



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
February 14, 2018**

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Committee Members Present:

Mr. Dave Swan, Chair, Stafford County
Mr. Dave McLaughlin, City of Fredericksburg
Mr. Robert Ek, Caroline County
Mr. John Davis, Spotsylvania County
Mr. Rupert Farley, Spotsylvania County (At-Large)
Mr. Stan Huie, Spotsylvania County
Mr. Art Snyder, Spotsylvania County
Mr. Josh Templeton, Spotsylvania County
Mr. Mike Wood, Spotsylvania County
Mr. Morgan Burch, Stafford County

Others in Attendance:

Mr. Alistair Andruis, University of Mary Washington

George Washington Regional Commission (GWRC) Staff:

Mr. Nick Quint, FAMPO
Ms. Marti Donley, FAMPO
Ms. JoAnna Roberson, GWRC

CALL TO ORDER

Mr. Swan called the meeting to order at 6:08 p.m. and welcomed the new CTAG members who have recently been appointed to serve on CTAG. Committee member introductions were made accordingly.

APPROVAL OF AGENDA

Mr. Quint requested that under Item 7 – Action/Discussion category, item 7b – Resolution No. 18-16, Authorizing staff to transfer \$2m in RSTP funding from the northbound Rappahannock River Crossing project needed to be pulled from the agenda as the resolution would no longer be moving forward. In its place, Mr. Quint requested adding discussion of CTAG By-Laws.

Upon motion by Mr. Dave McLaughlin and seconded by Mr. Farley, with all concurring, the February CTAG agenda was approved as amended.

APPROVAL OF CTAG MEETING SUMMARY OF JANUARY 10, 2018

Upon motion by Mr. Farley and seconded by Mr. Dave McLaughlin, with all others concurring, the January CTAG committee minutes were accepted as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF JANUARY 22, 2018

Mr. Quint advised the Policy Committee tasked staff with compiling draft FAMPO letters to be forwarded to the Secretary of Transportation's office for review, input & feedback on the following two topics: a request that the State conduct an Intelligent Transportation System (ITS) & Integrated Corridor Management (ICM) study for the I-95 corridor from I-495 to Exit 126 at Massaponax; and a request that the State consider developing new transportation revenue systems that are not based on gas tax revenues.

In regard to Resolution No. 18-16 that was pulled from tonight's agenda, Mr. Quint advised this Resolution was deferred for action until the February meeting as additional clarification was needed.

The resolution was drafted after FAMPO received notification last month that the State had designated funding to completely fund the I-95 northbound Rappahannock River Crossing project. Prior to this designation, FAMPO had allocated \$2m from CMAQ funds to be applied to the \$132m project cost. Once the notification was received that this project was now fully funded and would in fact move forward, FAMPO was requesting endorsement of the Resolution asking that the State re-designate the \$2m of CMAQ funding back to the region to be re-allocated to other regionally significant projects.

However, since the January Policy Committee meeting, staff has been advised by VDOT that the total funding for the northbound river crossing project included monies being allocated from various entities – i.e. the State, TransUrban, Fred Ex, & FAMPO so the \$2m FAMPO had allocated previously was still a needed element in order to fully fund the project.

Mr. Quint advised Resolution No. 18-16 would now not move forward for Policy Committee endorsement at this time.

PUBLIC COMMENT

None

NEW BUSINESS

None

DISCUSSION/ACTION ITEMS

a.) Congestion Mitigation and Air Quality (CMAQ/Regional Surface Transportation Program (RSTP) Update – Mr. Nick Quint

Mr. Quint advised that CMAQ/RSTP funding allocations is the regional money that FAMPO receives and controls and distributes to eligible locality projects. Mr. Quint advised the projects eligible need to meet certain criteria and can only be applied to localities within the FAMPO region that includes the City

of Fredericksburg and the Counties of Spotsylvania & Stafford. (GWRC would be the agency that oversees projects submitted from the Counties of Caroline and King George). Mr. Quint advised the following three projects have been submitted from the FAMPO localities for funding consideration:

City of Fredericksburg – Gateway Boulevard extension
(Plank Road to Cowan Boulevard)

County of Spotsylvania – Mine Road widening
(Spotsylvania Avenue/Falcon Drive to Hardwood Lane/Campbell Drive)

County of Stafford – new FRED bus route from Garrisonville to Quantico

Mr. Quint advised the Stafford project would be a new FRED bus route that begins in Garrisonville and ends at the Quantico VRE station. Mr. Swan asked who owns FRED. Mr. Quint relayed that jurisdiction over FRED is the City of Fredericksburg; however, funding is subsidized from the FAMPO/GWRC localities and private businesses. Mr. Swan asked how FAMPO has assisted FRED in the past. Mr. Quint stated that funding to FRED has occurred from FAMPO for the eligible CMAQ projects that have included the occasional purchase of new buses, upgrades, signage, & benches at FRED bus stops throughout the region, etc.

Mr. Farley asked if the new FRED bus route is a recommendation from the Phase 2 I-95 transit study. Mr. Quint stated this completed study did in fact recommend additional commuter routes for long distance trips as well as for feeder routes from the region to the VRE stations; however, the proposed route from Garrisonville to Quantico is a request made by the Stafford Board of Supervisors via its local planning staff.

Mr. Quint relayed the project in the City is for widening from Cowan Boulevard to Plank Road in Spotsylvania County. This project is Phase 1 of a larger extension project to Fall Hill Avenue. MR. Quint relayed the City of Fredericksburg is considering submitting this project under Round 3 of the Smart Scale application process. Mr. Farley asked if any designated funding is already allocated to this project. Mr. Quint stated that right-of-way costs for this project will be privately funded by the developer.

Mr. Quint stated the Spotsylvania project would widen the existing lanes from 2 to 4 lanes and will also add the inclusion of a bicycle/pedestrian lane and will begin at Spotsylvania Avenue/Falcon Drive and end at Hardwood Lane/Campbell Drive which is approximately half-way down Mine Road.

Mr. Quint advised the projects received will be scored based on the project methodology that is implemented by the State and this process will be completed in February. In March, staff will receive the allocated budgets from the State and draft allocations will be applied to the projects. In April, the Policy Committee will be asked to endorse the projects/allocations.

Mr. Quint relayed that the CMAQ/RSTP funding resources are in addition to the monies received from Smart Scale and equate to \$4m annually. Mr. Quint relayed CMAQ/RSTP funding can be allocated to eligible projects for any of the three project phases which are: PE (preliminary engineering); R-O-W (right-of-way costs) or for the Construction phase. Mr. Quint advised that there is a 5-year max on project start-ups and project completions from CMAQ/RSTP funding.

Mr. Swan stated that as the funding allocations and resources are varied and confusing that he is requesting that at a future CTAG meeting an agenda discussion item be one that provides a clear and concise listing of all the funding sources the region receives; descriptions of what the funding can be used for; a listing of who controls the funds; etc.

Mr. Quint stated this item is addressed in the New Member orientation packet that is included in tonight's agenda packet; however, is also an item that can be discussed in greater detail at an upcoming CTAG meeting.

b.) CTAG By-Law Discussion – Mr. Nick Quint

Mr. Quint advised that at the February Policy Committee meeting, for several reasons, one being there is a number of new locality representatives now serving on the Policy Committee; and secondly, it has been several years since the By-Laws were reviewed and amended, that it was decision by the Policy Committee to review its existing by-laws and make recommendations for edits, etc. to FAMPO staff. Mr. Quint stated the Policy Committee will have discussion of the By-laws on its February agenda and a vote on endorsing them will occur at the March meeting.

Mr. Quint advised that staff felt it could also be beneficial to have existing by-laws reviewed by both the FAMPO Technical Committee and CTAG as well. Mr. Quint asked that any amendments, editions, etc. be provided to him by Wednesday, February 21st. Mr. Quint stated that one suggestion that has been made to staff is that CTAG may want to change its name from Citizen Transportation Advisory “Group” to Citizen Transportation Advisory Committee as this would be consistent with the titles of both the Policy Committee and Technical Committee.

Mr. Swan asked if CTAG became a “committee” instead of “group” would it still be subordinate to the Policy Committee or would it have the same level of chain of command. Mr. Quint stated that yes CTAG would still remain as an advisory committee who makes recommendations to the Policy Committee for their review, action, etc.

Mr. Quint stated that another point that may want to be addressed by CTAG is terms of service for CTAG members. Currently, all CTAG members are appointed by their respective board of supervisors and/or by FAMPO (for at-large members). Spotsylvania County is the only locality that sets specific term limits to its members serving on CTAG.

Mr. Quint advised that another item regarding setting a 2-year term limit for CTAG members to serve has also been discussed, with an option of any locality member and/or At-Large member being re-appointed to continue serving once the 2-year term has ended.

There was considerable discussion about pros and cons of setting a 2-year term. Mr. Ek stated that for him personally, there is a lot to absorb on FAMPO in general, the purpose, the involved transportation process, the committees, etc. that he feels a new member needs at least 6-9 months of serving on CTAG to get familiar with the process. If you set and enforce a 2-year term, then by the time a new member becomes vested, it will be almost time to select a replacement. Mr. Ek stated that if a member is appointed from a locality, then it should also be re-appointed by resolution from the same agency and not a specific expiration date enforced.

Mr. Burch asked what would be the purpose of implementing specified terms. Mr. Quint stated setting terms would just be consistent with what Spotsylvania County utilizes. Mr. Swan asked if Spotsylvania County actually enforces this or do they just continue having members serve after the 2-year term has expired. Ms. Donley stated that Spotsylvania County does enforce the term requirements and at times do re-appoint the member to serve another 2-year term; however, also recommends new members to serve after the term expires. Mr. Snyder stated that if a member is re-appointed, then this is really not enforcing a term limit.

Mr. Huie stated that he thinks part of the thinking from Spotsylvania is the reverse aspect – i.e. if you are appointed and have an expiration time to serve and realize this committee is not one where you have expertise, and then you are not committed indefinitely to continue serving. There was committee discussion that at any time a member felt this was not his interest and/or area of expertise the member could submit a written request to both the locality and to FAMPO indicating they were resigning from their appointment.

Mr. Ek stated he sees two aspects – 1 – a term limit shows it is not a long-term commitment if this is not a place of interest where a member wishes to serve; 2 –however, the learning curve is steep and it does take months for someone new to fully understand the mechanics so if a replacement is arbitrarily made after the 2-year term expires, then this does not do a locality any favors either.

Mr. Swan stated he is not necessarily opposed to setting term limits as long as an option of being re-appointed is included within the original appointment. Mr. Swan stated for him personally, he does see the value of having seasoned and tenured members on the committee.

Mr. Swan stated that he does feel an exit process needs to be implemented as well. Mr. Swan stated that members elected to serve are done so via a resolution from their respective locality and he feels that when a member leaves this appointment – whether from a term experiment and/or personal request, that a resolution from the same board should be provided to the member thanking them for their service on the CTAG committee.

Mr. Farley stated that with his desire to save paper, he does not feel a written letter of thanks is necessary for a member who no longer will be serving. Mr. Farley stated the satisfaction should be your initial appointment and the satisfaction of knowing you contributed while serving and if this is not good enough, then too bad.

Mr. Swan stated that once he leaves Stafford County and eventually will be re-locating to upstate New York, that he would like to have something in writing to show that he has in fact served on a regional transportation committee here as he may very well desire to do so in another area and thinks a written letter of service is a good attachment for a resume.

Mr. Dave McLaughlin stated that as far as the by-laws go, all CTAG can do is request that the Board of Supervisors/City Council provide a written acknowledge of service but CTAG cannot mandate this be enforced.

Mr. Ek stated maybe this is a good middle of the road endeavor – we can recommend a more structured transitional process for the localities when an appointed member leaves. If a re-appointment is not made

within 90 days, maybe CTAG can reach out to a locality advising of the vacancy and ask that a list of interested candidates be provided to CTAG for follow-up.

Mr. Burch stated that maybe instead of implementing a set term of service, that maybe a request could be made that just a term is set and at which time the locality can either chose to re-new or replace a member.

Mr. Swan stated that recently Stafford County has lost 3 three representatives and to his knowledge none of them have been replaced. Mr. Swan stated that having only minimal representation from a locality is not sufficient.

Mr. Snyder stated that he does feel it is more effective for CTAG to have a representative appointed from each voting district because issues affecting one area of a county may not be the same for other areas – i.e. rural versus urban may have totally different concerns.

Mr. Dave McLaughlin stated that if a member is appointed by an organization then it is up that locality to keep track of member attendance, re-appointments, filling vacancies; etc. Mr. Dave McLaughlin asked who controls and appoints At-Large members. Ms. Donley advised that FAMPO is in charge of selecting/appointment At-Large members.

Mr. Swan stated that everyone has a received a copy of the existing CTAG by-laws and will ask that FAMPO forward a copy to members absent tonight. Mr. Swan stated that many concerns were expressed at tonight's meeting. Mr. Swan stated that by-law revisions are occurring for the other FAMPO committees as well (Policy & Technical) so he is asking that CTAG members spend some time reviewing the existing by-laws and provide feedback to staff so revisions, amendments, edits, etc. can be effectively included and/or removed if needed.

c.) 2045 Long Range Transportation Plan (LRTP) Update – Mr. Nick Quint

Mr. Quint advised the LRTP is the most important document staff is responsible for and is a document that has at least a 20-year horizon time frame. Mr. Quint the current update is a 30-year update with a base year of FY2015. Mr. Quint stated that staff looks at how the region is expected to grow over the life of the plan; where the growth areas are expected to occur; and what transportation needs would be required in order to accommodate the expected regional growth. Mr. Quint stated that staff then takes the plan updates a step further by including revenue projections from VDOT to evaluate what can realistically get funded during the life of the plan. Mr. Quint stated this part of the LRTP is referred to as the Constrained Long Range Plan (CLRP).

Mr. Swan asked for clarification of “constrained”. Mr. Quint stated that this refers to fiscally constrained projects that can be paid for within the allocated budget the region will receive. Mr. Swan stated so then you have the projected funding allocations and then projects are selected accordingly. Mr. Snyder stated the region may have a long list of potential projects that are needed; however, staff has an estimated budget being received and then the project lists will need to be amended to meet the budget revenues expected.

Mr. Quint stated that the recent changes that have occurred as a result of the Fred Ex agreement the State signed with TransUrban could result in the region receiving additional funding.

Mr. Quint stated the northbound Rappahannock River Crossing project will now be fully funded as a result of the recent agreement with the State/TransUrban. However, at this time, it still remains to be seen how any additional/surplus funds will be re-allocated. Mr. Quint stated that staff was able to incorporate these revised changes into the LRTP update so now have been able to fund more I-95 improvement projects.

Mr. Quint relayed the constrained long range transportation projects have also been refined as a result of the new State agreement with TransUrban and will be included within the 2045 LRTP update. Mr. Quint stated the recommendations received from the I-95 Phase 2 highway study will also be included in the 2045 LRTP update.

Mr. Quint provided some background comparison on the FY2040 LRTP in regard to the funding allocated by the State then versus what is to be expected to be allocated for the FY2045 plan.

For 2040, the region was to receive \$946m for additional highway capacity expansion projects. However, now in the life of the 2045 plan, we are looking at receiving \$761m which results in a significant deficit of \$185m.

Mr. Snyder asked is the FY2040 funding includes or excludes the specialized funding designated for the southbound and northbound I-95 Rappahannock River Crossing projects. Mr. Quint stated the funding for these projects is not included in the figures referenced above. Mr. Snyder asked then why is there now a \$200m reduction.

Mr. Quint advised the southbound/northbound river crossing projects were contained within the CLRP for FY2040 but the funding was not going to be received until the southbound project was fully funded through Smart Scale with the understanding that eventually the northbound would be fully funded as well.

Mr. Snyder stated he was thinking the deficit was due perhaps to the southbound/northbound river crossing projects being included, then got expended, therefore now not available for FY2045 so he is having difficult in understanding where the delta comes from.

Mr. Quint advised the region receives revenue projections from VDOT, DRPT and the localities and VDOT is not anticipating in the future out years to receive as much revenue as we received in the past.

Mr. Snyder asked if this revenue loss is as a result of the reduction of gas taxes. Mr. Quint concurred this was one factor; however, reduction of federal funds is also a factor so across the board a \$150m decrease is anticipated.

Mr. Snyder asked what year dollars are both of these in and are they based on FY2015 dollars. Mr. Quint stated this was a good question and one he would need to get clarification on from Mr. Agnello. Mr. Quint stated he would follow-up with an answer to this question at the March meeting. Mr. Quint advised FY2045 is in 2018 dollars.

Mr. Snyder stated that hopefully these are not venure dollars because if this is the case the financial outlook is even worse than what is shown in tonight's agenda packet information. Mr. Snyder stated the fiscal year dollars should not be reflected in a graph as the one presented in tonight's packet and should not be shown in a comparison chart but instead shown as singular dollars.

For clarification, Mr. Burch stated this year's dollars are the value of the dollar right now versus what the projection of what the dollar will be worth in twenty-plus years. Mr. Snyder stated the difference is that the current year dollars are what they are; however, a venture dollar has an agreed percentage escalation factor included. There is usually an assumed state/federal approved escalation factor per fiscal year. Mr. Snyder stated that whenever budgets are provided the assumed inflation rate for out years, i.e. FY2019, 2020, 2021, etc. are also included.

Mr. Ek stated so an FY2030 inflation dollar would be worth less than an FY2018 dollar. Mr. Snyder stated yes correct in terms of actual buying power but in terms of revenue, it is actually worse. If we are anticipating that gas prices increase and the gas tax is 3% and it will cost \$10 per gallon in 30 years, then we should be making a lot more revenue dollars because the rate is based on an inflationary dollar amount. Mr. Snyder stated that whenever revenues go down, your drop in actual revenue spending power is much less.

Mr. Wood asked for the life of the study, does it take into account any dollars coming back into the United States from the recent tax act passed and was this included? Mr. Quint stated the plan was approved prior to the tax act being passed.

Mr. Swan stated these projections also do not include infrastructure initiatives that are prevalent so this would require that something has to be done between now and FY2030. Mr. Burch stated the news release today stated there was a big increase of revenue. Mr. Farley stated this was not reported as such in today's paper. Mr. Burch stated that unless he miss-heard the news release, it stated that last month's revenues exceeded expenses and were higher than anticipated. Both Mr. Swan & Mr. Snyder stated that adding a footnote as to why the delta exists due to a "rolling" window would be helpful for clarification purposes.

Mr. Quint stated the total of \$1.25b listed for constrained projects includes everything – those projects fully funded plus all additional highway expansion capacity projects. Mr. Quint stated in the first six years of the plan, we will receive significantly more funding per year than is reflected in the analysis.

i. Draft 2045 LRTP Project List Update

Mr. Quint advised that as a result of the I-95 Phase 2 corridor study that is near completion, here are some of the top project needs and recommendations from the study:

- 1 - I-95 southbound widening to 4 lanes from mile marker 128.7 to Exit 126 – this will result in replacement of Harrison Road bridge with new 4-lane bridge & bike/ped accommodations
- 2 - I-95 northbound River Crossing project – this study revealed that addressing I-95 southbound is a larger need so this would be project FAMPO is looking to submit for Smart Scale selection consideration – this project will include interchange improvements at Rt. 17, off-ramp improvements to eastbound of Rt. 3, &

general purpose lane widening to 4 lanes from Exit 133 to Exit 136

3. I-95 northbound widening – this is the compliment project to project number one
4. New I-95 Access at Celebrate VA South at rest area – this would result in a new access point at Carl D. Silver & Gordon W. Shelton roadways
5. Commuter lot improvements – region-wide

Mr. Quint advised the 2045 LRTP draft project list includes 271 total projects & does not include studies with a total project cost estimate of \$6.9b. The numbers of projects in the Constrained Plan are 113 which also include 8 projects for designated funding for preliminary engineering phases or studies with an estimated cost of \$2b. A the number of unfunded projects are 210 and does not include studies with an unfunded estimate cost of \$5.6b and all numbers are in FY2018 dollar values and does not include projects from either Caroline or King George counties.

Mr. Quint advised the LRTP public involvement schedule is as follows:

Resolution authorizing Public Involvement – to be submitted to FAMPO Policy Committee meeting for endorsement on February 26th

Public Comment Period to begin on March 13th & end on April 11th

Public Meeting to be held at GWRC at 6:00 p.m. on March 15th

Public Hearing to be held at GWRC prior to FAMPO Policy Committee meeting on April 16th

ii. Resolution No. 18-18, Directing that a Public Comment Period & Public Hearing be held Prior to the Adoption of the 2045 LRTP

Ms. Donley advised that on the first day of the public hearing, March 13th, there will be a public forum held in the Jepson Center at the University of Mary Washington. Ms. Donley stated this will be a transportation forum and the public is invited to attend. Ms. Donley stated that as more information is received, it will be distributed to committee members.

Upon motion by Mr. Snyder and seconded by Mr. Wood, with all concurring, Resolution No. 18-18 was endorsed by CTAG with a recommendation that it be adopted by the FAMPO Policy Committee at the upcoming February 26th meeting.

d. Smart Scale Update and Project Discussion – Mr. Nick Quint

Mr. Quint advised that from now until April, staff will be having discussion with Policy Committee to finalize projects to be submitted for Round 3 of the Smart Scale consideration process. Mr. Quint relayed staff will also continue to work with the member jurisdictions to ensure duplicate projects are not being submitted, etc.

Mr. Quint advised that on May 14th VDOT will be hosting a regional forum to discuss regional smart scale projects. Mr. Quint stated this type of forum has been conducted in the past by VDOT and will be similar in nature. The forum will be held in the VDOT District Auditorium and meeting time is not designated at this time. Updates will be forwarded to committee members once staff is updated accordingly.

Mr. Quint relayed that request will be submitted to both FAMPO/GWRC at the May committee meetings for endorsement and approval of the regional candidate projects that will be moved forward. In June, FAMPO/GWRC will be asked to endorse and approve the Local District Grant Smart Scale projects.

i. Updated Matrix of Regional Projects

Mr. Quint advised the FAMPO/GWRC projects for consideration in today's agenda packet has had minimal changes since the last meeting. Mr. Quint stated the I-95 northbound river crossing project which was previously the number one project in the region has now been removed as a result of the recent State announcement. Mr. Quint stated staff will be looking to the Policy Committee for more direction as to whether another project will be re-considered at the upcoming February Policy Committee meeting.

Mr. Quint relayed the only new project is the new access point to Central Park from I-95 southbound and northbound Rappahannock River Crossing CD lanes project. Mr. Dave McLaughlin asked if Spotsylvania County is still opposed to this project. Mr. Quint concurred because of the impacts a new I-95 access point could have on traffic on River Road.

Mr. Huie stated you would have people exiting off of I-95 and cutting through River Road rather than staying on Route 3. Mr. Huie stated that possibly a solution to this would be to reduce the speed limit on River Road to 30 mph or lower and vigorously enforce the speed limit reduction which then would discourage utilization and have motorists to continue to stay on I-95 and go around the access point.

Mr. Ek asked if we know when the Route 301/207 VDOT study will be completed. Mr. Quint stated that VDOT does not think the study will be completed until the May/June timeframe but are trying to accelerate some of the projects so they potentially could be ready for submission in this round of the Smart Scale process. Mr. Quint stated that some preliminary recommendations have been released at public meetings and meetings with both Caroline/King George staff. Mr. Swan requested that once the study has been completed that a meeting/presentation be given to CTAG at that time.

Mr. Farley stated that implementing congestion pricing is the only alternative that has been proven to work in other states. Mr. Farley stated that unfortunately due to political reasons, the elected officials are not going to proceed with this option unless they are forced to do so. Mr. Farley stated this is why a

citizen group such as CTAG is important because they can push the issue without any political ramifications.

Mr. Farley stated it has been proven that congestion pricing requires developers to pay for transit, etc. and this is the best way to overcome the transportation hurdles the region has. Mr. Huie asked how is congestion pricing implemented. Mr. Farley stated it operates the same way revenues are collected today for usage on the HOT lanes.

Mr. Swan stated drivers utilize the HOT lanes and then receive a bill for utilization based on gantry passage. Mr. Snyder stated this becomes a privacy issue because you essentially are being tracked by a GPS system to your car and literally tracks everywhere you go. Mr. Swan stated there must be different alternatives. Mr. Farley asked him to name one.

Mr. Swan stated that implementation of truck/service plazas on the interstate that are privately funded are a good way to generate revenue to a state. Mr. Swan stated these systems are in place in other states and have proven to provide a steady and consistent source of revenue to the state.

Mr. Ek stated that implementation of service plazas would not only provide service areas for truckers but would also capitalize on those travelling throughout the I-95 corridor. Mr. Ek stated that currently there are no service plazas on the I-95 corridor from the beltway to the welcome center in Virginia so the opportunity for this to be successful is there.

Mr. Ek stated the issue with congestion pricing is that it affects those who are travelling the furthest who are also lower-income households that are going to job sites that pay more. People who are trying to get into a \$15.00 an hour job from Social Services/Human Services agencies are the ones who would bear the brunt of congestion pricing being implemented.

Mr. Farley stated then this concept would discourage commuters for working outside of the region. – they would need to either quit the job up north and work closer to a job site or keep the higher paying job and pay to use the road.

Mr. Ek stated the cost of housing in areas where jobs pay more makes it financially unfeasible for citizens to live and work in the same area. Mr. Ek stated the jobs closer to the citizen's home pays \$8.00 an hour.

Mr. Farley stated that either way, the goal would be accomplished by getting more cars off of the roads. Mr. Farley said it is just tough if the only available jobs pay \$8.00 an hour and this shows the consumer that not everything is fair. Mr. Swan stated that even if citizens work in the region, they still would have to drive, even locally, to a job site so would be making less money and still not coming off of the road.

Mr. Swan asked if there had been any updates on the economic development study the Policy Committee is pursuing. Mr. Swan stated this committee is composed of policy committee members who are conducting a study to see if federal government agencies are interested and/or willing to re-locate their offices out of the DC area to areas further south.

Mr. Farley stated there is a complication with this committee – initially, it was to be led by FAMPO and then transferred over to GWRC leadership. Mr. Farley stated that now GWRC has said they do not want

to host the endeavor. Mr. Quint advised that this information was incorrect and it is still being a GWRC initiative to include both the counties of Caroline and King George to have voting input into the process.

Ms. Donley advised that currently the economic development study committee has not conducted its first meeting and a replacement member for Ms. Sellers has also not been designated. Mr. Swan asked if non-affiliated and non-elected members would be asked to serve on the committee. Mr. Quint stated as of now, the committee is a policy committee study group and only includes elected officials serving as committee members.

Mr. Swan stated he would like to know what other mpo's and states are doing in regard to the modeling done by FAMPO. Mr. Swan stated he has no comparison whether the models used here are good, mediocre, poor, etc. Mr. Swan stated he felt the region has studied everything it could possibly study within a 100 mile radius and he personally stated he was a modeling fan instead of a study fan. Mr. Swan stated that he would like at an upcoming CTAG meeting to have a presentation from staff or others in regard to studies that have been completed within the region. Mr. Swan stated he would like to see a break-down of what the study was for; who paid for the study; the cost of the study; the study results; what policy decisions resulted from a specific study being completed; did the region get a dollar return on the studies completed, etc.

Mr. Swan also encouraged CTAG members if they have spare time to go on the web-site and look at other MPO's CTAG organizations, MPO web-sites, etc. because he said the ones he has reviewed have provided a good source of information. Mr. Swan stated the different MPO websites offer different options/alternatives that have worked somewhere else and could also be effective here.

Mr. Quint stated the three regional projects that will be submitted are as follows:

City of Fredericksburg – previously had submitted a widening project on William Street – have now revised this project to include a widening on Lafayette Boulevard to the city limits at the Blue/Gray parkway

County of Spotsylvania – Germanna Point Drive extension and operational improvements on Lansdowne Road

County of Stafford – Transit/TDM – some additional bus routes have been added

CORRESPONDENCE

Mr. Quint advised that included in tonight's correspondence category are the following letters: FAMPO input on use of Fred Ex funding for I-95 corridor improvements as a result of the state announcing the northbound river crossing project would be fully funded. This letter was forwarded on February 7th to the Honorable Shannon Valentine in the Secretary of Transportation office. The second letter was also submitted to Secretary of Transportation's office with a request for the State to conduct an IIS/ICM study for the I-95 corridor from I-495 to Massaponax area in Spotsylvania County.

Mr. Quint advised that also included is the response from the State in regard to request an ITS study be considered. Mr. Quint stated that a study on this topic is already underway; however, slightly dated, as travel data utilized is from 2011. Mr. Quint relayed the State is working to re-fresh this study and Ms. Marcie Parker with Fredericksburg District office is the point of contact for information regarding this study and its progress.

Mr. Quint stated that included also are letters of notifications on new CTAG appointments. Lastly, there is correspondence regarding the Harry Nice Bridge project. This is a project being undertaken by the State of Maryland; however, have diligently kept this region apprised as a portion of the bridge repairs will occur at Dahlgren in King George County.

Mr. Quint stated the public comment period for the Harry Nice Bridge project opened on January 18th and will close on February 20th. Mr. Quint stated that they have a website that is accessible via the FAMPO web page and/or VDOT web page that provides a video on the project. Mr. Quint stated the video is approximately 10 minutes long and gives a lot of information about the project. Mr. Quint advised there is a form provided where citizens can provide feedback.

Mr. Ek stated that as this is a new project, will it have traffic impacts to Dahlgren during the interim. Mr. Quint stated the project is not designed to be a conflict for traffic flow during the interim period as the new bridge is slated to be built parallel to the existing bridge.

STAFF REPORT

Mr. Quint stated that included in tonight's agenda packet is a New Member Orientation manual. Mr. Quint stated many thanks to Ms. Donley for her efforts in compiling this manual. Ms. Donley stated that an upcoming joint new member orientation session is being held at the GWRC office for new Policy Committee members. The meeting will be held on Wednesday, February 21st at 6:00 p.m. and the CTAG committee is invited to participate as well. Ms. Donley asked that a head count of attendees be provided to her by Friday, February 16th.

MEMBER REPORT

Spotsylvania County:

Mr. Snyder stated that he would like to state some observations from tonight's meeting that are strictly "food for thought" items. Mr. Snyder stated challenges continually occur throughout the Commonwealth that are looking at resolving transportation congestion within the region. Mr. Snyder stated that Mr. Farley has stated that congestion pricing is the transportation fix. His analogy of congestion pricing is that it is compared to the cyber-society for an IT expert who will guarantee your company will not get hacked because all he has to do is disconnect one from the internet.

Mr. Snyder stated so the problem with congestion pricing is that it disconnects a region from commerce. Mr. Snyder stated that commerce is the whole reason we exist and have roads. From day one, every road that has been built was put in for commerce use and not personal pleasure or commuting needs but instead to effectively move goods and services.

Mr. Snyder stated that when you start constraining the traffic flows you impact significantly on commerce. A thought is when a multi-modal study is done a focal point that should be studied is what it would take to move long-distance trucking off of interstates to the rail road. Mr. Snyder stated that approximately 30% of traffic today on I-95 is truck traffic. Mr. Snyder stated Route 17 in Stafford County is a designated truck route and has historically always been.

Mr. Snyder stated the rail roads are almost at 100% capacity and doing preventive maintenance on freight lines, automated rail districts, etc. and almost at capacity. However, they already have right-of-way acquired; already have grades and it may be cheaper to move trucks (containers) over to rail rather than continuing to try and pave our way out. This would result in less roads being built and instead focus on commerce. This would increase the efficiency and be a less carbon foot print so is at least a thought to consider. Mr. Snyder stated he did not know if this alternative is something the consultants could pursue but thinks it is a worthwhile endeavor.

Mr. Snyder stated that another thought is that as either CMAQ/RSTP funding allows utilization for funding of non-traditional projects. This funding source funds things like the VRE rather than investing in pavement and provides congestion relief. Mr. Snyder stated that he does not know the legalities involved; however, would like to also see a study done regionally on how much it would cost the region to wire the localities for expanded broadband services.

Mr. Snyder stated that if the region actually was able to increase its broadband services to allow 80% of white collar workers to have better access, that 30% of the 80% would be authorized to work from home one day a week. Even if implemented an only made off-site work from home locations available one day a week this is one additional day where traffic congestion could be reduced.

ADJOURN

The February 14th meeting concluded at 8:49 p.m. The next CTAG meeting will be held on March 14, 2018 at 6:00 p.m.

Meeting Minutes completed by Joanna Roberson