



**FAMPO Technical Committee(FTC) MeetingMinutes**

**October 2, 2017**

[www.fampo.gwregion.org/fampo-technical-committee](http://www.fampo.gwregion.org/fampo-technical-committee)

**Members Present:**

Joey Hess, Chair, County of Stafford  
Erik Nelson, City of Fredericksburg  
Bassam Amin, City of Fredericksburg  
Craig Pennington, County of Caroline  
Dan Cole, County of Spotsylvania  
Doug Morgan, County of Spotsylvania  
Christopher Rapp, County of Stafford  
Tim Roseboom, Department of Rail and Public Transportation (DRPT)  
Rodney White, Fredericksburg Regional Transit (FRED)  
Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)  
Stephen Haynes, Virginia Department of Transportation (VDOT)  
Sonali Soneji, Virginia Railway Express (VRE)

**Others Present:**

Susan Gardner, VDOT  
Dave McLaughlin, Citizen

**Staff Members Present:**

Paul Agnello, FAMPO  
Lloyd Robinson, FAMPO  
Marti Donley, FAMPO  
Kari Barber, FAMPO  
John Bentley, FAMPO  
JoAnna Roberson, GWRC

**CALL TO ORDER**

The FAMPO Technical Committee meeting was called to order at 9:30 a.m. by Chair, Mr. Hess.

**APPROVAL OF TECHNICAL COMMITTEE AGENDA**

The October Technical Committee agenda was approved as submitted.

**APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES FROM  
SEPTEMBER 11, 2017**

The minutes from the September 11, 2017, Technical Committee meeting were accepted as submitted.

## **REVIEW OF FAMPO POLICY COMMITTEE MEETING ON SEPTEMBER 18, 2017**

Mr. Agnello advised that per request from King George County at the August meeting, FAMPO was asked to submit a letter opposing the downsizing now being planned for the Harry Nice Bridge replacement project. The King George Board of Supervisors had already submitted letters of opposition and asked that FAMPO do the same. The request was to send the letters to the governors in Maryland and Virginia. The original project was to widen the bridge from two to four lanes with wide shoulders and a 10ft shared-use path. What is currently being proposed is the lane increase from two to four with narrower shoulders and no bicycle and pedestrian accommodations.

Mr. Agnello stated that there was opposition from Policy Committee members regarding the number of applications FAMPO, GWRC and the localities can submit for Smart Scale. The current limit is four per entity. Even though FRED is a City of Fredericksburg entity, they too can submit up to four applications. There was discussion that the number of applications transit agencies can submit is disproportionate to the localities. The committee requested that staff draft a letter asking that the application limit be increased for MPO's, PDC's and localities and decreased for transit agencies. The letter was sent to the State and the Commonwealth Transportation Board (CTB).

Mr. Agnello advised that at the upcoming November Policy Committee meeting, a final vote will be taken on the following items: whether to form an RTA and whether to submit the I-95 NB River Crossing project for consideration in Round 3 of Smart Scale.

### **PUBLIC COMMENT**

None

### **DISCUSSION/ACTION ITEMS**

Mr. Agnello advised that the TAP funding resource is larger this year, so if localities still have eligible projects they can still be accepted. Mr. Agnello stated this funding source requires a 20% local match.

To date, Mr. Agnello advised that staff has received TAP applications from Stafford County and the City of Fredericksburg. Resolutions No. 18-03 and 18-04 are asking for committee endorsement that will be forwarded to the Policy Committee for approval.

- a.) Resolution No. 18-03, Endorsing County of Stafford's Grant to the Virginia Department of Transportation for Fiscal Year 2018 Transportation Alternatives Program (TAP) Funding - Mr. Paul Agnello
- b.) Resolution No. 18-04, Endorsing City of Fredericksburg's Grant to the Virginia Department of Transportation for Fiscal Year 2018 Transportation Alternatives Program (TAP) Funding – Mr. Paul Agnello

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolutions No. 18-03 and 18-04 were endorsed by the FAMPO Technical Committee.

Mr. Rapp asked when the TAP application deadline date is. Ms. Gardner stated the application deadline is November 1. Ms. Gardner advised that December 1 is the deadline for FAMPO support in the form of a resolution. Ms. Gardner stated that leftover TAP funding is still available, and if localities need help on whether a project is eligible to please contact her. Mr. Rapp asked if after the application process has ended and funding is still available can projects be submitted after the November 1 deadline. Ms. Gardner stated that approvals for projects after the deadlines have been met have been approved in the past; however, she could not guarantee that the State would make the same provisions this year.

c.) Virginia Critical Rural and Urban Freight Corridor Designation Information Item – Mr. Lloyd Robinson

Mr. Robinson advised that there are components to the National Highway Freight Network (NHFN) that are established by the FAST Act:

- Primary Highway Freight System (PHFS)
- Other interstate portions not on the PHFS
- Critical Rural Freight Corridors (CRFC)
- Critical Urban Freight Corridors (CUFC)

Mr. Robinson relayed the NHFN is established to direct federal resources and policies toward improving the performance of the overall network. Mr. Robinson relayed that with the National Highway Freight program, funding goes to states for the improvement of freight movement on the NHFN. Mr. Robinson advised that Virginia will receive an estimated \$28million annually with the new federal formula funds during FY2018-2023. Mr. Robinson stated the FASTLANE grant program that provides funding for highway freight projects on the NHFN and NHS provides over \$4.5billion over a five-year period of time which averages \$800million annually.

Mr. Robinson stated that for this region the critical rural freight corridors and the critical urban corridors encompass 250 miles. Mr. Robinson advised this is applicable to MPO regions that have population less than 500,000, which applies to all regions in the State with the exception of Hampton Roads.

Mr. Robinson relayed the eligibility requirements to the Critical Rural Freight Corridor are that a state can designate a public road as a critical rural freight corridor if the public road is not in an urbanized area and meets one or more of the following seven elements:

1. A rural principal arterial roadway that has a minimum of 25% daily average truck traffic
2. Provides access to energy exploration, development, installation or production areas
3. Connects a primary highway freight system to facilities that handle more than 50,000 20' units per year or 500,000 tons per year of bulk commodities
4. Provides access to: grain elevator, agricultural facility, mining facility, forestry facility, or an intermodal facility
5. Connects to an international port of entry
6. Provides access to air, rail, water or other freight facilities in the State

7. In the determination of the State, is vital to improving the efficient movement of freight of importance to the economy of the State

Regarding Critical Urban Freight corridors, Mr. Robinson advised a public road designated as a CUFC must be in an urbanized area, regardless of whether the population is above or below 500,000 and needs to meet one or more of the following four elements:

1. Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
2. Located within a corridor of a route on the PHFS that provides an alternative highway option important to goods movement
3. Serves a major freight generator, logistic center or manufacturing and warehouse industrial land
4. As determined by the MPO or the State, is important to the movement of freight throughout the region

Mr. Robinson relayed that the recommended process will be to coordinate recommendations with FTC and submit these recommendations to VDOT by December 1. Mr. Robinson advised that the next steps will be to review the freight data and call to the FAMPO committees for questions.

Mr. Robinson stated that some potential additional funding associated with discretionary funding outside of Smart Scale could become available for the State. Mr. Robinson stated the available funding to Virginia will be approximately \$28million, so how much would come to this region is unknown. Even though not a huge amount of money, if connectable projects are present within the region, such as connecting Route 3 to the City of Fredericksburg, connecting Route 2 to Route 3/17, connecting Route 207 to Route 301, etc. funding of these projects could be utilized from this funding source.

Mr. Robinson advised that VDOT is asking the Region to determine what the freight network is; what the recommendation are for critical/urban corridors; what projects we might have; etc. Mr. Robinson stated that VDOT has requested this information be provided by November 1; however, Mr. Robinson stated that a December 1 timeframe is more realistic.

Mr. Nelson asked how this concept is integrated with the railroad system. Mr. Robinson stated that a project could be a multimodal facility; however, he does not think we have any of these in our region. Mr. Robinson stated that DRPT has a 2040 freight plan that would need to be updated.

**d.) 2045 Long Range Transportation Plan (LRTP) Update – Mr. Paul Agnello**

Mr. Agnello advised that the new Map-21/FAST Act performance measure requirements have been implemented. Mr. Agnello stated that all Virginia MPO's will need to be in compliance with the new measures, and the FAMPO region is the first MPO needing to be in compliance.

Mr. Agnello stated the most significant changes are that our CLRP/TIP Compliance for Safety, Transit Asset Management and other measures needs to be completed by May 27, 2018. This requirement involves seven performance measure areas that include: safety, infrastructure

condition, congestion reduction, system reliability, freight movement/economic vitality, environmental sustainability and reduced project delivery delays. Mr. Agnello stated that the CLRP/TIP compliance for PM-2 & PM-3 measures (CMAQ/RSTP) will need to be in compliance by May 20, 2019.

Mr. Agnello stated that staff is working towards MPO action on Safety, Transit Asset Management and some other Map-21/FAST Act CLRP requirements/recommendations for MPO action in December. Mr. Agnello advised that a mini update will also occur in May.

Mr. Agnello stated that in order to meet the performance requirement deadlines, a Technical Committee meeting will need to occur in December. Mr. Agnello stated the date for the December meeting is scheduled for December 11 from 11:00 a.m. to noon. Mr. Agnello stated this date is already set aside for the LRTP Advisory Committee meeting scheduled for 12:30 to 3:00 p.m. with lunch being provided. Mr. Agnello relayed the FAMPO Policy Committee will be meeting on December 18 at 6:00 p.m. Mr. Agnello stated the reasons for the special meetings are to approve the Map-21 FAST Act performance measures for the CLRP and any possible action that may be needed on FAST Act Freight Corridors that would be a new action.

Mr. Agnello advised that the expected timeframes for completion of the I-95 Phase 2 study results are:

- October/November – Transit/TDM – Foursquare is expected to give its final presentation at the November 1 Advisory Committee meeting.
- November/January – Highway – major recommendations should be available in time for this LRTP update & any recommendations not in time for this update can be included in the FY2019-2045 LRTP update – recommendations will be in time for Smart Scale Round 3.

**e.) Update on Smart Scale Round 3 – Mr. Paul Agnello**

Mr. Agnello advised that included in today's agenda packet is a draft list of potential candidate projects for Smart Scale Round 3. Mr. Agnello stated this is a draft and could be changed before the final is submitted. Mr. Agnello stated changes could occur from a project being removed, new projects added, or projects that could be requested for funding from other studies that are now ongoing and will be finalized prior to application process deadline.

Mr. Agnello advised that October 20 is the deadline to submit comments on the Draft Smart Scale Technical Guide. Mr. Agnello stated that at the upcoming October CTB meeting, the revised Smart Scale Technical and Policy Guides will be adopted.

**f.) FY2018 FAMPO Committee Meeting Calendar – Mr. Paul Agnello**

Mr. Agnello advised that the FY2018 FAMPO Committee Meetings Calendar has been updated to include the December 11 Technical Committee and December 18 Policy Committee meetings.

**Correspondence**

Mr. Agnello advised that the Fredericksburg Region public hearing for the DC2RVA Draft EIS is October 18 from 7-10:00 p.m. at James Monroe High School. A presentation will begin at 7:30 p.m.

### **STAFF REPORT**

None

### **MEMBER REPORTS**

**County of Spotsylvania:** Mr. Cole advised that Spotsylvania's Smart Scale Round 3 applications have been finalized and will be forwarded for approval by the Board of Supervisors at next week's board meeting.

**DRPT:** Mr. Roseboom advised that the new Amtrak line from Roanoke to DC, New York, & Boston begins on October 31, 2017.

### **ADJOURN**

The FAMPO Technical Committee meeting was adjourned at 10:52 a.m. The next meeting is scheduled for November 6, 2017 at 9:30 a.m.



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes  
October 11, 2017**

[fampo.gwregion.org/citizens-transportation-advisory-group](http://fampo.gwregion.org/citizens-transportation-advisory-group)

**Committee Members Present:**

Mr. Dave Swan, Chair, Stafford County  
Mr. Guy Gormley, City of Fredericksburg  
Mr. David McLaughlin, City of Fredericksburg  
Mr. Tim Davis, Caroline County  
Ms. Annie Cupka, King George County  
Mr. Rupert Farley, Spotsylvania County (At-Large)  
Mr. Larry Gross, Spotsylvania County (At-Large)  
Mr. Stan Huie, Spotsylvania County  
Ms. Adela Bertoldi, Stafford County

**Others in Attendance:**

None

**Staff:**

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

**CALL TO ORDER**

Mr. Swan called the meeting to order at 6:05 p.m.

**APPROVAL OF AGENDA**

Upon motion by Ms. Bertoldi and seconded by Mr. Gormley, with all in consent, the October 11<sup>th</sup> CTAG agenda was approved as submitted.

**APPROVAL OF CTAG MEETING SUMMARY OF SEPTEMBER 13, 2017**

Upon motion by Ms. Bertoldi and seconded by Mr. Davis, with all in consent, the September 13<sup>th</sup> minutes were approved as submitted.

**REVIEW OF FAMPO POLICY COMMITTEE MEETING OF SEPTEMBER 18, 2017**

Mr. Quint advised that the Policy Committee had concerns with the number of Smart Scale applications for Round 3 that can be submitted from a locality, MPO/PDS, or transit agency. It was recommended from the Policy Committee that a letter be submitted to the Secretary of Transportation's office expressing the

concerns and asking that consideration be given to increase the number of applications that can be submitted. Mr. Quint stated that currently the Tier 1 entities are allowed to submit up to four applications and Tier 2 is eligible for submitting up to eight. The letter requested that consideration be given to increase to five and ten respectively.

Mr. Quint stated that the letter indicated that localities, MPO's/PDC's have broader multimodal transportation planning obligations than the transit agencies have so it does not seem reasonable that these entities also be allowed to submit up to four projects (the current guidelines). It was requested that transit agencies be limited to two application submissions for the Tier 1 classifications and four to the Tier 2 transit entities.

Mr. Quint relayed the Policy Committee also discussed whether to move forward regionally with beginning the process of establishing a Regional Transportation Authority (RTA) as a means of bringing additional revenue into the region. This issue was to be taken back to the respective localities for discussion with their Boards and to have a vote taken, either nay/yay at the November Policy Committee meeting.

Mr. Quint stated the Policy Committee also discussed the I-95 NB River Crossing project. The discussion is to whether to re-submit the project for the third consecutive time for consideration of approval under Round 3 of the Smart Scale process or whether to keep the project in the LRTP; however, remove it from one of the applications submitted for Round 3 to the Smart Scale process. Mr. Quint stated this decision is to be made at the November Policy Committee meeting as well. (Mr. Quint relayed that since the September Policy Committee meeting, discussion has occurred that this vote may be pushed back; however, at this time, it is still scheduled for a vote in November).

Lastly, Mr. Quint advised that Mr. McLaughlin requested the Policy Committee take efforts to speak with legislators and government agency chief of staff members in regard to the consideration of re-locating government agencies away from the District and moving them further south.

As this issue has been discussed many times over the last ten years, with little to any interest or consideration for it to materialize, both Mr. Kelly and Mr. Withers from the City of Fredericksburg and Mr. Milde from Stafford County were in opposition to this being pursued as a FAMPO item. Ms. Bohmke stated that as she is a new member to FAMPO she does not have access to technology documents, previous efforts that have been considered, etc. and she feels at least pursuing the option of re-locating government agencies to the region should be re-considered and re-explored. Ms. Sellers also concurred that Mr. McLaughlin's idea should be explored. Mr. Quint stated that it was Policy Committee decision to form a sub-committee, consisting of Mr. McLaughlin, Ms. Bohmke & Ms. Sellers who would begin the process of talking to top government agency officials to see if government agency re-locations are a consideration. The sub-committee will keep the Policy Committee apprised of its efforts.

Mr. Swan commented that as government agency employees come from all over – this region, Northern Virginia, the District & Maryland that he does not see there being interest in re-locating the government agencies further south; however, CTAG will be interested to receive the updates on how receptive large government agency employers are to the concept.

Mr. Davis stated he too felt the concept is sound; however, thinks getting this to come to fruition is going to be challenging. Mr. Gormley stated that he too thinks the concept is good; however, he being a government agency employee does not see the government agencies being receptive to having offices located away from the National flagpole job sites. Mr. Quint stated that as the sub-committee was just

recently formed, that staff does not expect it to move forward until after the first of the year. Mr. Quint relayed that staff was tasked with developing a mission statement and some basic agency criteria, etc. and these items will be reviewed and discussed at the upcoming October Policy Committee meeting.

## **PUBLIC COMMENT**

None

## **NEW BUSINESS**

Mr. Davis stated that he would like to respond to the DC2RVA public hearing that is scheduled at James Monroe High School on October 18<sup>th</sup> for the purpose of providing public comments on the Draft EIS study. Mr. Davis stated that FAMPO was in opposition to the original eastern by-pass outer connector alternative; however, seemed to be in support of the third track being constructed through Fredericksburg.

Mr. Davis stated that he has personally reviewed the extensive draft EIS document and he plans to personally attend the upcoming meeting on October 18<sup>th</sup>. Mr. Davis stated that he agrees that the third track through Fredericksburg is in fact the better alternative. Mr. Davis stated with the exception of the historical impacts, which are unknown at this point that all the other factors considered, safety, cost, need, etc. that the alternative being recommended is the best one for the region. Mr. Davis stated that he felt CTAG should take action and inquired as to how the committee goes about making their concerns heard – whether in support or against. There was committee discussion as to whether as the public hearing is scheduled to receive “public” comments can/should an entity provide comments as well. Mr. Quint relayed that the City of Fredericksburg has in fact provided comments so it is not just a “public” comment period. However, to date, FAMPO/GWRC has not taken any action to provide comment at this time.

Mr. Davis asked what comes after the public comment period ends in regard to the draft EIS. Mr. Quint stated that after the public hearing comment period has ended, all comments received will be reviewed by DRPT and included in the final EIS report that is due to be released in FY2018. Mr. Quint stated then the MPO/FAMPO committees would have an opportunity to review the final EIS and this time frame may be more appropriate for CTAG, etc. to take action whether in support or against.

Mr. Davis reiterated that he personally will be attending the public hearing on October 18<sup>th</sup> and encouraged other CTAG members to participate if their schedules allow. However, at this time, he is not making a motion tonight to ask that CTAG, collectively as a committee, submit comments for or against the third track alternative through the City of Fredericksburg.

Mr. D. McLaughlin asked if FAMPO staff can request to receive the comments made by the City Council, as well as from any other localities if comments have been provided, so CTAG can review these comments as well prior to submitting feedback from the committee. Mr. Quint stated that he would follow-up with city planning staff to obtain this information.

## **DISCUSSION/ACTION ITEMS**

### **a.) Election of Vice-Chair – Mr. Nick Quint**

As this is the second consecutive month that representatives from Spotsylvania County were not in attendance at tonight’s meeting, the election for vice-chair has still not been finalized. It was previously

stated that it is Spotsylvania County's term of serving as vice-chair to the FAMPO CTAG committee. Both Mr. Farley & Mr. Gross are Spotsylvania County citizens; however, they are both At-Large committee members and are not appointed to serve by the Spotsylvania County Board of Supervisors. The CTAG committee has two newly appointed representatives, Mr. John Davis & Mr. Stan Huie; however, with them only being appointed within the last 90 days, they have requested that a CTAG member who has been serving longer assume the vice-chair position.

Mr. Swan is going to contact both Mr. Snyder & Mr. Wood to inquire as to either of them are interested in serving as the vice-chair and this will be put on the November CTAG agenda as an action item. (Mr. Swan relayed that Mr. Wood has accepted the Vice-Chair position, so this issue is resolved).

- b.) Resolution No. 18-03, Endorsing Stafford County's Application to the Virginia Department of Transportation for Fiscal Year 2019 Transportation Alternatives Program (TAP) Funding – Mr. Nick Quint**
- c.) Resolution No. 18-04, Endorsing the City of Fredericksburg's Application to the Virginia Department of Transportation for Fiscal Year 2019 Transportation Alternatives Program (TAP) Funding – Mr. Nick Quint**

Mr. Quint advised that both Resolutions No.18-03 & 18-04 are standard resolutions that have been submitted to FAMPO from localities within the region. Mr. Quint stated the resolutions are project applications that qualify for funding through the Transportation Alternatives Program (TAP) and are funding grants that require a 20% locality match. Mr. Quint stated that Resolutions of Support from both FAMPO/GWRC are not required; however, as they are being submitted from localities within our region, FAMPO/GWRC have continually each year also provided a Resolution of Support for the project.

Mr. Quint advised Resolution No. 18-03 is a sidewalk project in Northern Stafford County and Resolution No. 18-04 is a bicycle/pedestrian link project in the City of Fredericksburg.

Mr. D. McLaughlin asked if the money is not used by the two localities making the request, can it be used somewhere else. Mr. Farley replied in the affirmative.

Mr. D. McLaughlin stated that as he too is a new member to CTAG, would it be possible for staff or VDOT to provide the CTAG members with a listing of all of the funding sources that are available throughout the region, the projects that are eligible, etc. because he thinks it would be clearer at meetings understanding how the projects/funding are allocated.

Mr. Swan also commented that he would like clarification from VDOT on how project costs are estimated. Specifically, Mr. Swan stated that the TAP project submitted by Stafford County showed a substantial project cost increase from that provided by the planning department in Stafford County versus those provided by VDOT. Mr. Swan asked that clarification of project cost assignments be discussed by VDOT at an upcoming CTAG meeting.

Upon motion by Mr. Farley and seconded by Mr. Gormley, with all in consent, Resolutions No. 18-03 & 18-04 were endorsed by the FAMPO CTAG committee with a request they be adopted by FAMPO at their upcoming October meeting.

#### **d.) 2045 Long Range Transportation Plan (LRTP) Update – Mr. Nick Quint**

Mr. Quint advised that the I-95 Phase 2 Highway and Transit/TDM study is underway and should be completed over the next several months. Mr. Quint stated the Phase 2 study includes a larger area than the Phase 1 study that was completed last year. The study area for Phase 2 is from the Garrisonville line in northern Stafford County to the Ladysmith county line in Caroline County.

Mr. Quint relayed the Phase 2 study's base line is the no-build transportation network as it is today that includes all of the regional funded projects to be built and forecast population growth to 2045. Mr. Quint stated that other than the peak a.m. and p.m. times, the region's congestion is not as severe as one would think. However, the weekend data, which is also being modeled in the Phase 2 study, gives a completely different picture. Mr. Quint stated that unfortunately the VDOT modeling which uses the model created by FAMPO as their guideline does not include weekend travel data. The weekend data has not been factored into any state model created by any region state-wide so if this data was to be included at some point in the future all models state-wide would need to be updated accordingly. Mr. Quint stated that even without the weekend data that the entrance/exit ramps within the region are modeled. Mr. Quint advised that the Route 17 corridor in Stafford County has been labeled as the most highly congested corridor in the nation and most congestion consistently occurs at the 133 exit where the Target store is located.

#### **e.) Update on Smart Scale Round 3 – Mr. Nick Quint**

Mr. Quint advised that the Smart Scale Round 3 updates were already discussed previously in tonight's meeting when the letter submitted by FAMPO to the State for consideration of applications eligible by localities be increased was reviewed earlier in the meeting.

Mr. Quint advised that another recent update is in the accessibility category. This previously captured data that was for a 45-minute commute from a locality to a job site. This 45-minute rating negatively impacted this region because many job sites are at least 60 minutes from a pick-up location (i.e. park & ride lots). Mr. Quint stated that at last month's CTB meeting, the CTB was asked to review the commute time with a recommendation that it at least use a measure of 60-minutes to job sites for this region. Mr. Quint stated that to date, no formal change has occurred; however, staff has been advised that the CTB is reviewing this request.

Mr. Gormley stated that as a commuter, on a daily basis, he sees more congestion at the entrance of the park & ride lot on Route 17. Mr. Gormley relayed that consistently u-turns are being made from Rt. 17 north heading back south towards the I-95 entrance ramp and/or Route 1 intersection. Ms. Bertoldi stated that in this stretch of road there are a few businesses that would be affected if u-turns were not allowed. Mr. Gormley stated that the few businesses in this particular stretch of Route 17 would be utilized by having a citizen drive into the park & ride lot and then makes the right-hand turn out of the parking lot back onto Route 17 south-bound.

Mr. Gormley advised that a lot of the traffic congestion is caused by tractor trailers who are waiting to enter onto the I-95 southbound ramp and many others are single vehicle drivers that have out-of-state license plates. Mr. Gormley stated that as traffic gets blocked daily at the park & ride lot light, that most days in the p.m. peak time frames, he will need to sit through 4 traffic lights before he is able to get out of the park & ride lot parking area and make the right-hand turn back onto Route 17 south.

Mr. Gormley stated that consistently he has approached Ms. Parker with VDOT and asked that this safety issue be addressed by installing signage, initiating a no U-turn sign, etc. Mr. Gormley asked that CTAG support a motion to ask VDOT to make some improvements to this area.

Mr. Swan questioned staff as to whether or not CTAG can submit a letter asking that the area be addressed or whether this request needs to be made by CTAG and submitted to the Policy Committee asking they contact VDOT with the request. Mr. Quint stated that he would follow-up with staff to advise how this request needs to be addressed. Mr. Quint relayed that once the procedure is established a letter would be drafted and forwarded to CTAG members for their review and endorsement before it is submitted to either/or FAMPO Policy Committee or VDOT.

On motion by Mr. Gormley and seconded by Mr. Huie, with Mr. Farley voting no and all others concurring, a letter be drafted by FAMPO staff that will be submitted to VDOT asking that minor improvements (i.e. installing a no u-turn sign, etc.) be made to the existing Rt. 17 northbound turn lanes into the commuter lot. Traffic should be prohibited from making a U-turn from the commuter lot turn lane onto Rt. 17 south.

Mr. Quint advised the expected timeframe for draft results will be as follows: Transit/TDM – completed in November of 2017; Highway Plan completed in the November- January time frame; and a draft LRTP to be released for review in December.

### **CORRESPONDENCE**

Mr. Quint advised that the public hearing for the DC2RVA rail project draft EIS report is scheduled for October 18<sup>th</sup> at James Monroe High School. Mr. Quint advised there is an open-house format on-going from 7:00 – 10:00 p.m. with a public hearing scheduled to begin at 7:30 p.m. Mr. Quint stated this will be the first time the public will have had to review the draft EIS that recommends construction of a third line/track in the City of Fredericksburg. Mr. Quint advised the public comment period will close on November 7<sup>th</sup>.

Mr. Quint also advised that an editorial that appeared in the Washington Post in regard to Route 17 in Stafford County being the worst traffic “hot spot” in the United States was submitted by Mr. Gross for member review. (Mr. Quint stated this is provided for informational purposes only and is not a CTAG action item).

### **STAFF REPORT**

None

### **MEMBER REPORTS**

Ms. Cupka advised that she was unable to attend the VDOT public meeting on the express lane extension project that was held in Stafford County. However, she attended the meeting that was held in Richmond. Ms. Cupka advised the meeting was well attended and she learned a lot.

Mr. Davis asked if there is any report from Spotsylvania County in regard to the Route 2/17 study. Mr. Quint stated a study is in process and is on-going and expects to be completed in June of 2018.

Mr. Swan thanked Ms. Cupka for sharing the meeting information. Mr. Swan stated that for public meetings that occur in the region that should a CTAG member attend a meeting to either send the CTAG committee members an email with a meeting update and/or make everyone aware at the next CTAG meeting. Mr. Swan stated that he felt it was important for CTAG to continually be kept apprised and be as visible as personal schedules allow. Mr. Swan stated the more information CTAG receives the more effective they can be to the citizens. Mr. Swan also stated that if a specific meeting occurs in a respective locality and the representative from the district/locality cannot attend to send an email poll around to members to see if anyone else would be available to attend the meeting so a member from CTAG would be present.

Mr. Farley stated that he had submitted a recent editorial to the Free Lance Star. Mr. Farley asked that if members see an editorial and if they have the opportunity to read the article that he would appreciate receiving feedback. Mr. Farley stated he was not necessarily asking that CTAG members agree with what he said but more so to confirm or correct if something was misstated in the article.

Mr. Huie asked if there are links and websites that list studies, projects, public hearings, newspaper articles, etc. Mr. Davis stated that the website and link in regard to the DC2RVA draft EIS is listed on the card that was distributed at tonight's meeting.

Ms. Donley relayed that information is available and listed on the each locality's website as well as all links, etc. are connected to FAMPO's webpage so information is available for review at committee member's convenience.

## **ADJOURN**

The October 11th meeting concluded at 7:35 p.m. The next CTAG meeting will be held on November 8, 2017 at 6:00 p.m.

*Meeting Minutes completed by Joanna Roberson*