

TECHNICAL ADVISORY COMMITTEE MEETING
Meeting Minutes

Monday ♦ May 03, 2021 ♦ 9:30 am

Remote-Only 📞

(No in-person attendance in light of COVID-19)

<https://www.fampo.gwregion.org/>

Due to the nature of the Declaration of a State of Emergency Due to Novel Coronavirus (COVID-19) pursuant to Code § 2.2-3708.2 this meeting is to be held by electronic communications, via the web platform GoToMeeting. The catastrophic nature of this declared emergency makes it impracticable and unsafe to assemble a quorum in a single location and the purpose of this meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body.

A recording of this virtual meeting has been posted to the FAMPO Technical Advisory Committee webpage: <https://www.fampo.gwregion.org/technical-advisory-committee/>

📞 *Remote connection by phone or internet for all attendants per Virginia COVID-19 legislation as noted above.*

Committee Members Present:

Chairman Alex Owsiak, Stafford County
Brandon Brown, Stafford County
Jason Towery, Stafford County
Paul Agnello, Spotsylvania County
Rodney White, Spotsylvania County
Jamie Jackson, City of Fredericksburg
Mike Craig, City of Fredericksburg
Stephen Haynes, Virginia Department of Transportation (VDOT)
Bob Schneider, Potomac and Rappahannock Transportation Commission (PRTC)
Joe Stainsby, PRTC
Nick Minor, King George County
Kimberly Wilson, King George County
Kate Gibson, GWRideConnect
Leigh Anderson, GWRideConnect
Christine Hoeffner, VRE
Aidan Quirke, FREDericksburg Regional Transit (FRED)

Committee Members Not Present:

Bryon Counsell, Stafford County
Jacob Pastwik, Spotsylvania County
Leon Hughes, Spotsylvania County
Michelle Shropshire, VDOT
Jim Ponticello, VDOT
Dan Grinnell, VDOT
Mike Finchum, Caroline County

Craig Pennington, Caroline County
Ciara Williams, Virginia Department of Rail and Public Transportation (DRPT)
Todd Horsley, DRPT
Richard Duran, Federal Highway Administration (FHWA)
Craig Reed, FRED

Others Present:

Catherine Coffey, VDOT
Susan Gardner, VDOT
Linda LaSut, VDOT
Holly Morello, Omniride
Katherine Youngbluth, DRPT
Carrie L Hall
Philip Koloski
Jeremy Thomas

Staff Present:

Ian Ollis, FAMPO Administrator
Stacey Feindt, Public Involvement/Title VI Coordinator
Jordan Chandler, Transportation Planner
Adam Hager, Transportation Planner
Matthew Lehane, Transportation Planner

1. Call to Order – Chairman Alex Owsiak
The meeting was called to order at 9:32am.
2. Determination of Quorum
Ms. Chandler conducted roll call and determined that a quorum was present.
3. **Approval of the May 3, 2021 Technical Advisory Committee (TAC) Agenda (ACTION ITEM)**
Motion was made to approve the May 3, 2021 TAC agenda.
Motion: Alex Owsiak
Abstentions: None
Additional discussion: None
Motion passed with unanimous consent.
4. **Approval of April 12, 2021 TAC Meeting Minutes (ACTION ITEM)**
Motion was made to approve the April 12, 2021 TAC meeting minutes.
Motion: Alex Owsiak
Abstentions: None
Additional discussion: None
Motion passed with unanimous consent.
5. Review of April 19, 2021 Policy Committee Meeting
Mr. Ollis reviewed the Policy Committee meeting, noting the proposed changes, from the U.S. Census Bureau, in the determination of urban area boundaries, the Request for Proposal (RFP) approval, the initial funding allocations for Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG), the approval of the Long Range Transportation Plan (LRTP) roadway evaluation measures and the presentation of the LRTP Transit/TDM and Active Transportation methodologies, and the four simultaneous public comment

periods for the Transportation Improvement Program (TIP), 2045 LRTP, Fiscal Year (FY) 22 Unified Planning Work Program (UPWP), and the Community Engagement and Equity Plan (CEEP).

6. Public Comment

Ms. Feindt presented a comment made by Adriana Giddings, a University of Mary Washington (UMW) student and advocate for people with disabilities. Ms. Giddings shared her concern over the phone noting that there is a lack of paratransit service in the region. She also expressed the difficulties that people with visual impairments experience when they ride FRED.

No other public comments were made.

7. Member Discussion and Action

a. Lafayette Boulevard Multimodal Study – Phase II Update – Ian Ollis

Mr. Ollis noted that this project has been making progress and will soon be completed. He added that this project was taken over last year by VDOT. Mr. Ollis informed the board that there has been a stakeholder meeting that included the consultants, VDOT and stakeholders. A further round of comments and suggested alternatives were brought up at the stakeholder meeting and a revised presentation addressing these comments will be presented back to the stakeholder group at a later date. He mentioned that once the final recommendations have been made that TAC will be briefed on the final outcomes.

Mr. Agnello inquired as to when the study recommendations will be known and when the study would be finished. Mr. Ollis referred to VDOT as they are the ones responsible for the project. Mr. Haynes stated that there is no specific date set for the study completion and that the consultant is working with the proposed revisions that are within the scope, budget, and schedule of the study.

b. 5307 Discussion – Chairman Owsiak

Mr. Owsiak recapped the conversation had at the April 26th GWRC Board meeting, noting there were roughly \$3 million available previous year funds and \$3.6 million in CARES Act funding to allocate for operational expenses. He stated that the 5307 funds were available at the beginning of March, a call for projects was held by GWRC, and the corresponding information was presented. Mr. Owsiak added that a motion was made by the GWRC Board to allocate the roughly \$3 million dollars of previous year funding which was broken down as follows: \$1.4 million for the VRE Leeland Rd. Station Improvements, \$40,000 for the FAMPO East-West Mobility Study, and roughly \$751,000 for FRED Radio and Emergency Management System. He added that the allocations made in 5307 would be used to supplant CMAQ.

Mr. Owsiak made a motion to address the GWRC Board requesting the allocation of the remaining previous year fund balance to the Brooke Station Improvements. Mr. Gibson clarified the numbers noting that GWRC Board allocated the full amount of previous year funding and an allocation of \$891,900 was made to VRE Brooke Station Improvements. Mr. Owsiak withdrew his motion and suggested no further action.

Mr. Agnello noted the progress made at the GWRC Board meeting; however, Spotsylvania believes there might be other opportunities to maximize the utilization of 5307 funds for regional projects, these projects are the Brooke Station Improvements (supplant remaining CMAQ with FY22 5307 funds), FAMPO/GWRC Transit Planning and Studies (allocate funding annually), current applications in the CMAQ process (Leased Parking Spaces, beyond the 105 allocated in UPC 87764), and FRED's application of the Three (3) Replacement Buses

and Transit Trolley Bus (could be submitted as 5307 applications). He noted that these projects are all opportunities to allocate FY22 5307 funds.

Mr. Ollis said GWRC is looking to create an objective allocation process for 5307 funds and staff were told by PRTC that allocating a specific regular funding amount was not permitted, but if an applicant created a specific 5307-eligible project each year, for route and service planning, this would be acceptable. He noted this information was also stated in the initial presentation by PRTC at the GWRC Board meeting in March.

Dr. Schneider agreed with Mr. Ollis' comments and added that a billable hour approach is limited to ADA Fair Policy and route planning. He stated that 5307 is organized and designed around capital-oriented projects and only through congressional action or FTA rulemaking have they allowed activities such as route planning, fair policy, and ADA planning services. Dr. Schneider noted that 5307 will never be used for cost recovery or reimbursement, since projects must be defined, submitted, and approved prior to funds.

Mr. Agnello asked if specific projects or items in the FAMPO UPWP related to transit planning are eligible for 5307 for FY22. Dr. Schneider responded that these projects would have to be limited to transit planning (actual proposed routes), fare policy, and ADA services. He mentioned one caveat being maintenance areas, but since GWRC does not operate a service, this would not be applicable.

Mr. Agnello asked if the GWRC strategic plan for GWRideConnect would be eligible for 5307 funds since some data analysis will be conducted by the FAMPO staff as proposed in the UPWP. Mr. Schneider respond that GWRC would have to apply for funds, PRTC would then vet the project and provide a response on eligibility.

Mr. Towery asked if the funds allocated by PRTC truly represent 5307 dollars or are they swapped with other operational funds. Dr. Schneider noted that this comment was a misunderstanding and that individual organizations can choose to apply funding dollars where they determine the best fit is within the organization, but that this is not swapping funding types.

Mr. Agnello asked how the 5307 allocation for the FAMPO East-West Mobility Study were eligible. Mr. Ollis replied that this funding will be used for a small portion of the East-West study and relates directly to transit route planning recommendations in Phase II.

Mr. Agnello reiterated the Three (3) Bus Purchase Replacement, Transit Trolley Bus, and the remaining balance for the Brooke Station Improvements should be placed in a request to receive 5307 funding in FY22 or later. Ms. Gibson stated that the next steps for GWRC would be to create an objective methodology for prioritizing future applications. She stated that if TAC wanted to endorse or recommend these projects that would be fine; however, this might not be the most appropriate time.

Mr. Agnello stated that Brooke Station Improvements needs funding in FY22 and since that time frame has almost arrived it would be a good time to fund this project in full. Ms. Gibson replied that the dates are a bit of a misnomer and that PRTC is working with what GWRC is calling FY22 allocations, but this relates to the federal FY21. Mr. Towery stated that Brooke needs funding in FY23.

Mr. Towery stated that TAC might be making blind choices due to their previous lack of understanding of how 5307 funds could be applied to projects and that GWRC does not have a process to allocate the 5307 funds. Ms. Gibson stated that her proposal to the GWRC Board was to make the initial allocations but, in the future, will have an objective mechanism for

making these decisions and that it is accessible and transparent.

Ms. Hoeffner wanted to remind the committee that a main concern from VRE related to the 20 percent local match required for the 5307 funding. She noted that if funding were allocated in future years and no match was provided by GWRC the funding match would fall to the responsibility of the jurisdiction where the project is located. Mr. Schneider thanked Ms. Hoeffner for bringing up this point and added that if match funding is not programmed or planned in advance than a project application would be ineligible. Ms. Gibson added that recently allocated previous funding amounts used a soft match and moving forward the GWRC Board would have to consider if the soft match will be provided, or the owner will have to put up the match.

c. FY22-27 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding – Ian Ollis & Adam Hager

Mr. Ollis discussed the 5307 funding and noted that the amounts have been previously mentioned and that staff created an updated allocation spreadsheet based on the current policy. Staff has proposed now to fully fund UPC 115614 (US 1/Market St) as this was approved by the Policy Committee, reserve some funding in each fiscal year which will be used in accordance with changing cost estimates, allocate funding to progress current CMAQ/STBG projects to the next phase per the methodology requirement, and allocate the remaining funding based on score, applicant priority, and other factors. He also noted that Shelton Shop Road Improvements application was swapped with Route 1 and Layhill Road Intersection Improvements due to the pending funding of Shelton Shop by the CTB via SMART SCALE Round 4.

i. Current Allocations (Approved January 25, 2021)

ii. FY22-27 Call for Projects Final Scoring – Jordan Chandler

Ms. Chandler presented the finalized project scores for the FY22-27 applications. She reviewed the updated scores, overall project details, and cumulative scores for each application. Ms. Chandler noted that the applications scores vary from the initial draft due to the inclusion of the Route 1 and Layhill Rd project. She also noted that each project application can only be compared to projects that are within the same improvement type category as required by the prioritization methodology.

iii. **Approving the Draft FY22-27 CMAQ/STBG Allocations (ACTION ITEM)**

Mr. Hager summarized Option B which was presented last month and mentioned that this approach was not assuming potential changes to budgets by the CTB and the GWRC Board 5307 allocations. He noted that the GWRC Board allocated roughly \$2.2 million for the VRE projects, which is line item 13 on the CMAQ/STBG project list. Mr. Hager reviewed the approach taken by staff to create allocations in Option A which included fully funding US 1 and Market Street, consolidating project timeframes so that a project will receive funding in consecutive years, using FY27 funds to backfill a new balance entry reserve for all six years of the program to provide funds to assist with potential cost estimate increases, allocating FY27 funds to an existing project to advance it to the right-of-way phase, and lastly allocating funds to new projects based on projects scores, application priority order, amount of funding available.

Mr. Ollis noted that staff have taken two steps, one by preparing Option B based on the knowledge staff had available at the time, then staff used the existing policy to create Option A allocations to include the \$2.2 million in 5307 allocated by the GWRC

Board. He added that staff received an email from Mr. Agnello in Spotsylvania County suggesting that more time was needed to digest the information sent out on Wednesday of the previous week and that they had a range of questions based on Option A with a request not to move forward with Option A and submit Option B instead. He noted that staff recommends meeting for a second May TAC meeting to properly answer all questions in a timely manner.

Ms. Hoeffner pointed out that her calculations of the VRE project funds seemed to have some discrepancies with what is being presented and wanted to ensure that the projects would remain fully funded. Mr. Hager noted that staff used the amount allocated by the GWRC Board and would review their calculations and consult with Ms. Hoeffner after the meeting.

Mr. Agnello noted concerns about not having the full \$2.8 million in 5307 allocations to cover the cost of the VRE Station projects. He noted that the requirement from VDOT is to create a solution to address the short fall in funds, from budget decreases, for both CMAQ and STBG, this month, and that moving forward with Option B would satisfy those needs. He noted that approving Option B would allow for more time to review the CMAQ and STBG allocations.

Mr. Towery asked for a summary of the highlights of what would occur in Option A vs Option B. Mr. Hager stated that Option B is meant to keep projects funded on a like for like dollar amount basis despite the funding decrease and to fully fund Route 1 and Market Street. He noted that Option A considers the \$2.2 million in CMAQ that is freed up from the 5307 allocations, fully funds Route 1 and Market Street, reserves 5% funds for each fiscal year, allocates funds to progress project phases, and allocate FY27 funds to new projects. Mr. Towery voiced that he would prefer to move ahead with Option A or consider one follow up meeting.

Mr. Agnello supported attending a second TAC meeting, but voiced concerns that some of the questions that the County has might not be answered by that time and that the proposed version of Option A should not go to the FAMPO Policy Committee for approval in May.

Mr. Ollis asked Mr. Agnello to list the items that would require GWRC Board approval. Mr. Agnello noted the decision for the board to only approve \$2.2 million rather than the full \$2.8 million needed to fully fund the VRE projects, the \$125,000 in reserve for FY22 can be allocated since the SYIP next year budget will not change, the safety scoring measure is not consistent with VTrans data, the FY27 allocations did not seem to align with the overall scores.

Mr. Hager addressed the last point noting that historically FAMPO created a singular list of all CMAQ/STBG applications, regardless of type, which is counter to the language in the approved methodology. He noted that staff is required to "...evaluate all projects according to the criteria in each project category. Staff will then prepare a list of candidate projects that have been scored and ranked in each category." The approach staff has taken is consistent with the language in the prioritization methodology in that a clear separation between project categories is required when presenting the scores.

Ms. Jackson stated that the City is fine with moving forward with an alternative meeting date, but the City agrees with Option A as presented today. She noted support for having the reserved balance in case of cost estimate increases. Ms. Jackson wants to

make sure the steps that are taken at our next meeting are clear and move towards a predetermined goal.

Mr. Towery supported Ms. Jackson's comments and asked two questions, one for Ms. Jackson relating FRED replacing their CMAQ applications for 5307 and the other for Mr. Agnello requesting additional clarity as to why TAC should go back to the GWRC Board and request an adjustment of 5307 fund allocations. Mr. Agnello wanted to find the best solution to receive the full \$2.8 million needed for the VRE projects and noted that 5307 FY22 request might be ideal but might be worth going back to the Board to redo their allocations from last month and give the full VRE amount and the remaining balance for the FRED radio project. Mr. Towery noted that FY24/28 decisions can be made at a later date. Mr. Gibson noted that the FRED radio project is extremely time sensitive, and Ms. Jackson has already contacted PRTC to begin funding efforts.

Mr. Owsiak motioned to reconvene on Monday, May 10th at 9:30am to further discuss CMAQ and STBG allocations.

Motion was made to create an additional TAC meeting to further discuss the proposed CMAQ/STBG allocations.

Motion: Alex Owsiak; Second: Paul Agnello

Additional discussion: None

Abstentions: None

Motion passed with unanimous consent.

iv. **Resolution 21-29: Authorizing \$17,000 in Congestion Mitigation and Air Quality Improvement Program Funding in FY22 for the Leased Commuter Parking Spaces Project (ACTION ITEM)**

Mr. Hager summarized that UPC 87764 was grandfathered in to being CMAQ-eligible and this \$17,000 allocation is an administrative requirement.

Motion was made to approve Resolution 21-29.

Motion: Alex Owsiak; Second: Paul Agnello

Additional discussion: None

Abstentions: None

Motion passed with unanimous consent.

d. 2050 Long Range Transportation Plan (LRTP) Update – Ian Ollis & Adam Hager

Mr. Ollis discussed that the packet included the 2008 roadway prioritization documentation and the methodologies that have been presented over the past few months. He noted that this included the approved roadway methodology and the proposed transit/TDM and active transportation methodologies. He stated that this cohesive, single, document would be the one place to find all information related to the prioritization of LRTP projects.

i. FAMPO Highway Project Prioritization Methodology, 2008

ii. Draft LRTP Project Prioritization Methodology (April 28, 2021)

Mr. Hager presented the newly drafted methodology document. He stated that the page count is misleading and mainly accounted for the two attached appendices, the current 2008 methodology and the latest SMART SCALE technical guidance. Mr. Hager also noted that at a high level this document could be used to guide the changes for the CMAQ and STBG methodologies in the coming year.

iii. Approving the FAMPO LRTP Project Prioritization Methodology (ACTION TECHNICAL ADVISORY COMMITTEE MEETING AGENDA ITEM)

Motion was made to approve the FAMPO LRTP Project Prioritization Methodology.

Motion: Jamie Jackson; Second: Kate Gibson

Additional discussion: None

Abstentions: None

Motion passed with unanimous consent.

iv. Forthcoming Call for Projects

Mr. Hager noted that once the LRTP Project Prioritization Methodology has been approved by the Policy Committee, the call for projects would be reissued. Staff is intending to keep all 2045 LRTP projects in the document and that this methodology would be applied to new candidate projects that were submitted this year. He hopes that the methodology will be approved later this month and the application submission period would be approximately between May 21 and June 21.

v. Revenue Projections

Mr. Hager reminded jurisdictions and agencies to submit their 2050 projected revenues as originally requested in January. He noted that several emails have been sent that include a template or the previous revenues that were submitted for the 2045 LRTP. He added that if anyone needed a meeting to discuss this information further to please let him know.

e. Approving the FAMPO 2045 LRTP Amendment (ACTION ITEM) – Adam Hager

Mr. Hager informed the committee that the only updates that have occurred since last month are minor changes in cost estimates that were provided from Stafford County. He noted that this amendment is out for public comment and staff is seeking approval for the proposed changes.

Mr. Agnello asked if staff had received any comments. Mr. Hager noted that staff have received one comment in support of the Lafayette Blvd and Tidewater Trail Widening projects that were funded via SMART SCALE Round 4.

Motion was made to approve the FAMPO 2045 LRTP Amendment.

Motion: Alex Owsiak; Second: Paul Agnello

Additional discussion:

Mr. Ollis reiterated that localities should begin preparing new projects for submission as to not be caught last minute by the deadline.

Ms. Hoeffner asked what the project submission deadline would be. Mr. Hager indicated that FAMPO staff is looking to have the prioritization document approved prior to the call for projects and the current goal is reinstate the call for projects between May 21 and June 21.

Mr. Agnello asked if a submission form was available. Mr. Hager said the staff were working on updating the 2019 submission form and that it would be posted on the website a few days before the application window opens.

Abstentions: None

Motion passed with unanimous consent.

f. Transportation Improvement Program (TIP) Update – Jordan Chandler

i. Approving the Addition of Paratransit Vehicles for the Rappahannock Area

Community Services Board (ACTION ITEM)

Ms. Chandler reminded the board that this amendment was requested from DRPT and related to Paratransit Vehicles for the RACSB. The amendment will not require local match or an air quality conformity determination. She noted that this amendment is currently out for public review and pending the end of the comment period, with no adverse comments FAMPO Staff will seek approval from the Policy Committee.

Motion was made to approve the Addition of STIP ID RACS001 to the TIP.

Motion: Paul Agnello; Second: Alex Owskiak

Additional discussion: None

Abstentions: None

Motion passed with unanimous consent.

g. Approving the FY22 Unified Planning Work Program (ACTION ITEM) – Adam Hager

Mr. Hager stated that the only update that has occurred since last month is the addition of DRPT funding of the East -West Mobility Study and a minor update to the separation of federal and state funding for the CMAQ funding bucket. He noted this document is currently in a public comment period and staff is seeking TAC approval today.

Mr. Agnello asked if the document would be edited to reflect the new allocation of 5307 funding for Phase II of the East-West Mobility Study. Mr. Hager responded that this funding would be added to Phase II effort.

Mr. Agnello questioned when Phase II of this study would be conducted. Mr. Ollis noted that Phase II does not currently have funding and staff is working with VDOT to find a suitable source. He noted that if funding is available the project would likely start in calendar year 22.

Motion was made to approve the FY22 UPWP.

Motion: Paul Agnello; Second: Jamie Jackson

Additional discussion: None

Abstentions: None

Motion passed with unanimous consent.

h. SMART SCALE Round 5 Update – Ian Ollis and Kate Gibson

Ms. Gibson discussed that for Round 5 of SMART SCALE, GWRC and FAMPO will submit applications in a joint effort. FAMPO staff and the GWRC rural transportation planning staff are made up of the same individuals and having cohesive conversations between the two organizations will make the application process easier. She noted that the goal was to have FAMPO approve all of the FAMPO applications and GWRC would approve the GWRC applications, and lastly, for GWRC to endorse the FAMPO applications since they are within the GWRC jurisdictions.

Mr. Ollis began by discussing the proposed timeline for SMART SCALE Round 5 applications. He noted that staff has been working with VDOT to construct at timeline to propose, gather information, vet, and work out potential issues with an application prior to the application portal opening. Mr. Ollis noted that this timeline would give VDOT staff plenty of time to research and create the required material for each application without causing a time crunch near the application deadline.

Mr. Agnello stated that the schedule looked great and that it provided a clear outline, but suggested adding the application final submission date, likely August of 2022. He also indicated a concern with the timeline for potential proposed candidate projects since several

studies in Spotsylvania are still occurring, specifically Lafayette Blvd Phase II and Route 1 Massaponax, and asked if the timeline was flexible. Mr. Ollis noted that the timeline was flexible, but the goal is to begin preliminary work early as to not cause any delays during the application submission period. He also noted that the final submission date will be added to the diagram.

Mr. Haynes noted that even though the studies are not complete there should not be a problem during this phase of the preliminary process since stakeholders would be apprised to the types of improvements that are being proposed. He also noted that a large percentage of the work is done at the local level; however, VDOT must verify every single detail of the application which is the time-consuming process. Mr. Haynes also mentioned that project readiness and supportive documentation, such as a study, are required otherwise a project is extremely likely to be screened out. He noted that creating the analyses required can also be time intensive but, in some cases, can run simultaneously as other work is being completed on an application.

Mr. Owsiak added that this schedule is a great idea.

i. Community Engagement and Equity Plan (CEEP) Update – Stacey Feindt

Ms. Feindt provided information on the CEEP which is currently out for public comment and will be presented to the Policy Committee for adoption in June. She defined the difference between equity and equality noting that this document is a federal obligation and fulfills the Title VI and the public participation plan requirements. She noted that the plan contains the following sections: federal requirements, how FAMPO will comply, how staff will involve the public in decision making, how staff will document and review public outreach efforts to ensure meaningful participation. Ms. Feindt also reviewed the document’s vision and goals, comments and feedback from focus groups, how this plan varies from the current plans, and the timeline to review and comment on this document.

j. Transportation Alternatives (TA) and Revenue Sharing Update – Adam Hager

Mr. Hager provided a reminder to localities about the RS and TA application process and the pre-application submission date is July 1, 2021.

k. Resolution 21-30: FFY20 Annual Listing of Transportation Project Obligations (ACTION ITEM) – Adam Hager

Mr. Hager noted that the resolution is a federal requirement via the Fixing America’s Surface Transportation ACT (FAST Act), since MPOs are obligated to publish an Annual Listing of Transportation Project Obligation related to federal fund expenditures.

Motion was made to approve Resolution 21-30.

Motion: Alex Owsiak; Second: Paul Agnello

Additional discussion: None

Abstentions: None

Motion passed with unanimous consent.

8. Correspondence

None

9. Staff Reports

Mr. Ollis stated that there is a current open staff position

10. Member Reports

Mr. Owsiak noted that Stafford County has hired two new transportation project managers.

11. Adjourn Technical Advisory Committee Meeting/Next Meeting June 7, 2021 at 9:30 am

Motion was made to adjourn the meeting at 12:00pm.

Motion: Alex Owsiak; Second: Paul Agnello

Abstentions: None

Additional discussion: None

Motion passed with unanimous consent.