

*Rappahannock Rapidan Regional Commission*  
Rural Transportation Technical Committee  
Minutes of June 4, 2008

*Attendees:* Marshall Barron (VDOT, Culpeper District); Matthew Bolick (VDOT, Culpeper County); Rick Carr (Director of Planning & Community Development, Fauquier County); Mike Collins (Planner, Town of Orange); John Egertson (*Vice Chairman*; Director of Planning, Culpeper County); John Giometti (VDOT, Culpeper District, Planning & Land Development); Sue Hromyak (RRRC); Patrick Mauney (RRRC); Greg McGowan (Transit Manager, VRTA); Chris Mothersead (*Chairman*, Director of Planning, Town of Warrenton); Harriet Parcels (RRRC); Paul Russell (VDOT); John Shelburne (VDOT-TMPD); Jeff Walker (RRRC).

I. Welcome, Agenda, Minutes and Matters from the Public

Mr. Mothersead, Chairman, called the meeting to order at 2:00 p.m. He asked if there were any amendments to the agenda. Hearing none, he asked for a motion to approve the agenda. A motion was made and seconded and the agenda was approved. Next, Mr. Mothersead asked if there were any changes to the minutes. Mr. Egertson noted that his name was misspelled. With this correction noted, a motion was made to approve the minutes. The motion was seconded and approved. There were no matters from the public.

II. Discussion on Chapter 527, Traffic Impact Analysis, Access Management and Secondary Street Acceptance regulations

Chairman Mothersead introduced the discussion on Chapter 527 Traffic Impact Analysis (TIA) by noting that the regulations will go into effect as of July 1, 2008 and hold implications for all jurisdictions in the region. He said that Mike Collins of the Town of Orange would discuss steps the town has taken to integrate the 527 regulations into the Town of Orange's subdivision ordinance, after which the committee would have a discussion about each county's experience to date with regard to Chapter 527. Mr. Collins distributed copies of the appropriate section of the town's Subdivision Ordinance (S:2-2, par. 2-6.1), Compliance with Virginia Code, that describes each party's responsibilities under Chapter 527 and the process to be followed. Mr. Collins said that the town incorporated this language into its Subdivision Ordinance in order to make clear to all interested parties their roles and responsibilities and steps required in the 527 process. Mr. Collins said that a large Traditional Neighborhood Development (TND) project, Roundhill, will be coming before the town for review. The development consists of 600-1500 units and will create a new north downtown area for the Town of Orange and be subject to Chapter 527. He stated that the Chapter 527 Scoping Process has formalized what is expected of developers. Mr. Bolick said the scoping document sets forth everything required and makes clear to developers what is expected in a traffic impact analysis. Mr. Collins said that questions previously open to interpretation, such as internal capture and how far the study analysis area extends, have been greatly clarified under the new TIA process. Mr. Collins reviewed the ordinance adopted by the town which states that the developer is responsible for conducting the TIA, that the town can impose fees, the point at which a site plan is deemed complete and clarifies other important points of the process. In the past, there could be wide disagreement between the developer's traffic engineering firm and the town, as to what is appropriate to count for pass-by traffic. Through the TIA process, VDOT is now providing backing to the towns and counties in this analysis. Mr. Carr stated that Fauquier County adopted a mandatory pre-

application process. The developers asked for a Scoping Process to be mandatory. The county has also integrated TIA into its zoning and ordinance code.

There was some discussion that VDOT's capture rates are seen as too low. VDOT noted that the regulations allow developers to appeal the internal capture and pass-by rates if they feel they're too low. Mr. Mothersead stated that the rates were designed for projects in open rural areas and that the rates are different for projects located in the middle of towns. Mr. Mothersead said that a large project, Warrenton Green, would be coming before the Town of Warrenton and will be subject to the TIA. It was suggested that VDOT might provide training in collaboration with the Commission for representatives of PD9 Member Jurisdictions, and to help provide decision-making bodies in the jurisdictions of the region with a better understanding of the process. Mr. Giometti said that VDOT is doing some minor modifications to the 527 regulations in response to comments that have been received and agreed to forward a hand-out on the proposed modifications to Jeff [since emailed to the committee, as well as attached herewith] for distribution.

There was a brief discussion on the Secondary Street Acceptance Standards that are expected to become effective around January 1, 2009, although there is no mandated implementation date. Regarding Access Management, VDOT stated that the regulations will become mandatory beginning July 1, 2008 for properties fronting on principal arterials. Marshall Barron distributed hand-outs to each county of the principal arterials in their jurisdiction. The 527 TIAs do not apply to towns that control and maintain their own roads, though the towns are able to apply them to their roads if they desire.

### III. Regional Long Range Transportation Plan Deliverable: Draft Chapter on Population, Housing and Employment Demographics

Chairman Mothersead then asked Harriet Parcels to discuss the draft chapter on Population, Housing and Employment Demographics for the Long Range Transportation Plan. Mrs. Parcels distributed copies of the draft chapter and reviewed major points with the committee. The population trends, using interim year census estimates from UVA Weldon Cooper, show PD9 as the second fastest growing region in the state between 2000-2007. The chapter contains information on persons per household, median age, the growth in the 65+ population and the fact that the region's growth is due largely to in-migration. The chapter identifies the impact these population trends portend for investments in transportation that will be needed (e.g., increased funding for demand-responsive transportation services). Mrs. Parcels then reviewed the housing data which show that the region's vibrant housing market from 2000-2005 mirrored the growth in the economy and housing market in the northern Virginia/Washington D.C. area. The number of houses sold during this period jumped 57% and the average price more than doubled to over \$400,000. The dramatic rise in the cost of housing has impacted the availability of affordable housing which counties in the region are addressing. The slowdown in the housing market nationwide since 2005 has been felt in the region, with the rate of new development reduced significantly and sales prices down as well. Mrs. Parcels reviewed the employment data which show the region has shifted from its traditionally agricultural roots to an economy based on increased retail and commercial development and the growing economic role of tourism. Employment statistics show that in 2001, the largest employment sectors in the region were state and local government, retail trade and construction. Personal income grew at a rate of 3.8% from 1990-2001 which exceeded the national rate. Finally, Mrs. Parcels reviewed commute pattern trends which show that the vast majority of commuters in the region, (defined as those who drive 30 minutes or more to work) travel to jobs outside the region and that the vast majority of workers drive alone to work

although a strong percent carpool, vanpool or work at home. In the ensuing discussion, Mr. Giometti suggested that the committee may wish to consider combining the Small Urban Area Study Plans (for the towns of Culpeper, Orange and Warrenton) into the region's Long Range Transportation Plan. Mr. Mothersead stated that, at a minimum, the Long Range Transportation Plan should acknowledge the Small Urban Area Study Plans and how they integrate into the long range plan. Mr. Collins noted that the demand for housing in the region, with the downturn in the national housing market, has had a major impact on the region and that Mrs. Parcels should seek to obtain recent housing information to reflect this trend. Mrs. Parcels said that she would work with the counties to get more recent housing information.

#### IV. Roundtable Discussion/Update on Previously Covered or Remaining Outstanding Topics: Transportation Impact Fees, Emergency Preparedness Planning, other.

Mr. Walker led a discussion on transportation impact fees and emergency preparedness planning. Mr. Collins said that while the region has a goal of directing development into certain growth areas or service districts, the funding is inadequate to meet the transportation impact these developments bring. Citizens are demanding more focus on grid development and investment in bicycle and pedestrian facilities, yet state funding isn't adequate to meet that new focus and impact fees are not sufficient. Mr. Giometti pointed out that more state funding is going to operations versus expansion of the roadway system but the committee members all agreed that funding to create the connectivity within towns and villages is far from adequate.

Mr. Walker also referenced that he felt it might be timely to seek an update from the Virginia Department of Emergency Management (VDEM) on the status of emergency preparedness—specifically, *evacuation*—planning for the region (included in VDEM Region II), in follow-up to the earlier March 2 presentation by VDEM Region 7 (Northern Virginia) Emergency Coordinator, Bruce Sterling, on the subject of NOVA's Evacuation planning efforts to PD9-Area County Administrators and Town Managers. The committee members agreed.

#### V. Announcements and Other Business

--Report on May 28 VDOT Chapter 27 Access Management and SSAR Culpeper District Workshop: VDOT noted that there is state funding for access management implementation. For example, VDOT is working with the Town of Warrenton on an access management study.

--June 12 DRPT Coordinated Human Services Mobility (CHSM) Plan: Mr. Walker said that on June 12, DRPT would be holding a second, followup regional meeting at the Commission offices to discuss and review the region's preliminary draft CHSM plan, upon completion, to ultimately be incorporated into the Regional Long Range Transportation Plan.

--July 17 VAPDC Transportation Meeting: Mr. Walker referenced that the agenda was in the process of being finalized for the upcoming VAPDC Transportation Committee which he chairs to be held in conjunction with the Virginia Assn. Of Planning District Commission's 2008 Summer Conference Virginia Beach, highlighted by a presentation by a well-known speaker on transportation and land use planning, and the implications of climate change.

--AICP Certification Maintenance: Mr. Mothersead congratulated Mr. Walker on the Commission's recently being designated a Registered Certification Maintenance (CM)

credit Provider by the American Planning Association/American Institute of Certified Planners (APA/AICP), and approval of 4.5 credits for attendees of the upcoming June 18 annual RRRC Living Towns Planning Workshop in the Town of Madison.

With no further business, Chairman Mothersead adjourned the meeting at 3:40 p.m.