

*Rappahannock Rapidan Regional Commission*  
Rural Transportation Technical Committee  
Minutes of July 2, 2008

*Attendees:* Marshall Barron (VDOT, Culpeper District); Matthew Bolick (VDOT, Culpeper County); Matthew Criblez (RRRC); Rosemary Damewood (Town of Remington); John Giometti (VDOT, Culpeper District, Planning & Land Development); Patrick Mauney (RRRC); Chris Mothersead (*Chairman*, Director of Planning, Town of Warrenton); Harriet Parcels (RRRC); Ray Parks (RRC SB); Paul Russell (VDOT); John Shelburne (VDOT-TMPD); Jeff Walker (RRRC); Cathy Zielinski (RRRC).

*Guest Speaker:* Dean Gustafson, VDOT, Regional Operations Director, Northwest Region

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

Mr. Mothersead, Chairman, called the meeting to order at 2:05 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. Hearing none, he asked for a motion to approve the minutes. A motion was made, seconded and approved. There were no matters from the public.

II. Presentation on ITS by Dean Gustafson, VDOT, Operations Director, Northwest Region

Mr. Mothersead welcomed guest speaker Dean Gustafson, VDOT Operations Director, Northwest Region and said that the Committee looked forward to hearing his talk about the application of ITS technologies to rural regions like PD 9. Mr. Gustafson distributed a hand-out that showed the structure of the Northwest Region Operations center, based in Staunton, and the functions of each of its five divisions. There are five Operations Centers in the state. The Northwest Regional Operations Center is now in charge of all of the counties of Culpeper District. (Fauquier and Orange counties were previously briefly assigned to the Northern Virginia Operations Region.) Mr. Gustafson then summarized the functions of each of the Center's divisions: Business Administration, Traffic Operations Management, Traffic Engineering, Asset Maintenance and Program Delivery. Some of the functions of these divisions include: highway incident management which is handled by Traffic Operations Management; top ten safety problem areas, which is handled by Traffic Engineering; and Signal, TCD and ITS Design, which is handled by Asset Management. Mr. Walker shared that the region was particularly interested in evacuation scenario planning with regard to NOVA and DC and asked whether that function had been transferred to the Northwest Region as well. Mr. Gustafson answered yes, that the Northwest Region was now responsible for emergency evacuation under its Traffic Operations division, managed by Homer Coffman.

Mr. Gustafson discussed the use of ITS technology for system operations. Unlike urban areas, rural areas don't have recurring congestion management problems but do face other recurring incidents such as severe weather conditions (snow, ice), truck accidents and other situations that require emergency response. He also said that rural areas have limited alternative routes if a major route is closed. The Systems Operations sequence at VDOT involves: Monitor System/Detect Problem; Verify Incident/ Conditions; Respond to Incident/Problem and Inform Motorists. ITS technologies are tools to help achieve these steps.

The CAD system (computer aided design) is used to report 85% of the accidents. Traffic cameras can be used in rural areas to monitor the highways and quickly relay information about an accident to the operations center. ITS can be used to report road/weather conditions to travelers. Virginia has established a 511 number that travelers can call to receive road condition reports. Traffic management signs can help travelers by alerting them to incidents ahead and suggesting alternate routes. These are beginning to be implemented in the region. Mrs. Parcels asked about the application of ITS to transit. Mr. Gustafson said that it has been used widely in other areas for automated vehicle location (AVL) to enable transit systems to locate and monitor their vehicles and for fleet management. Mrs. Zielinski asked about software programs that can be used for better coordination of human service providers in rural areas. Mr. Gustafson said he didn't have the answer to that with him but would get the names of some programs used in other regions and forward it. After further discussion, Mr. Mothersead thanked Mr. Gustafson and said that the roadway monitoring that VDOT is implementing with ITS would provide useful information to the region and that the region should think about the common elements each county has and how ITS can best benefit all jurisdictions. Mr. Mothersead asked Mrs. Parcels to provide the charts and summary of the information to the representatives of the local jurisdictions who had been unable to attend.

### III. Long Range Transportation Plan: draft chapter on Small Urban Area Transportation Plans

Mrs. Parcels distributed a chapter on the Small Urban Area Transportation Plans (Transportation 2020 Plans). At a prior Rural Transportation Technical Committee meeting, it had been suggested by a VDOT representative that the Committee consider incorporating these into the *Rural Long Range Transportation Plan*. The plans were written earlier by VDOT On-Call Consultants for three communities in the PD9 region: Town of Culpeper, Town of Orange and Town of Warrenton. The chapter summarizes the baseline, 2010 and 2020 roadway improvement projects included in the Plans for each town as well as the general recommendations for improving other modes of transportation. Mr. Mothersead suggested that the chapter be an appendix to the *Rural Long Range Transportation Plan*. Mr. Giometti said that the plans are somewhat dated and due for an update and that the *Rural Long Range Transportation Plan* might be able to incorporate some updates to these plans. Chairman Mothersead said that the *Rural Long Range Transportation Plan* could include a recommendation that these projects be updated. It was suggested that the "hot spot" analyses and recommendations that will be conducted by Joe Springer of Parsons, might generate the information needed to update the Small Urban Area plans. The Town of Culpeper Comprehensive Plan is being updated and could provide some of this information. Mr. Mothersead suggested that RRRC staff contact Chuck at Culpeper and see how Culpeper is updating its small urban area transportation plan as part of the comprehensive plan update and report back to the committee. Mr. Walker also inquired of VDOT representatives in attendance if it would be possible to obtain the GIS shape files of the Small Urban Area plans generated by on-call consultant Michael Baker, which could be utilized as a basis for assembling the updated information.

### IV Update on Information Presented at June 25 RLRP Video Conference and Preliminary Discussion of Public Involvement Process for PD 9 Long Range Transportation Plan

Mrs. Parcels gave the committee a quick update of the June 25 VDOT video conference on the Long Range Transportation Plan and other issues. The first speaker was Neil Sherman who talked about sources of funding that DRPT oversees including section 5310, JARC and New Freedom funds. By mid-July, DRPT plans to deliver an MS Word of the Coordinated Human Services Mobility (CHSM) Plan to each of the PDCs. The recommendations for each

PDC should be incorporated into the *Rural Long Range Transportation Plan*. A follow-on New Freedom Grant round has been announced with proposals due back to DRPT by August 15. Following this one, the next round of funding will be November 1 or December 1 with proposals due March 1. The next speaker was Kathy Graham who spoke about Regional Performance Measures that VDOT is required to collect annually. These measures will be discussed at the transportation committee meeting of the VAPDC conference in mid-July. They involve safety measures such as highway deaths and death rates, crashes and crash rates; maintenance measures such as pavement and bridge condition and mobility/accessibility measures such as transit trips/capita, HOV use and others. Next, Darrel Johnson gave an update on the completion of Phase II of the Long Range Transportation Plan. Because the consultant had been brought on later than expected, some tasks from Phase II will be deferred until Phase III such as the "hot spot" analyses, road safety audits and the public participation element. An overview of Phase III was given by him and Joe Springer who said that the PDCs have been divided into three categories with respect to work on the hot spots. PD9 is in Group 1, with counts scheduled to begin this summer. A press kit is being assembled by sub-consultant McCormick Taylor that will include contacts in each of the PDCs for use by regional press.

The Committee held a preliminary discussion about the public involvement process that will be used in the region for the *Rural Long Range Transportation Plan*. The region needs to determine what process it will follow. Do we go out to the public with some initial maps and data and seek their early input with another hearing to be held after the Plan has been assembled in draft form? Should the meetings be regional? Mr. Mothersead asked Mrs. Parcels to send an email to the local jurisdictions seeking their input and informing the committee members that a larger discussion of the public involvement process will take place at the September meeting.

## V. Announcements and Other Business

--6/12/2008, DRPT Regional Meeting on CHSM Planning and new round of New Freedom Funding: Cathy Zielinski reported that RRRRC had sponsored a regional meeting at which Neil Sherman of DRPT and their consultant had reported on the status of CHSM planning and announced some new sources of funding (new "New Freedom" funding and additional funding for senior mobility programs) that will be available this year. DRPT will incorporate the CHSM goals and objectives and work plan developed by this region into its statewide plan.

--6/16/08, update on Route 29 Corridor Study: John Giometti reported that consultant prospective offeror interviews had been conducted and that VDOT is entering into preliminary negotiations with three of them to see if a satisfactory contract can be arrived at for work on the study. . The projected timeframe is to have a completed study by December 2009.

--7/16/08, upcoming meeting on the Regional Freight Study: Jeff Walker reported that RRRRC has a meeting scheduled with VDOT and consultant Michael Baker to discuss continued scoping of the upcoming study. It was suggested by a committee member that the study reach out to the economic development offices in the counties to seek their input once things get underway.

--Status of Fauquier/Warrenton Bicycle and Pedestrian Plan and Culpeper Regional Bicycle and Pedestrian Master Plan: Matt Criblez reported that the draft maps of the Fauquier/Warrenton Bicycle and Pedestrian Plan were complete and that public outreach meetings had taken place. A draft final report is expected on July 10<sup>th</sup>. Harriet Parcels indicated that the Culpeper Regional Bicycle and Pedestrian Master Plan is also advancing; one public meeting has been held and another is scheduled for July 16.

--HB3202 UDA Requirement: Lastly, Jeff Walker indicated that the earlier adopted state Transportation Act, with its mandated identification of Urban Development Areas or UDA's by specified jurisdictions, and also state's nutrient caps on allowable levels of nutrients into the region's rivers will ultimately have to be reconciled, and to look for continued discussions on that topic as well in the future..

As a final note, the Committee elected not to meet in August due to conflicts summer travel and to reconvene in September. This will give staff time to gather together information for a robust conversation about public involvement in the long range transportation planning process.

Chairman Mothersead adjourned the meeting at 2:30 p.m.