

**Fredericksburg Area Metropolitan Planning
Citizen's Transportation Advisory Committee (CTAC)
Meeting Summary February 13, 2019
Adopted June 17, 2019**

Committee Members Present:

Mr. Dave Swan, Chair, Stafford County
Mr. Dave McLaughlin, City of Fredericksburg
Mr. Kenneth Pogue, Caroline County
Mr. Rob Gates, King George County
Ms. Leslie Jordan, King George County
Mr. Neil Holloran, Spotsylvania County (Phone Call-in)
Mr. Stan Huie, Spotsylvania County
Mr. Josh Templeton, Spotsylvania County
Mr. Timothy Brown, Stafford County
Mr. Morgan Burch, Stafford County
Mr. Glenn Goldsmith, II, Stafford County
Mr. Tim Haddix, Stafford County
Mr. David Star
Mr. Rupert Farley, At-Large
Mr. Larry Gross, At-Large

Others Present:

Mr. Bryah Steckler – Citizen – City of Fredericksburg

George Washington Regional Commission (GWRC) Staff:

Mr. Paul Agnello, FAMPO
Ms. Briana Hairfield, FAMPO
Ms. Kari Barber, FAMPO
Mr. John Bentley, FAMPO
Mr. Colin Cate, FAMPO

****Note: the tape was recording the minutes; however, clarity from both speakers & members was very difficult to understand & there was also a lot of back-ground noise from members on-going which also made it difficult to hear. This set of minutes will be highlights only & additional comments, etc. can be made & included at the upcoming March meeting. The tape recorder previously used is very out-dated & a new machine has been purchased by FAMPO that will be in use for all FAMPO meetings from now on so hopefully this technical issue was just a one-time occurrence.**

Call to Order – Mr. Swan called the meeting to order at 6:02 p.m.

Approval of Agenda

Upon motion by Mr. Farley and seconded by Mr. Brown, with all concurring, the February CTAC agenda was approved as submitted.

Approval of CTAG Meeting Summary of December 5, 2018

Upon motion by Mr. Farley and seconded by Mr. Brown, with all concurring, the February 13th minutes were approved as submitted, with typographical corrections being made after the conclusion of tonight's meeting upon receipt from Chair, Mr. Swan.

Review of FAMPO Policy Committee Meeting of January 28, 2019

Mr. Agnello advised that discussion occurred on the upcoming federal certification review process that FAMPO will be undergoing in March/April. Mr. Agnello stated that Mr. Chad Tucker with OIPI gave a presentation on the congestion scoring process in Round 3 of the Smart Scale process. Mr. Agnello stated that results & updates from the Round 3 Smart Scale process were discussed as well as the Lafayette Boulevard study & the i-95 study update. Mr. Agnello advised all of these items are agenda items for more discussion at tonight's CTAC meeting.

Public Comment - None

Mr. Brown stated that he realized he was not speaking as a citizen in the public comment period; however, expressed a concern & asked how to get a contact person for registering an on-going issue. Mr. Brown stated the issue involves Harrell Road which consistently gets flooded by Dean Road. Mr. Agnello advised this issue is a VDOT concern as Stafford County does not maintain its own roads.

Discussion Items

a.) Federal MPO Requirements – Paul Agnello

Mr. Agnello advised that FAMPO will need to be in compliance with the following documents for the upcoming Federal MPO Certification Review process to include, among other requirements, the following: Performance Based Planning & Programming; Title VI Plan; Congestion Management Process; Federal Certification Review; LRTP/TIP Updates based on the new FY20-25 SYIP results & Fiscal Constraints; Air Quality Conformity; & a new FY21-24 TIP. Mr. Agnello advised meeting these requirements will take the majority of staff time in FY2019-2020 & will leave less time for completion of other transportation planning tasks.

- i. Title VI Nondiscrimination Plan – Briana Hairfield

Ms. Hairfield advised the Title VI plan was last updated in FY2016. Since that time, there has been new personnel hired at GWRC to include both a new executive director & a new Title VI coordinator. Ms. Hairfield relayed that there is also new regional population data available that will be included in the 2050 LRTP & there have been expanded community outreach methods implemented. Ms. Hairfield relayed the on-line Title VI plan & agenda is not included in tonight's packet; however, asked that CTAC members review the plan & provide any feedback to her as soon as possible.

Ms. Hairfield discussed the Title VI plan's substantive changes to include; the lay-out has been arranged so the table of contents shows up in red – Ms. Hairfield stated this does not mean that these items were not properly addressed in the 2016 update; however, it just means that they have been re-located within the document so the tracked version available on the web-site shows a lot of red highlights. Ms. Hairfield relayed there was minimal content changes included in the 2019 update.

Ms. Hairfield advised an Accommodation Policy has been added; the Discrimination Complaint form has been updated; the Regional Demographic Profile has been updated; the Long Range Transportation Equity Analysis has been updated; the current listing of FAMPO staff & board members has been updated; & an Equal Employment Opportunity form has been added.

Ms. Hairfield stated that Title VI goes beyond preventing illegal discrimination & assuring nondiscrimination acts within the federal assisted programs & activities does not occur; however, it is about providing a serious opportunity to give attention to the effects of transportation decisions on the people & communities as public funds are dispersed for public benefits so all citizens need to be treated with equality.

Ms. Hairfield advised that the previous FAMPO Title VI plans have not resulted in actual shortcomings; however, community outreach efforts have been expanded to ensure all citizens are made aware. Ms. Hairfield relayed the previous Title VI plans have resulted in a lot of structural changes but not as many content changes.

a.) Draft Fiscal Year 2019 Joint GWRC/FAMPO Title VI Plan

Ms. Hairfield advised the plan is available for review on-line & copies can be made to members if needed.

ii. Congestion Management process – Kari Barber

Ms. Barber advised a Congestion Management Process is a systematic way of addressing congestion in regional planning area. Ms. Barber relayed a CMP is a federally mandated plan within Transportation Management Areas (TMAs) as part of a requirement within the metropolitan transportation planning process along with the CLRP, the UPWP & the TIP. As the northern portion of Stafford County is included in the NCRTP planning district, FAMPO is responsible for the North Stafford TMA portion of the plan.

Ms. Barber advised the certification review cycle is completed every 4 years & FAMPO's federal review is scheduled to occur on April 10th, 2019 so the CMP will also be completed within the same time period.

Ms. Barber stated the 2015 CMP overview was completed by Parsons Brinkerhoff & covered 7 corridors within the GWRC region. Ms. Barber stated the plan mapped highway projects that were planned, programmed or completed since the previous plan updated in 2010. Ms. Barber advised congestion was rated using 3 performance measures to include: volume to capacity ratio; crash rates; & mph under designated speed limits. Ms. Barber relayed transit ridership data for FRED & Park & Ride lot utilization data was also included. Both short-term & long-term strategies were provided for each sub-corridor.

For the 2019 CMP update, Ms. Barber advised all work is being done in-house by FAMPO staff & will continue to include the GWRC region. Ms. Barber stated that comparisons with other MPO's for what other agencies are using to determine best performance measures for best practices was gathered. Ms. Barber stated the 2019 CMP update will continue to provide updated transit data for FRED, VRE & Park & Ride lots & will again provide both short-term & long-term strategies for each corridor.

Ms. Barber advised 3 performance measures will be implemented for the FY2019 CMP update to include; travel time index (TTI) (time it takes to travel the segment compared to free flow speeds); V/C Ratio – (volume of traffic present on roadway compared to what it was designed to carry); & Crash Rate (number of crashes per 100m vehicle miles traveled which is compared to state averages for roadways of this type). Ms. Barber relayed staff is utilizing INRIX data endorsed by VDOT & will be doing peak travel time counts on each of the corridors.

To date, Ms. Barber advised the following work for the 2018 CMP update has occurred to include: creation of 29 maps that reflects highway & transit projects recently completed or committed to in the CLRP for each corridor; 1 map for each corridor that demonstrates performance measures; 5+ transit/TDM usage & ridership tables; document text update (approximately 100 text pages); 23 sub-corridor strategy recommendations; & a performance monitoring plan.

b.) Federal Certification Review – Paul Agnello

Mr. Agnello advised that every 4 years all MPO's go through a federal certification review process. Mr. Agnello stated that FAMPO will be certified with the Washington, DC metropolitan region as a result of the northern portion of Stafford County being in that district. Mr. Agnello stated the scheduled date for the certification review is subject to change as a result of the recent government shutdowns; however, is tentatively scheduled to occur in Washington, DC on April 10th. Mr. Agnello stated that a new element of the review process this time is a public meeting with the CTAC committee. Mr. Agnello stated that the tentative date for the CTAC to meet with FHWA is scheduled for March 13th, but is subject to change.

Mr. Agnello advised the certification review process is not just a review of the MPO or its staff but rather is a review of the planning process conducted by all agencies (State, MPO & transit operators) who are charged with carrying out the process on a daily basis.

Mr. Agnello stated that both traditional and desk-top reviews are being conducted state-wide. The FAMPO region will be undergoing the desk top review on April 10th. This review will cover the following topics: re-evaluation of past reviews & assessing its progress; conditions that affect the TMA; gauging maturity of the planning process; knowing whether there are new personnel who are now responsible for planning implementation; assessing response from new federal requirements; drawing on knowledge from routine contacts; eliminating topics of consideration that have been reviewed in the past; & making findings based on a Desk Review basis.

i. Desk Audit Review Letter

Mr. Agnello stated that a copy of the letter submitted by FHWA details the desk-top review process & is included in tonight's agenda packet for member review. Mr. Agnello stated that after the desk audit has been completed, a risk-based topic agenda will be mailed to the MPO within 3 weeks of the site visit & CTAC advisory/public meeting.

c.) **Lafayette Boulevard, Phase 1** – Paul Agnello

Mr. Agnello advised the Lafayette Boulevard study directly applies to the City of Fredericksburg and Spotsylvania County; however, all members are invited to participate in the upcoming meetings if they desire. Mr. Agnello stated that CTAC members are invited & encouraged to participate in the transit study process. Mr. Agnello stated the first meeting is scheduled for March 5th in the GWRC conference room. Ms. Hairfield stated that currently Mr. Farley has indicated his interest in participating. Both Mr. Swan & Mr. Templeton also expressed interest in participating. Both Mr. Brown & Mr. Haddix were going to confirm dates for availability & get back to Ms. Hairfield.

Mr. Agnello advised that the Phase 1 study, purpose & funding for the Lafayette Boulevard study will be to conduct a study of potential transit improvements for the Lafayette Boulevard Corridor from Sophia Street in the City of Fredericksburg to Route 1 in Spotsylvania County. Mr. Agnello stated the improvements include accessibility for the Fredericksburg AMTRAK/VRE station & planned Lee Hill Transfer Station. This study will be develop a prioritized list of projects for future funding considerations from any of the following funding programs to include: Smart Scale, CMAQ/RSTP, etc. Mr. Agnello stated Phase 1 of the study is a multimodal study effort with Phase 2 studying potential highway & bike/ped improvements along the same corridor study area. Mr. Agnello stated the Phase 1 study is being funded from a Technical Assistance Grant from DRPT for \$125,000. Mr. Agnello stated the current Phase 1 deadline is September 30th, 2019; however, FAMPO has requested that consideration be given for a 6-month extension on the study process.

Mr. Agnello advised that Phase 2 of the study is to look for potential improvements for access to VRE/AMTRAK commuter lots & stations & highway improvements to Lafayette

Boulevard between Rte 1 & Rte3 & bike/ped crossings at Route 3. Mr. Agnello stated this also has a project cost of \$125,000 which is an FY2020 RSTP project being submitted by FAMPO on behalf of the City of Fredericksburg. Mr. Agnello stated plans are to accelerate these study efforts for them to begin in the Spring of 2019. Mr. Agnello advised the study plans have been reviewed & endorsed by the FAMPO Technical Committee.

- i. Adopted Resolution 19-24, Approving the scope & budget for Consultant services for the Phase 1, Transit Component of the Lafayette Boulevard Multimodal Transportation Study

Mr. Agnello advised the FAMPO Policy Committee adopted Resolution 19-24 at its January 28th, 2019 meeting for approval of the scope & budget for the Phase 1 Lafayette Boulevard study & is included in tonight's agenda packet for member review.

- ii. Notice to Proceed – approved by FAMPO Policy Committee at its January 28th meeting & included in tonight's agenda packet for member review

d.) Smart Scale Round 3 Draft Results – Paul Agnello

Mr. Agnello advised that overall for the FAMPO region, we did not do as well with getting projects approved in Round 3 of the Smart Scale process as we did in either of the 1st 2 rounds. Mr. Agnello stated that the Lafayette Boulevard project was the only FAMPO project approved in Round 3. Mr. Agnello stated there were many more projects submitted for consideration state-wide with a lot less money available to distribute state-wide.

Mr. Agnello stated that large revenue shared programs with leveraged funding resulted in a major advantage state-wide for regions getting projects approved. Mr. Agnello advised though however most areas in the state do not have leveraged funding available such is available in the Northern Virginia & Hampton Roads regions.

Mr. Agnello stated that Fredericksburg has the worst congestion rate in the nation so one would think Fredericksburg projects would score highly as congestion for Class A MPO's (which FAMPO is designated as) rates as 45% of the scoring process; however, this did not reflect in the projects selected. Mr. Agnello stated there are the following factor classification areas that include: safety, congestion, accessibility, economic development, environmental quality & land use & each MPO is classified into different categories state-wide.

Mr. Agnello stated that both Northern Virginia & Hampton Roads regions are also classified as a Category rating and with the Fredericksburg region not having access to the leveraged funding that both of the other regions had, we were at a disadvantage. Mr. Agnello stated that the number 1 project selected for Round 3 was the bridge tunnel project in Hampton Roads. Mr. Agnello advised this project cost \$3.7b & Hampton Roads actually had enough leveraged funding to cover the total project cost but instead chose to submit it for Smart Scale consideration. Hampton Roads submitted their project & requested \$200m from Smart Scale so out of the \$7.8m available state-wide, Hampton Roads received \$200 of the \$7.8m that was

available in Round 3. Mr. Agnello stated that other regions who do not have congestion as their primary classification scored better because the criteria was not as competitive.

Mr. Agnello stated that another large project selected in Round 3 was a project in Danville, VA., which was quite similar to the project submitted by the City of Fredericksburg at Gateway Boulevard which was not selected. The Danville MPO rates economic development as its highest scoring classification category & even without high leveraged funding (the Gateway Boulevard project in the City had more leveraged funding available than the Danville project had), the project was selected state-wide as the highest rated project in the economic development category. The Danville MPO received \$30m of the total funding available state-wide.

Mr. Agnello stated these 2 examples show the issues & concerns that MPO's state-wide have with the Smart Scale process. Mr. Agnello stated this MPO, as well as others state-wide, continue to have discussions with the State on each specific issues.

Mr. Agnello stated that other than the top 2 projects selected, that no large transportation project was approved for any MPO state-wide. Mr. Agnello advised that historically, both bike/ped projects have continued to score well in all 3 rounds of the Smart Scale process to date. Mr. Agnello relayed that transit projects such as FRED shelters, benches, etc. seem to be an easier type of project to get approved.

Mr. Agnello stated that also the Fredericksburg region is currently hampered because of the 9 districts in the State, we are 1 who does not have a representative appointed to the CTB to represent the FAMPO region. Mr. Agnello stated that FAMPO can reach out to the at-large CTB representatives; however, do not currently have a direct contact member that represents the Fredericksburg district.

i. Innovation & Technology Transportation Fund Proposed Projects

Mr. Agnello advised the ITTF provides funding specifically for the purpose of funding a pilot program & for fully developing initiatives pertaining to high-tech infrastructure improvements that has a focus on: reducing congestion; improving mobility; improving safety; providing up-to-date travel data; & improving emergency response.

Mr. Agnello stated that 13 projects are proposed that will provide a mix of: interstate vs. arterial; multimodal approaches; & demonstrations of proven technology & piloting of experimental approaches. All project will be evaluated to enable deployment in other regions

ii. Preliminary FY2020-2025 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan Outlook

Mr. Agnello advised the I-81 corridor improvement study identified a number of operational strategies that were targeted at the non-recurring congestion site that is common throughout this corridor. Signal enhancements to facilitate detours when incidents occur is a key element of the operational improvement plan that determines real-time signal timing modifications that

will address diverting traffic patterns & real-time monitoring of conditions for operational & traveler improvements & information. Mr. Agnello stated that the major CTF transportation revenues will result in State Sales & Use Taxes; Motor Vehicle Sales & Use taxes; Motor Fuel taxes; & Motor Vehicle license fees. These top 4 sources of state transportation revenues represents over 90% of the total forecasted CTF revenues & are estimated to provide \$20b over the next upcoming 6 years.

- iii. I-95 Permanent Count Locations in the Fredericksburg region – included in tonight’s agenda packet for member review
- iv. Smart Scale Round 3 Project Results Map – included in tonight’s agenda packet for member review

e.)STARS study: Route 1 Corridor Improvement Study – John Bentley

Mr. Bentley advised the STARS study is a corridor improvement study from Route 1 (Jefferson Davis Highway) from Port Aquia Drive to Coal Landing Road in Stafford County. Mr. Bentley relayed the kick-off meeting for this study occurred on January 29th. Mr. Bentley stated the STARS program is a VDOT program to develop short-term solutions that will reduce crashes & congestion bottlenecks from using a data-driven approach. Mr. Bentley stated that STARS projects are projects that can be developed & programmed into VDOT’s Six-Year Improvement Program (SYIP).

Mr. Bentley stated the STARS team consists of VDOT districts & residencies who coordinate with localities, MPO’s & PDC’s. Mr. Bentley relayed that VDOT submits the STARS applications, lead the STARS projects & coordinates with the consultant teams. Mr. Bentley relayed VDOT Central Office provides program oversight, data analysis & application review.

Mr. Gross asked if there is any conflict with doing projects along I-95 that need to be approved by Trans Urban. Mr. Agnello relayed that as long as projects are on the Route 1 corridor that there is no Trans Urban conflict & the STARS projects can make intersection improvements & even lane additions as long as speed is 55 mph or less.

The question was asked if this is a study that CTAC members could be involved with. Mr. Agnello stated this is a VDOT study & he unfortunately missed the kick-off meeting; however, he will check with VDOT staff & ask the question. Mr. Agnello stated that even if CTAC members cannot actually serve on the committee, they can at least be involved in making recommendations to the FAMPO staff so these recommendations can be presented to VDOT for consideration.

Mr. Bentley advised the project study area begins on Route 1 in Stafford County & is a 2.2m study along the corridor. Mr. Bentley advised there are 13 study area intersections & is important as alternate routes for I-95 for incident management issues.

Mr. Bentley stated the study purpose & need is to: improve traffic operations; to optimize signals; to improve safety; to have access management at multiple locations; to provide

multimodal accommodations; to develop potential projects that will improve safety & operations within the study area; & to identify improvements that can be advanced for further funding that can be programmed into VDOT's Six-Year Improvement Program (SYIP).

Mr. Bentley advised CTAC will be kept apprised of meeting discussions, potential project recommendations, & progress of moving projects once approved forward,

f.) FAMPO FY2019 Committee Meetings Calendar – Paul Agnello

Mr. Agnello advised that due to the upcoming federal certification review process dates & the request for this process to also include a meeting with CTAC, the dates for the March/April CTAC meetings may need to be adjusted accordingly – i.e. combine March/April meetings; meet in March after Policy Committee has met; or possibly to meet mid-April – Mr. Agnello stated once Ms. Hairfield receives actual certification review dates, she will email CTAC members to get availability for alternate meeting dates over the next 2 months.

Correspondence – Included in packet & are self-explanatory

Staff Report – Mr. Agnello advised that FAMPO is looking to fill 3 new staff positions & he hopes by March these positions will be filled. Mr. Swan asked if GWRC does the initial interviews & recruiting. Mr. Agnello relayed that GWRC is the fiscal agent but defers the hiring of FAMPO staff to the FAMPO Administrator & existing staff but the process requires more hoops in getting additional staff positions approved. Mr. Agnello stated that on the transportation side, positions can be filled much more easily & much faster. Mr. Agnello stated the hiring process just involves FAMPO staff but with the required GWRC approvals needed for the go ahead, that FAMPO staff cannot even get to the starting point of the vacancy hiring process. Mr. Agnello stated that FAMPO is hopeful of getting approval for the starting point soon.

Member Report – There was general member discussion but no actual reports were submitted at the February meeting & due to the technical issues with the tape-recording system, member comments were not clearly expressed on the recorded tape.

Adjourn: The February 13th meeting concluded at 8:20 p.m. The next CTAC meeting will be held on March 13, 2019 at 6:00 p.m. *Meeting Minutes completed by Joanna Roberson*