

Transportation Committee Meeting Minutes of June 13, 2019

Call to Order:

Doug Morgan called the Transportation Committee to order at 6:15 pm. A quorum was confirmed.

Members Present

Gary Skinner (Lee Hill District Supervisor), Tim McLaughlin (Chancellor District Supervisor), Greg Bell (Lee Hill District Representative), Richard Thompson (Courtland District Representative), Harza Atif (Chancellor District Supervisor)

Others Present

Rick Spurlock (VDOT), Dan Cole (staff), Doug Morgan (staff), Jacob Pastwik (staff), Paul Agnello (FAMPO)

Minutes

The minutes from the March 14th meeting were reviewed. Mr. Agnello noted that he was omitted in "Others Present". A motion to approve the minutes with that change was made by Mr. McLaughlin and seconded by Mr. Thompson. The minutes were approved 5-0 by the Transportation Committee.

Public Comment

None. No members of the public were present.

New Business

By-Laws Review – The committee received a written request at the March meeting from Gregg Newhouse (Planning Commission Representative). Mr. Newhouse requested a change in the meeting times from 6:00 PM to 7:00 PM. There was a brief discussion concerning the change. Mr. McLaughlin made a motion to keep the meetings at 6:00 PM, which was seconded by Mr. Bell and approved 5-0 by the committee members.

Revenue Sharing – A prioritized list of roads projects was distributed. Mr. Morgan suggested that the two unapproved Smart Scale projects; 1) Germanna Point Connector Road and 2) the northern portion of the Route 2/17B corridor from the Fredericksburg City line to Shannon Airport Circle be considered for Revenue Sharing. Five-million dollars (\$5 M) would be placed on one project in the first year of the program and five-million dollars (\$5 M) on the other project the second year of the program. Five-million dollars (\$5 M) is the maximum matching allocation per project that a locality can apply for. Mr. Morgan pointed out that "carry over" funds from previous project savings would not be applicable to cover any potential funding shortfalls on these projects. The State Revenue Sharing program does not allow more than a total of ten-million dollars (\$10 M) in combined State and local Revenue Sharing funds to exist on any given project but costs of both projects are expected to exceed ten-million dollars (\$10 M). Mr. Skinner brought up the issue of using bond funds to make up the difference needed to fund the projects. Mr. McLaughlin suggested that perhaps the Governor's, Transportation Opportunity Fund could be used. Mr. Cole pointed out that there was a condition that required projects to be "shovel ready". Richard Spurlock also said that identification and approval of funding for this type of grant was not like Revenue Sharing. Mr. Morgan reminded the committee that Lansdowne Road improvements were being funded by the City. Mr. Skinner said; "*Lansdowne Road improvements were the most needed (on the 2/17B corridor) and perhaps the County should fund only the Germanna Point Connector Road*". Mr. McLaughlin seconded a motion to apply for Revenue Sharing funding for just the Germanna Point Connector Road. The committee voted 5-0 to

apply for Revenue Sharing in both 2021 and 2022 (a maximum of \$10 million over both years) to fund only the Germanna Point Connector Road.

Multiuse Trail Application (VCR to Salem Church Road) – Dan Cole presented some history in regard to the trail. *“The trail was originally going to be done under HSIP (Highway Safety Improvement Program). The BOS approved a resolution for the trail and four other projects in October, 2017. VDOT was only able to fund three of the projects in 2017.” The HSIP program was changed in 2018 and the remaining projects were no longer eligible or changed. The new VDOT HSIP project will upgrade the Harrison Road & Salem Church Road intersection with pedestrian indications, handicap ramps, and a crosswalk. With the trail application the County would fund a 10’ multi-use trail along Salem Church Road from the existing VCR trail to Harrison Road. The length of the trail would be just over 1,000’ feet in length and could be built all on County owned property. Conflicts with utilities would be minimized or eliminated completely if the trail were located further to the west of Salem Church Road. Cost is estimated to be \$360,000. There are two grant opportunities to fund the project; 1) the Transportation Alternatives (TA) program or 2) the Department of Conservation Recreation (DCR) Program. Both grants require the locality to fund 20% of the project. Based on the estimate the County would be liable for \$72,000. However, there is currently \$30,000 available to the County in a fund for the Massaponax Creek Trail which could be used to offset some of the cost that the County would be responsible for. The TA preliminary grant application process is due July 1st while the DCR grant application is due on August 1st. In the TA program the locality must administer the project. As a DCR project, DCR would administer the project. Staff will complete the applications for both programs. Staff is looking for approval to move the request forward to the BOS”.* The Transportation Committee voted 5-0 to approve this request. Final applications need to be completed by October 1st.

Comprehensive Plan – Jacob Pastwik showed committee members draft copies of the Comprehensive Plan map, new roads that were in the plan, costs and level-of-service. He explained the effort to maintain parity with the regional plan and changes which were included from the February BOS work session. A couple of roadways were pointed out. The Spotsylvania Parkway extension drew some mixed comments due to concerns on where it might connect to Gordon Road.

Informational Items

VRE – Caroline County FRED Route – Doug Morgan briefed the committee that Caroline County was terminating their route to the VRE. June 24th was identified as the final route date. He is working with FRED to review access to the VRE to include/change existing routes on Tidewater Trail and others to provide coverage in Spotsylvania County.

STARS Route 1 – Market Street/Mine Road Corridor Study - Dan Cole gave a brief explanation about the CMAQ project that was developed by JMT as part of the Route 1/208 Corridor Study. *“Based on the corridor study a CMAQ project was proposed for the Route 1 & Market Street intersection. The project scored well and was funded through the CMAQ program. The main purpose of the project was to eliminate the split phasing on Market Street / Denny’s Driveway approaches. The result would permit the side street left turns to move at the same time permitting more green time for Route 1. There were associated changes on Route 1 as well but Mr. Agnello indicated in previous meetings that the project could be tweaked to include any findings that result from the STARS Route 1 – Market Street/Mine Road Corridor Study.”* Mr. Skinner wanted to incorporate a change to the Spotsylvania Avenue & Market Street intersection – provision for an additional southbound lane to allow for a left, through and right turn lane. There is a rezoning in the area which could incorporate this change if the developer is agreeable or it could come forward as a project under the STARS study.

Announcements

Richard Spurlock is temporarily filling in for Kyle Bates who has since taken a position with the Culpeper District.

Mr. Morgan announced that there is no meeting scheduled for the month of July. The next meeting would be on August 8th.

A new STARS study is underway on Route 1 from Massaponax Church Road to Caroline County. The study is being conducted by Kittelson & Associates. The kick-off meeting is on Wednesday, June 19th.

Next Meeting

The next meeting is scheduled for August 8th, 2019 at 6:00 PM.