



**Fredericksburg Area Metropolitan Planning Organization
Policy Committee Meeting Minutes
February 10, 2014**

www.fampo.gwregion.org/policy-committee

Members Present:

Mr. Matt Kelly, City of Fredericksburg, Chair
Mr. Bev Cameron, City of Fredericksburg
Mr. Fred Howe, City of Fredericksburg
Mr. Doug Barnes, Spotsylvania County
Mr. Tim McLaughlin, Spotsylvania County
Mr. David Ross, Spotsylvania County
Mr. Paul Milde, Stafford County
Mr. Anthony Romanello, Stafford County
Mr. Cord Sterling, Stafford County
Mr. Alfred Harf, Potomac and Rappahannock Transportation Commission (PRTC)
Ms. Marci Parker, Virginia Department of Transportation (VDOT)

Others Present:

Unfortunately, the sign-in sheet was picked up with someone's agenda packet so there was no sign-in sheet available for the minutes so some in attendance may inadvertently not be listed.

Mr. Chris Arabia, Department of Rail and Public Transportation (DRPT)
Mr. Dan Grinnell, Virginia Department of Transportation (VDOT)
Mr. Jim Ponticello, Virginia Department of Transportation (VDOT)
Ms. Allison Richter, Virginia Department of Transportation (VDOT)
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)
Mr. Craig Van Dussen, Virginia Department of Transportation (VDOT)

Citizens:

Mr. Rupert Farley, Citizen, TAG Representative, Spotsylvania County
Ms. Fran Larkins, Citizen, TAG Representative, Stafford County

Fredericksburg:

Mr. Richard Conway, River Road, Fredericksburg
Mr. Dale Hendon, Virginia Avenue, Fredericksburg
Mr. John Fick, Fredericksburg Regional Chamber of Commerce

Ms. Susan Spears, Fredericksburg Regional Chamber of Commerce
Mr. Richard Hurley, President of University of Mary Washington

Spotsylvania:

Mr. Mike Swepe, Spotsylvania County
Mr. Bob Taubert, River Road, Spotsylvania
Mr. Mike Zaner, Spotsylvania

Stafford:

Mr. John Bodolay, Cardinal Drive, Stafford
Mr. Robert Cramer, Cardinal Drive, Stafford
*Mr. Anthony & Heather Gallo, Willows/Crestwood, Stafford *Sent in E-mail response as a result of error by Free Lance Star on meeting start time
Mr. Jeff Huffman, Willows/Crestwood, Stafford
Ms. Kim Ladd, Stafford
Mr. Harold Larson, Cardinal Drive, Stafford
Mr. Warren Lee, Truslow Road, Stafford
Mr. Richard Neely, Cardinal Drive, Stafford
Ms. Beth Stanholz, Stafford County
Mr. George Swartz, Stafford County
Mr. Terrel Thornton, Cardinal Drive, Stafford

Staff Members Present:

Mr. Lloyd Robinson, FAMPO Administrator
Mr. Tim Ware, GWRC Executive Director
Mr. Andy Waple, FAMPO
Mr. Rodney White, FAMPO
Ms. Marti Donley, FAMPO
Mr. Danny Reese, FAMPO
Ms. Diana Utz, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chairman Matt Kelly called the meeting to order at 6:00 p.m.

DETERMINATION OF QUORUM

A quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Sterling and seconded by Mr. Howe, with all concurring, the agenda was approved with the following amendment: Action Item 5F - Recognition per request from Mr. Robinson.

PUBLIC INVOLVEMENT

Comments were made from the speakers in order in which they signed in and are reflected below:

Public Comments:

Mr. Warren Lee advised that he wanted to site some facts regarding the Stafford Parkway/Alternative 4 of the Outer Connector/NW Quadrant/Berea Parkway, etc. - Mr. Lee stated that he has lived in Stafford County for 28 years & time & time again when this project has been discussed the two questions remain "why" build it "who" does it benefit.

Mr. Lee stated that to answer the question of "why", is that the project clearly will do more harm than good so "why" should it be built at all? Regarding the "who", as the residents have clearly opposed the project then "who" will benefit must solely be the developers. Mr. Lee stated that the citizens deserve the experts to provide smarter planning.

Mr. Lee advised that the proposed projects do nothing to alleviate the area's traffic congestion problems; however, it does consume precious funds that could be diverted to other vital projects that are needed and more critical than the proposed parkway project.

Mr. Terrell Thornton echoed some of the comments that Mr. Lee made in that the proposed parkway does not provide any relief from the traffic congestion and only provides for the developers. Mr. Thornton stated that the proposed parkway does not belong anywhere on the map as there is no benefit. Mr. Thornton stated that he felt the money for this project should be transferred over to the Route 126 exit in Spotsylvania County or the Route 630 Courthouse Road project in Stafford County as clearly these two projects would save travel time on I-95.

Mr. Bob Taubert had signed up to speak; however, deferred his time slot to Mr. Harold Larson as tonight's issue was focusing more on a Stafford County project instead of a Spotsylvania County project.

Mr. Harold Larson stated that he has been told over and over again by FAMPO staff, VDOT, and the Stafford Board of Supervisors that Resolution 14-01 regarding the Berea Parkway is clearly just a line on the map at this point and there have been no definitive markings on where the project will occur. However, he has looked at 8 different maps and each map shows that the lines will all go straight through the Crestwood subdivision.

Mr. Larson stated that 25% of the land in Crestwood goes to the head of Potomac Creek and that this land was proffered and the subdivision was to have been protected from future development.

He stated that now suddenly all lines on the 8 maps show the project going right through the subdivision. Mr. Larson stated that the project was discussed in 2001 and then cancelled as a result of no funding. However, now there is a new-found pot of gold in Richmond and as the surveyors were on their property in December of 2013, the project is now up for approval.

Mr. Larson stated that as a result of the Chesapeake Bay Act from 1986, that there are all kinds of rules and regulations on "how" to build a road in order to protect the endangered animals, I-95 roadway litter, Crow's Nest, etc. that were to protect the Potomac Creek from any type of development. So even if this gets approved locally, EPA will not approve so any money that would be spent would be a total waste as the project would not materialize.

Mr. Larson stated that he would recommend that the money be used to improve the secondary roads. Mr. Larson stated that the surveyors alerted the property owners, even though FAMPO, VDOT, or the County never even bothered to contact the residents.

Ms. Susan Spears from the Fredericksburg Regional Chamber of Commerce stated that the Policy Committee was going to make a decision tonight on whether to support progress and growth within our region or whether to have the region continue in grid-locked situations.

Ms. Spears stated that she was asking that the Committee consider adopting Resolution 14-01 which is support of constructing the Rappahannock Parkway project, the Berea Parkway project, and the I-95 River Crossing project. Ms. Spears stated that in 20 years the region's population will double so we must come together to find viable alternatives.

Mr. John Fick stated that he is co-chair of the Chamber Transportation Committee; he is a business owner, a citizen, and a tax payer. Mr. Fick stated that throughout the region that vendors, employees, and businesses struggle with the constant gridlock within the region and that his drivers begin making deliveries at 2:00 a.m. in order to avoid some of the traffic congestion. Mr. Fick stated that these projects are imperative for the region and he requests that support be granted by the committee to approve Resolution 14-01.

Mr. John Bodolay stated that he is a resident of Cardinal Drive and also a business owner in Stafford County. Mr. Bodolay stated that the parkway project has been discussed in order to alleviate traffic congestion so he has nothing new to bring up. Mr. Bodolay stated that you constantly see Route 17 going onto I-95 backed consistently; however, he sees very little back up from I-95 South to Route 17 so he does not see where construction of the Berea Parkway will be of benefit.

Mr. Bodolay stated that the Berea Parkway should be re-named the Potomac Creek Parkway as it follows the river into the Willows subdivision. Mr. Bodolay stated that to look ahead and with an end in sight as to what can be done to fix the traffic congestion that the following projects should be considered: straightening of Route 1 to the river; extension of Airport road; modifications to the current interchanges; improvement of local roads, especially Truslow Road, etc. but he does not see where the Berea Parkway is needed and/or how it will improve the other areas mentioned above.

Mr. Richard Conway stated that he is a resident of the City of Fredericksburg and lives on River Road. He stated that he selfishly is against support of Resolution 14-01 as it will literally abut his property. However, he stated that he is in favor of improvements that could be made to help ease the region's current traffic congestion issues. Mr. Conway stated that the parkway project is a very expensive project and only covers approximately 4.8 miles of roadway improvements and he thinks an Outer Connector project is the only long-term solution.

Mr. Bob Taubert, River Road, Spotsylvania County stated that projects do need to be built to reduce the region's traffic congestion. Mr. Taubert stated that the study results for the best alternatives coincide with what the Spotsylvania Board of Supervisors have recommended which is a true Outer Connector project. Mr. Taubert stated that even though the studies have shown an Outer Connector is the best alternative that both this Committee and the Free Lance Star have publically ridiculed the Spotsylvania Board of Supervisors when this recommendation has been brought forward. He therefore is requesting that the Committee not support Resolution 14-01.

Mr. George Schwartz, Smithfield Way, Stafford County stated that he was speaking in favor of Resolution 14-01 and was asking that the committee approve the project recommendations and to endorse the VDOT plan. In order to accommodate the population increase, the environmental concerns, and the region's future development that he is in support of all of the projects advancing forward.

Mr. Michael Zaner, Spotsylvania County stated that the projects are just driveways to the next shopping center and do nothing for the citizens. Mr. Zaner stated that approval of Resolution 14-01 will only help the developers and allow for future development and the taxpayers will be the ones who are penalized.

Ms. Beth Stanholz, Stafford County stated that she has been a business owner in Fredericksburg, Spotsylvania, & Stafford. She stated that with the population growth expecting to double every 20 years that you will continually need to be building new parkways. She is asking that the Committee re-evaluate the projects. She stated that we clearly need projects that fixes the problems forever and not ones that just provide a temporary fix for 20 years. Ms. Stanholz asked that the Committee defer vote on Resolution 14-01 at tonight's meeting to allow for more time for evaluation, study, citizen feedback, etc.

Mr. Anthony and Heather Gallo, Stafford County, responded via an e-mail message and asked that FAMPO not support Resolution 14-01 and they wanted to go on record as being against the proposed Berea Parkway that would route bypass traffic between the Willows and Crestwood subdivisions.

Mr. Aultman stated that he has lived in the area for 9 years and he feels that the main traffic problems are on the I-95 corridor. Mr. Aultman stated that he would like for VDOT/FAMPO, etc. to provide information on how a citizen can understand the project phases; how they would come together to solve the traffic issues; etc. Mr. Aultman stated that it is inevitable that growth is going to continue so an explanation of how everything will work together would be helpful to the citizens.

Ms. Kim Lett stated that she is a resident of the Willows subdivision and they have definitely observed that things are progressing within their subdivision. She thinks it would have been helpful for VDOT before hand to explain the process before any action was to be taken.

Mr. Bodolay spoke previously but stated he had an additional comment. He stated that after listening to the comments tonight that there are only 2 members on the committee who have thought this through and that everyone else is throwing money into the wind with proposed solutions. He stated that he observed that it does not appear that the committee is working together and that he is embarrassed to see that the members from the Stafford Board of Supervisors are in support of the projects and are requesting that it be moved forward when their sister organization across the county lines are not in support of having the projects move forward. He stated that if members felt this way that they needed to go outside, settle their differences, and come back to the table and present a plan that works for each jurisdiction.

Board Member Comments (In reply to comments made from the public):

Mr. Milde stated that he wants to reiterate that Stafford County has not put any survey flags out along anyone's property nor does he believe this action has taken place by VDOT.

Ms. Shropshire of VDOT concurred with Mr. Milde's comments and stated that VDOT has only placed surveyor flags for the CD lanes along I-95 and that if surveying is ongoing within the subdivisions that this is not being conducted by either VDOT, FAMPO or Stafford County.

Mr. Milde stated that one of the problems over the last several years has been that as Spotsylvania County tried to stop the portion of the project designated as the Rappahannock Parkway that they inadvertently were also stopping projects moving forward in Stafford County. The Toll Road Authority project is one example. Stafford County was in support of this project as well and not just for benefit to them but to also support Fredericksburg and Spotsylvania in moving towards a regional approach. Mr. Milde stated that he has been a member of FAMPO for the last 6 years and he, as well as the previous Board of Supervisors in Spotsylvania, had always supported the project. Mr. Milde stated that he respects and appreciates political thoughts and changes; however, for those in the public who are not aware, that there was political unanimity on this committee between the representatives from the City of Fredericksburg, Spotsylvania County and Stafford County in the past.

Mr. Sterling stated that these projects are not new topics and they have been on agendas for at least the last 8 years. Mr. Sterling stated that there are regional transportation problems and these series of projects are important in moving the solutions along. Mr. Sterling stated that the projects will provide for improvement to I-95; Route 17; Route 3 and all will help to relieve the traffic congestion within the region. Mr. Sterling stated that recommendations have been submitted from expert engineers and that this committee has looked at issues in explicit detail and is now at a point to move the recommendations forward. Mr. Sterling stated that he realizes that the current Board of Supervisors in Spotsylvania County is not in favor of the Resolution; however, prior to 2012 the Spotsylvania Board of Supervisors unanimously was in support.

Mr. McLaughlin inquired as to whether tonight's meeting was properly advertised as there was an incorrect meeting time cited by the Free Lance Star. Mr. Kelly advised that FAMPO had properly advertised the correct meeting time which had already been run previously by the Free Lance Star. Mr. Kelly relayed that the Free Lance Star published an article that ran in today's paper and they did not refer to the ad submitted by FAMPO and the Free Lance Star staff incorrectly ran the wrong start time.

Mr. McLaughlin stated that Spotsylvania County has been against the Resolution being voted on tonight. Mr. McLaughlin stated that prior to January, 2012; the previous Board of Supervisors in Spotsylvania had supported the projects. However, even though the previous Board supported, clearly the citizens did not support which resulted in 4 new board members being elected.

Mr. Howe stated that he got elected in the City of Fredericksburg to help to solve the region's traffic gridlocks. Mr. Howe stated that the citizens do want something done and that inaction is not an option. Mr. Howe stated that support of tonight's Resolution just gives the go-ahead to move forward. Mr. Howe stated that the projects are not clearly defined and will result in many more opportunities for the public to provide input. Mr. Howe stated that we cannot continue to have regional gridlocks on I-95 or gridlock at this regional board. Mr. Howe stated that everyone here tonight was elected to make decisions and even though every decision is still not perfect, there needs to be consensus to move forward.

Mr. Ross stated that he was elected by the citizens who do not support the project. Mr. Ross stated that not once has this Board looked at the problems regionally; not once has the Board taken the time to have a working session; and not once has the Board explored any new ideas or other options.

Mr. Milde stated that he did not agree with Mr. Ross's comments. Mr. Milde stated that the Stafford Board of Supervisors had a work session and they evaluated every alternative and project, the ones included in tonight's Resolution, and those that were not included. Mr. Milde stated that he feels the Board has been consistently working on the problems involving the regional traffic congestion issues and they have been discussed at every MPO meeting.

Mr. Kelly stated that the region is required to do a Constrained Long Range Transportation Plan that is a federal mandate. Mr. Kelly relayed that many of the projects have been discussed back to 1992 and still have not moved forward and that everyone needs to realize that there are no perfect solutions.

Mr. Kelly stated that in the 2035 Plan, the region also explored alternatives whereby if funding was not an issue, what would the region like to see built. The projects explored were those that would improve conditions and not just to maintain current conditions. The finding was that the region would still be approximately \$10 billion dollars short of the funding needed just to maintain the regional current traffic flows.

Mr. Kelly relayed that studies that have been completed, either by the locality, by VDOT, or by FAMPO are all available for review by any citizen upon their request. Mr. Kelly stated that every corridor, interchange, etc. within the region has been studied and this information is available to every board member as well, as many of these studies have been completed prior to some members tenure of service. Mr. Kelly stated that Resolution 14-01 still does not determine which projects will ultimately be built & that any construction is still probably 15 years down the road, but is just asking for options to be explored and studied further. Mr. Kelly stated that construction of CD lanes only work if they flow into secondary roads and that Federal Highway would prefer that no more interchanges on I-95 be built at all.

Mr. Kelly stated that the City Council also explored every project, those in the Resolution and the other alternative projects and the projects being recommended in tonight's Resolution provided the least amount of impact to property owners and with the current budget that is available to the region it is a doable option. Mr. Kelly stated he felt approval of this Resolution is allowing the region to take a small step in the right direction and that before anything is constructed that public outreach will be extensive.

Mr. Kelly thanked the citizens for showing up tonight and for presenting their comments. Mr. Kelly asked that they continue to stay involved and that they get more neighbors and citizens involved as well. Mr. Kelly stated that all the FAMPO Committee meetings are open to the public and he would encourage the citizens to regularly attend. Mr. Kelly relayed that the FAMPO website is updated and links are available to studies that have been completed. Mr. Kelly stated that by providing contact information to the FAMPO staff that the citizens will get information regarding public hearings, meetings, etc. and he encouraged them to remain actively involved.

ACTION ITEMS

a.) Approval of Minutes of the FAMPO Meeting of November 18, 2013 – Mr. Lloyd Robinson

Upon motion by Mr. Howe and seconded by Mr. Sterling, with one abstention from Mr. Milde, the minutes from the FAMPO meeting of November 18th were unanimously approved as submitted.

b.) Approval of FAMPO Resolution No. 14-01, To Request that the Virginia Department of Transportation (VDOT) and the Commonwealth Transportation Board (CTB) Immediately Move Forward to Construct a Project to Reduce I-95 and Other Traffic Congestion in the FAMPO Region and to Improve Regional Safety, Economic Vitality and Quality of Life and also to Amend the FY12-FY15 Transportation Improvement Program (TIP) to Transfer \$250,000 of Previous Funds from UPC#13558 (Relocation of Interchange on I-95 at Route 630/Exit 140, Stafford County) to UPC#104928 (I-95 Rest Area Access and Route 3 Connector Road) – Mr. Lloyd Robinson

Mr. Robinson advised that Resolution No. 14-01 has been discussed at length at previous meetings and is being brought before the Policy Committee for adoption at tonight's meeting. Mr. Robinson relayed that Resolution No. 14-01 has both staff and Technical Committee endorsement. Mr. Robinson stated that TAG chose not to endorse the Resolution as there were some other specific

projects that individual TAG members wanted to be studied as well that were not included in those listed in the Resolution.

Mr. Ross stated that it is hard for him to vote on something when he does not understand the meaning of it. For example, Mr. Ross asked for a definition of "quality of life" as it is specifically states this within the Resolution.

Mr. Kelly stated that "quality of life" for him would be trying to get ahead of and/or to provide better traffic movement and less congestion within a region.

Mr. Ross asked how this differs from providing traffic congestion relief as congestion relief was already mentioned so clearly "quality of life" has another meaning.

Mr. Sterling stated that for him personally, "quality of life" issues are the ones that get him off of the road quicker and allow him to get him quicker to his family or that allows him to get to his work site quicker in lieu of sitting in backed-up traffic congestion.

Mr. Ross stated so then this definition is different than traffic congestion relief. Mr. Sterling stated that the definitions are related. Mr. Kelly stated that congestion relief equates to economic development opportunities; congestion relief; job opportunities; tourism; etc. so "quality of life" can mean a lot of different things to different people.

Mr. Ross stated that as this project first was initiated it came up as a plan of the George Washington Toll Road Authority. The project originally was to relieve traffic on Route 3 only and had nothing to do with relief of traffic on I-95. Mr. Ross asked if traffic would now be relieved off of I-95, to what extent would this occur. Both Mr. Sterling & Mr. Kelly concurred that traffic congestion on I95 would be reduced. Mr. Sterling stated that specific time savings have been cited by the VDOT engineers and stated that time savings would occur on the following roads: I-95, Route 17, & Rte 3.

Mr. Ross stated that the IJR stated that there would be a 15 minute time savings on Route 3 and we all know that is no longer true as referenced earlier by Mr. Conway. So, is the focus now on just improving I-95?

Mr. Sterling stated that the complexity of the projects listed in Resolution 14-01 involve traffic relief for I-95; Route 17; Route 3; & even to Route 1. The modeling that has been completed shows where the improvements would occur.

Mr. Ross also asked for clarification as to what "economic vitality" relates too. Mr. Kelly stated that right now the constant congestion on I-95 is affecting people from visiting the local historical sites, the National Battlefields, etc. within the region, and tourism has clearly been negatively affected. Mr. Ross asked if this affect is only on the weekends and Mr. Kelly stated that it is being affected any time, during the week and on weekends.

Mr. Ross stated that he does daily south-bound commuting on I-95 in the a.m. and this has been a relatively easy process. Mr. Ross asked if anyone else was familiar with reverse commutes. Mr. Ross stated that the committee has reviewed and discussed this issue for the last 2 years and that during those 2 years that Spotsylvania County has consistently been opposed to the Resolution.

Mr. Ross stated that originally this was a project of the George Washington Toll Road Authority and was then taken to the CTB. This committee was asked to react to this within a month's time frame. As a Toll Road project, the Spotsylvania Board of Supervisors would have had to take eminent domain for land that was needed for the project to move forward. This was not supported by the Spotsylvania County Board of Supervisors.

Mr. Ross stated that now the powers to be have decided the project would not proceed as a toll road project but instead contacted VDOT and the CTB representative to move the project along as a state mandated project. Mr. Ross stated that discussions have occurred for the last two years and now within a one-month time frame, from October 13, 2013 to December 4, 2013 a decision was made to decide what the best alternative would be. Magically, the recommendation is the same original Outer Connector Option 5 alternative; however, now VDOT can administer the project. This means that even if Spotsylvania County still opposes, eminent domain can be utilized by VDOT.

Mr. Ross states that as a Spotsylvania County Board of Supervisors member that he has signatures from over 700 citizens who are against this project or against any of the projects as the project names seem to change weekly. Now, the project in question is being referred to as the Rappahannock Parkway project. Mr. Ross stated that if this project moves forward that Gordon Road in Spotsylvania County will fail. Mr. Ross stated that to date, no one from VDOT or FAMPO have submitted any plans for the improvement to Gordon Road. Mr. Ross stated that instead of relieving traffic congestion, you are in fact building traffic congestion.

Mr. Ross stated that recently VDOT provided some new alternatives for the Route 126 exit and the project dollars and time savings have been discussed. Mr. Ross stated that the most expensive alternative at Route 126 is now a \$40-\$60 million dollar fly-over ramp that would come off of Route 126 and go over to Route 17 which would save a lot of time. Mr. Ross stated that the parkway to be voted on tonight is a \$289 million dollar project and would relieve traffic just from I-95 at the Visitor's Center which is South of I-95 where the traffic congestion already begins to ease.

Mr. Ross stated that when this vote came up at the CTB that Mr. Sterling was asked "why" Spotsylvania County was in opposition to the parkway. Mr. Sterling stated that he did not know and maybe it was due to property rights. Mr. Ross stated that he feels as a Spotsylvania County Board of Supervisor and a Spotsylvania County resident, that discussions such as this have resulted in Spotsylvania County not being fairly represented by the region's CTB member; who is also a member of the Stafford County Board of Supervisors.

Mr. Ross also stated that he has concerns that if there will be a drop-off at Celebrate Virginia South as he drives home on Route 3, he will experience a bleed-off from both Bragg Road and Carl D. Silver Parkway so therefore more traffic problems will occur.

Mr. Ross stated that even after two years of debate, that he is still adamantly opposed to the project. Mr. Ross stated that he already knows how the vote tonight will go; however, he wishes this Committee would have worked together. Mr. Ross stated that the project is not a regional project and is a project that is being crammed down the throats of Spotsylvania County should it move forward.

Mr. Sterling stated that in regard to eminent domain, that to date there is no design on the table that designates what properties will be effected; any offers that have been made to property owners; any designation whereby property owners have declined a cash offer and would therefore make eminent domain the next process; etc. so all of this is still very preliminary information.

Mr. Sterling stated that for Mr. Ross to state that the committee has not worked with Spotsylvania County is not true. Mr. Sterling stated that this project has been debated for the last 20 years and specifically to Spotsylvania County this committee gave them 2 years to provide a viable alternative that would have received regional support.

In regard to Gordon Road, it is incumbent to the Spotsylvania County Board of Supervisors to look at the issues affecting Gordon Road; to figure out what needs to occur there; and to bring a Resolution back before this Committee. Mr. Sterling stated that as a member of the Stafford County Board of Supervisors, they do this all the time. They have a lot of projects they endorse with revenue sharing, bond programs, etc. that never even get brought before FAMPO for either endorsement and/or financial support.

Mr. Sterling stated that all of the projects listed in the Resolution have been discussed publically and have been done to address the region's congestion problems. Mr. Sterling stated that he is sorry that Spotsylvania County feels they have not been properly represented; however, his job is to address the citizens within the region. Mr. Sterling stated that he is aware that no transportation project is perfect or will have universal support.

Mr. Milde asked if this Resolution passes tonight is the Toll Road option still available. Mr. Sterling stated that there is nothing that precludes that recourse; however, the projects in the Resolution are alignments that do not allocate funding sources accordingly.

Mr. Milde stated that a lot of comments were made by the public in regard to Crow's Nest. Mr. Milde stated that Crow's Nest borders his district and he personally has led many efforts to save it so he is very familiar with this project. Mr. Milde stated for clarification purposes, that the Berea Parkway is several miles from Crow's Nest. However, the landfill is close and will produce more negative side effects to the area than the parkway project would if it is even built and aligned to where it is currently shown.

Mr. Milde relayed that also regarding Crow's Nest; the original proffers have now expired so the land is no longer available and free. Mr. Milde stated that a lot has changed and nothing to date has been marked in stone with any of the alignments. Mr. Milde relayed that we are all a part of the growth; we are all a part of seeing the region's population being doubled every 20 years so our traffic problems can no longer be ignored.

Mr. Milde stated that even if the Resolution is adopted, that construction of the projects will not even occur for at the least the next 10 years at best. Mr. Milde stated that he has always supported the Resolution and that his position has not changed.

Mr. McLaughlin stated that he was glad that Mr. Milde brought up that any projects would not even be built for 10 years and by then the population will have doubled. Spotsylvania County has been saying all along that the Rappahannock Parkway is already out-of-date by 15 years and if it takes 15 years for it to be built you then have a very expensive project that is 30 years old. Mr. McLaughlin stated that this has been Spotsylvania County's objections all along and has nothing to do with taking properties - either by eminent domain; by purchasing; etc. Mr. McLaughlin stated that the citizens do not realize that the Rappahannock Parkway project does not even start until you are south of the

River when you get ready to exit at the Virginia Rest Stop and then through Central Park and onto Gordon Road. Mr. McLaughlin stated that as a previous commuter who lived all the way West on Route 3, he is very familiar with the traffic patterns and congestion. Knowing that this project will still not address the traffic congestion at Gordon Road that improvements to Gordon Road should have been a part of the project to begin with. Mr. McLaughlin stated that by approving this Resolution you are breaking Spotsylvania and its tax payers. Mr. McLaughlin stated that a worse selection of projects could not have been picked - Berea Parkway that cost \$300 million dollars and a \$300 million dollar Rappahannock Parkway project that is 30 years out of date.

Mr. McLaughlin stated that the \$600 million dollars for the projects are for roads that do not go anywhere and certainly do not help the tax payers. Of the courses of action that were submitted to the CTB the list included an alternative that he submitted that included the real Outer Connector. This alternative would have gone from the Berea area on Route 17 to Route 20 in Orange County. This alternative was not endorsed by the committee.

Mr. McLaughlin stated that another alternative was for the Rappahannock River Crossing improvements and construction of CD lanes to Exit 126. This alternative would have tied in to what Spotsylvania County already plans to do at that exit. However, it appears that what was presented was construction of CD lanes on both North/South on I-95. Mr. McLaughlin stated that north-bound CD lanes are not needed between Exits 126 and 130; however these got evaluated even though Spotsylvania County never made this as part of its recommendation. So again, he does not feel that Spotsylvania County was fairly represented. Mr. McLaughlin stated that he is going to make a substitute motion that the Berea Parkway and the Rappahannock Parkway be removed from the Resolution.

Mr. Sterling advised that you cannot just put lanes down I-95 without addressing access off of I-95 onto the primary roads to include Route 17, Route 3, etc. You cannot just address a portion of the road and hope the rest of the problems will then go away. You must consider the project in its entirety.

Mr. McLaughlin stated that this was already being considered as the CD lanes are going to be built from Route 17 to Route 3 and his recommendation is to extend these lanes to Route 126, with exits

at Harrison Road and Route 208 which would relieve the traffic congestion. The bulk of the traffic problems are from Spotsylvania County commuters moving west who are now all being crammed down Route 3 and Route 1. Construction of the new CD lanes would then give 4 options instead 2 and the project cost considerably less.

Mr. Ross stated that the consultant who completed the VDOT model is also the exact same person, not just the same firm, that also generated the IJR for the Toll Road project so how does Spotsylvania County get a fair look when you reference that the work was outsourced and handled by VDOT. He again thinks that VDOT used the wrong resources and again Spotsylvania County did not get a fair deal.

Mr. Sterling stated that Spotsylvania County's alternative recommendation has been looked at by this Committee, by VDOT, & by FAMPO and minutes reflecting these reviews have clearly been reported as discussion occurred.

Mr. Harf stated that much discussion has occurred at previous meetings about the presence of non-elected members serving on the FAMPO Policy Committee. Mr. Harf stated that even though non-elected officials, per the committee makeup, do have voting powers; however, as this Resolution is clearly a regional item and needs to be decided upon by the surrounding localities that he will be abstaining from casting a vote on the Resolution up for adoption tonight. Mr. Harf stated that for the record he wanted his abstention to not be misunderstood or interpreted inappropriately.

Mr. Harf did state though as the committee will be voting on a project of millions of dollars of money being spent on roadway projects whereby there is nothing remotely close to millions of dollars being decided on to coincide with the project that he thinks for both the Committee and the public that VDOT/FAMPO should clarify actually what the nature of tonight's action is and what will happen thereafter before any project work would actually begin.

Mr. Kelly asked for clarification purposes to the public would Mr. Harf advise who he represents. Mr. Harf stated that he represents the Potomac Rappahannock Transportation Commission (PRTC) which are regional transit providers and are members of the MPO as a result of federal regulations that dictate providers sit at the regional committee tables. Mr. Kelly stated that all three local jurisdictions are all members of PRTC.

Ms Parker stated that she represents VDOT who also is under federal regulation to sit at regional committee tables. Ms. Parker stated that she concurs with Mr. Harf and she too will be abstaining from a vote tonight on Resolution 14-01 as VDOT performed the studies.

Mr. Ross stated that he had one more complaint and this is regarding the proposed Spotsylvania Parkway from Route 17 in Stafford County going into Orange County on Route 20. Mr. Ross stated this too was an alternative submitted by Spotsylvania County and was submitted to this committee for review. Mr. Ross stated that he personally had briefed the Culpeper Board of Supervisors which at the time voted 6-1 to support the Spotsylvania Parkway concept.

Mr. Ross stated that Spotsylvania is being accused here of not reaching out and presenting other alternatives. Mr. Ross relayed that he also personally met with the Orange County Board of Supervisors and to his knowledge to date, Orange County still supports the alternative plan. Mr. Ross stated that everyone on the board knows what happened to Culpeper's lack of support as the MPO chairman sent out a letter asking Culpeper for funding. Mr. Ross stated that for the record, Spotsylvania County has reached out to get regional acceptance to a plan that would actually solve things 40 years from now instead of not doing anything.

Mr. Kelly called for action on the substitute motion which is to remove from the current Resolution both the Berea Parkway and Rappahannock Parkway. The vote did not carry and the vote count was as follows: 3 - yes; 6 - no; 2 abstain. Mr. Kelly asked if any other committee members had any additional comments.

Mr. Sterling stated that in reply to Mr. Harf's questions, there currently is \$55 million dollars within the 6-year plan associated to the projects, primarily on the project code currently assigned to the Rappahannock River Bridge Crossing project, specifically along I-95. There is an additional \$200 million dollars that has been allocated to the Rappahannock Parkway project for FY2016. The Resolution tonight would move \$255 million dollars forward so the environmental work and studies that were previously put on hold can proceed and get completed. Mr. Sterling stated that alignments, designations, final decisions, citizen input, funding sources, environmental impact studies, etc. are still a long way off. The Resolution tonight is to move forward with advancing the studies to get more information in order to base very specific decisions regarding alignments, etc. should they materialize in the future?

Mr. Robinson concurred with Mr. Sterling's comments and stated we are only at the very beginning of this process and nowhere close to the end of it and that staff concurs with VDOT's recommendation that were made to the CTB at the December meeting.

Mr. Kelly called for a vote on Resolution No. 14-01 as included in tonight's agenda packet. Upon motion by Mr. Sterling and seconded by Mr. Howe, with the vote count as follows: 6 yes; 3 no; & 2 abstain, Resolution No. 14-01 was approved.

c.) Approval of FAMPO Resolution No. 14-02, Directing Staff to Utilize Parsons Brinkerhoff, Inc. (PB) as On-Call Consultants to Update the Regional Congestion Management Process (CMP) – Mr. Lloyd Robinson

Mr. Robinson advised that Resolution No. 14-02 has been endorsed by staff, the Technical Committee and TAG and request that the Policy Committee adopt accordingly.

Upon motion by Mr. Romanello and seconded by Mr. Howe, with all unanimous, Resolution No.14-02 was adopted as submitted.

d.) Approval of Resolution No. 14-03, Amending the FY12-15 Transportation Improvement Program (TIP) to Include Funding for Project UPC Numbers 105464 (Mudd Tavern Road Widening - West of I-95), and 105463 (Mudd Tavern Road Reconstruction - East of I-95) – Mr. Lloyd Robinson

Mr. Robinson advised that Resolution No. 14-03 is a request from VDOT and approval of this Resolution will complete the Mudd Tavern Road project.

Upon motion by Mr. Barnes and seconded by Mr. Ross, with all unanimous, Resolution No. 14-03 was adopted as submitted.

e.) Approval of Resolution No. 14-04, Adopting Amended Bylaws - Mr. Matt Kelly

There were three Bylaw amendments that were presented by Chairman, Mr. Matt Kelly. It was expressed by Mr. Ross that the three should be voted on individually rather than collectively.

The first amendment is that a jurisdiction that makes a motion cannot in turn have it seconded by someone else from the same jurisdiction. Mr. Ross stated that he is in opposition to this amendment as neither Spotsylvania County nor Roberts Rules of Order require a second being made to any motion.

Both Mr. Milde and Mr. Howe stated that for the County of Stafford and the City of Fredericksburg that they do require seconds to any motion and as this is a regional body this amendment would be consistent with two of the three localities so they feel it is a positive change. Mr. Barnes stated that he did not feel this request makes a motion more efficient. Mr. McLaughlin stated that he feels that this amendment penalizes a minority if they do not have two votes then the issue cannot move forward. Mr. McLaughlin stated that this amendment denies citizens the right to be represented. Mr. McLaughlin stated that as clearly Spotsylvania County is the minority so if this is approved what would even be the point in having Spotsylvania County representatives in attendance.

Upon motion made by Mr. Milde and seconded by Mr. Howe, this amendment was approved with a vote count of 6 for and 5 oppose.

The second Bylaw amendment states that if a member wants to bring up a proposal for a vote and the item is not already included on the agenda packet that in order for the item to be voted on that night that the issue needs to be forwarded to FAMPO staff a week before the meeting is to occur.

Mr. Ross stated that he did not think this had even been an issue so did not know why it was even being amended. Mr. Sterling stated that should this occur, that by providing the information to FAMPO staff a week in advance gives staff time to forward the new item to all of the members and to provide the corresponding dialogue for the members to review prior to it being brought up for discussion at the meeting.

Mr. Robinson stated that he needed to get with staff to see if the week's time frame is workable. Mr. Harf stated that if this amendment is approved, that there still needs to be an emergency clause within the Bylaws that allows discussion of an item if it involves an immediate and unexpected action. Mr. Robinson stated that the current policy that FAMPO operates under is that if an item is brought up for discussion and action that it is brought up as informational only at the first meeting and then scheduled for vote at the next meeting.

It was committee consensus that this amendment be tabled and deferred to the March meeting for action.

The final amendment is in regard to correspondence sent by FAMPO outside of the MPO that is not related to ongoing contracts or regular business that the correspondence be submitted to all board members first for review and comment. After the correspondence has been forwarded there will be 48 hours to provide feedback and unless there is a majority that expresses changes or opposition during this 48 hour time period then the correspondence would be sent out accordingly.

Mr. Ross stated that even though 48 hours was better than no notification, that for him personally, he receives 300 e-mails a day and some days he is not even home before 9:00 p.m. so he does not feel that 48 hours is a sufficient amount of time for a member to respond back.

Mr. Sterling stated that he felt a 48-hour time frame was sufficient. Mr. Howe concurred and stated that the e-mails could be submitted with the official notification status and process and if a member has not responded within 48 hours then the chair or FAMPO would personally follow up with a phone call to ensure that the member was in receipt of the e-mail and to obtain any comments at that time. Mr. Milde also concurred that 48 hours was an acceptable time for a reply.

Upon motion by Mr. Sterling and seconded by Mr. Howe, this amendment was approved with a majority vote being cast.

f.) Approval of Resolution No. 14-05, Recognizing the Distinguished Service of Mr. Quintin D. Elliott - Mr. Matt Kelly

Upon motion by Mr. Sterling and seconded by Mr. Howe, with all unanimous, Resolution No. 14-05 was adopted as submitted.

Mr. Kelly stated that he had enjoyed working with Mr. Elliott and even though there were times that they disagreed, that Mr. Elliott did always try to work with FAMPO and to provide other alternatives.

Mr. Elliott stated that he has enjoyed working with FAMPO and the Policy Committee and that he looks forward to continuing to work together in his new position as issues arise. Mr. Elliott stated that the region has accomplished a lot but wanted to remind everyone to continue to work together with a regional attitude as there is still a lot more that needs to be accomplished.

DISCUSSION ITEMS

a.) Southern HOT Lanes in the 2040 Constrained Long Range Plan (CLRP) - Mr. Lloyd Robinson

Mr. Robinson advised that as of now the I-95 tolls are no longer forthcoming from the Emporia area and previous correspondence had been submitted by VDOT indicating that the southern portion of the HOT lanes project would be at least partially funded from those same I-95 tolls.

As this funding source is no longer available, the question was asked by FHWA as to what impact this would have on funding the Southern HOT lanes and of the 2040 Constrained Long Range Plan (CLRP) in fact is constrained. Mr. Robinson relayed that there are no penalties assessed and no action is needed by FAMPO until the LRTP is updated.

Mr. Harf asked when the southern HOT lanes project was to be completed. Mr. Robinson stated that it was slated for completion in the year 2022. Mr. Sterling asked if the TIP needs to be amended to include the Super Ramp that is being reviewed by both VDOT and Spotsylvania County. Mr. Robinson relayed that it would need to be included as a new project within the TIP as in the current TIP it is listed as a study only and no designation or funding is allocated for Preliminary Engineering studies. Mr. Barnes asked that as the study done by Kimley Horn is different than the one completed by VDOT would an IMR and Environmental study need to be completed. Mr. Robinson concurred.

Mr. Robinson stated that FAMPO has completed the tasks assigned to them in regard to the Jackson Gateway project and that FAMPO will provide the study and data already compiled to both the County and to VDOT for their use as a resource document. There is no funding available from FAMPO for further study and the new alternatives being pursued will result in both an IMR and Environmental study being completed by either the County or VDOT.

Mr. Barnes asked Mr. Sterling if FAMPO does not meet again until March, would this be too late for the project alternatives to be submitted on Spotsylvania County's behalf to the CTB. Mr. Sterling stated that he was aware that Spotsylvania County was conducting a work session on February 11th and that a Resolution from the County to be presented at the March 17th meeting would be sufficient.

b.) FAMPO Travel Demand Model - Mr. Lloyd Robinson and Mr. Danny Reese

Mr. Robinson relayed that this item was informational only and required no action at this time from the Policy Committee, and that due to the lateness of tonight's meeting, this item would be deferred for discussion to the next Policy Committee meeting.

STAFF REPORT

Mr. Robinson advised that he attended the VAMPO Conference in Richmond. Mr. Robinson relayed that the discussion of match rates for TDM and Rural Transportation areas were discussed and as more information is received, this will be relayed to the committee. Mr. Robinson stated

that the new Transportation Secretary, Mr. Aubrey Lane, gave a presentation which was very well received.

MEMBER REPORTS

None

FAMPO CORRESPONDENCE

Mr. Robinson advised that correspondence is included in tonight's agenda packet and all are self-explanatory.

FAMPO COMMITTEE MEETING MINUTES

Mr. Robinson stated that both the FAMPO Technical Committee (FTC) and the Transportation Advisory Group (TAG) meeting minutes were included in tonight's agenda packet.

ADJOURN FAMPO MEETING/NEXT MEETING, MARCH 17, 2014

The FAMPO meeting was adjourned at 8:38 p.m. The next meeting will occur on March 17, 2014 at 7:15 p.m.

Meeting Minutes completed by JoAnna Roberson