:22 p.m. The next CTAG meeting will be held on June 8th at 6:00 p.m.

Meeting Minutes completed by JoAnna Roberson