



**FAMPO Technical Committee (FTC) Meeting Minutes
December 11, 2017**

www.fampo.gwregion.org/fampo-technical-committee

Members Present:

Joey Hess, Chairman, Stafford County
Bassam Amin, City of Fredericksburg
Erik Nelson, City of Fredericksburg
Craig Pennington, Caroline County
Dan Cole, Spotsylvania County
Doug Morgan, Spotsylvania County
Todd Horsley, Department of Rail and Public Transportation (DRPT) (GoToMeeting Call-In)
Rodney White, Fredericksburg Regional Transit (FRED)
Diana Utz, George Washington Regional Commission (GWRC)
Stephen Haynes, Virginia Department of Transportation (VDOT)
Sonali Soneji, Virginia Railway Express (VRE) (GoToMeeting Call-In)

Others Present:

Susan Gardner, Virginia Department of Transportation (VDOT)
Nicole Waldheim, Cambridge Systematics
Dave McLaughlin, Citizens Transportation Advisory Group (CTAG)

Staff Members Present:

Paul Agnello, FAMPO
Lloyd Robinson, FAMPO
Marti Donley, FAMPO
Nick Quint, FAMPO
Kari Barber, FAMPO
John Bentley, FAMPO
Leigh Anderson, GWRC
JoAnna Roberson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 10:30 a.m. by Chair, Mr. Joey Hess.

APPROVAL OF FAMPO TECHNICAL COMMITTEE AGENDA

The December 11th FAMPO Technical Committee agenda was approved as submitted.

APPROVAL OF FAMPO TECHNICAL COMMITTEE MEETING MINUTES OF NOVEMBER 6, 2017

Upon unanimous consent, the November 6th FAMPO Technical Committee minutes were approved as submitted.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF NOVEMBER 20, 2017

Mr. Agnello advised that at the October Policy Committee meeting an Employment Development Subcommittee was formed for the purpose of:

1. Investigating opportunities to move federal government employees to the GWRC region
2. Investigating opportunities to create increased flexibility in federal government telework options
3. Investigating ways to increase GWRC's ability to attract and retain millennial workers, new employers and increase economic development possibilities

Mr. Agnello advised that as result of votes taken at the November meeting; this subcommittee may be under the leadership of GWRC instead of FAMPO.

Mr. Agnello relayed that updates/presentation on Smart Scale Round 3 were provided by him and these recent changes/updates will be discussed with the FAMPO Technical Committee at today's meeting.

PUBLIC COMMENT

None

DISCUSSION/ACTION ITEMS

- a.) Resolution No. 18-08, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Add a Statewide Rail Grouping – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-08, is a TIP amendment per request from VDOT that FAMPO include a statewide grouping for rail projects; complete an inventory of all public at-grade crossings and conduct pre-scoping for rail safety projects. Mr. Quint relayed this TIP amendment would update the FY2018-2021 TIP to now include the rail project grouping.

Upon motion by Ms. Utz and seconded by Mr. Cole, with all concurring, Resolution No. 18-08 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

b.) Resolution No. 18-09, Amending the FY2018-2021 Transportation Improvement Program (TIP) to Add the Interchange Modification Report (IMR) for the Northbound Rappahannock River Crossing Project – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-09 is a request made to FAMPO from VDOT. At the October Policy Committee meeting, approval was received to authorize staff to transfer \$50,000 from FY2018 RSTP funding to be applied to the Interchange Modification Report (IMR) for the Northbound Rappahannock River Crossing project. Mr. Quint stated Resolution No. 18-09 allows VDOT to initiate the bidding process.

Upon motion by Mr. Nelson and seconded by Mr. Pennington, with all concurring, Resolution No. 18-09 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

c.) Resolution No. 18-10, Adopting a Regional Highway Freight Network and Making Recommendations to Virginia Department of Transportation (VDOT) – Mr. Lloyd Robinson

Mr. Robinson advised that VDOT requested staff to consider endorsement of a three-part hierarchy of roadway facilities to include freight movement within the region. The three issues for consideration are as follows:

1. Listing of FAMPO's Regional Highway Freight Corridors
2. FAMPO recommendations on critical urban and rural freight corridors
3. FAMPO recommendations on projects within the critical urban and rural freight corridors

Mr. Robinson advised that in Virginia there are 250 miles of critical freight corridors, and the three largest MPO's (Hampton Roads, Richmond & Northern Virginia) will be designating 50% or more of them; however, a portion of the remaining 50% could be designated in this region. Mr. Robinson stated that staff worked with the FAMPO Technical Committee, local VDOT district office & VDOT Central Office in compilation of the project listing submitted today for endorsement by the FAMPO Technical Committee.

Mr. Nelson and Ms. Utz asked for clarification on the differences with freight routes versus truck routes. Mr. Robinson stated that there is some overlapping among the two; however, all truck routes are freight routes but not all freight routes are truck routes.

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolution No. 18-10 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

d.) MAP-21/FAST Act Performance Measures – Ms. Nicole Waldheim, Cambridge Systematics

Mr. Agnello advised that from a planning perspective, the FAMPO Region is in an unusual situation regarding the implementation of the new MAP-21/FAST Act Performance Measures that MPO's will be required to establish. Mr. Agnello stated that some of the timeframes for implementation of the Performance Measures into the LRTP do not coincide with FAMPO's LRTP timeframes. Mr. Agnello stated that some performance measures cannot be completed until the spring of 2018; however, staff is attempting to be proactive and complete some steps now during the current LRTP update. Mr. Agnello stated that Ms. Nicole Waldheim with Cambridge Systematics will be providing a presentation on the new measures at today's Technical Committee meeting.

Ms. Waldheim advised she works with other MPO's and also works with VDOT on its safety performance targets in updating the LRTP. Ms. Waldheim stated there will be seven performance management measures implemented into LRTP's on an on-going basis.

Ms. Waldheim stated the Highway Safety Improvement Program measures will be due in February of 2018 and the Transit Asset Condition measures will be due in January of 2018. Ms. Waldheim stated it is the recommendation from Cambridge that FAMPO adopt the targets as presented.

Regarding the Safety Target requirements, the MPO's will need to establish targets for the same five safety performance measures for all public roads within the MPO's planning area within 180 days after the State establishes each target (Feb. 2018). Ms. Waldheim stated an MPO can either agree to support the State DOT's targets or establish measures specific to a respective MPO planning area.

Ms. Waldheim advised that the MPO Safety Target Setting process will review trends annually and submit these results to VDOT; however, the actual updates are due every two years. Ms. Waldheim stated targets are established for two years after the most recent available state crash data is available. Ms. Waldheim stated the following points are to be reviewed: the crash trends; defining a target setting method; review of the scenarios; select targets; & submit to VDOT for reporting data.

Ms. Waldheim stated the following key points for MPO Safety Performance Targets are:

1. All MPO's must set targets for each of the five safety performance measures

2. MPO's may adopt their own targets; support the State's targets; or use a combination of the two
3. MPO targets are not annually assess for determining significant progress toward meeting the established targets
4. MPO targets are reported directly to VDOT and an MPO is not penalized by the federal government. Mr. Agnello stated the federal measures are looking at consolidation of the state measures so both safety performance targets will be consistent with each other

Regarding the SHSP/HSIP methodology, Ms. Waldheim advised that these are to be consistent with the FHWA 5-year rolling average safety performance measures in place. Ms. Waldheim stated these need to be consistent with the Commonwealth's FY2017-2021 SHSP.

Ms. Waldheim advised that trends were from 2000-2015, and projections have been made through 2021. Ms. Waldheim stated these will be re-evaluated each year, so percentages could change. Ms. Waldheim stated the goal is to see a reduction in deaths and serious injuries statewide by 2030. The current assigned percentages are: 2% annual reduction in vehicle fatalities; 3% annual reduction in fatality rate; 5% annual reduction in serious injuries resulting from vehicle crashes; 7% annual reduction for serious injury rate; and 4% annual reduction for non-motorized fatal and serious injuries (pedestrian & bicycle accidents).

Regarding target setting tools, Ms. Waldheim stated that VDOT has developed an online data tool. Ms. Waldheim relayed the data tool is an excel format and details the four targets, the performance measures & the data collection. These will be implemented to MPO boundaries, urban areas, jurisdictions & non-motorized crashes. This data tool also provides total annual crashes and persons by severity and by rate (per 100 million VMT) and enables data review and trend testing to apply to target setting measures.

Ms. Waldheim advised that FAMPO is actually not that far away from the projections made by VDOT, so minor updates will be required. Ms. Waldheim stated the VDOT target for annual reduction for fatalities is 2%, and FAMPO is currently at 2.5%. For annual reduction of serious injuries, the VDOT target is 5%, and FAMPO is currently at 4.2%. Ms. Waldheim stated the VDOT target is 3% for annual reduction for fatality rates, and FAMPO is at 4%. The VDOT target for annual reduction for serious injury rate is 7%, and FAMPO is at 6%. Ms. Waldheim advised the five-year rolling averages for non-motorized people that includes pedestrian and bike data shows a 4% VDOT target performance, and the current FAMPO trend is 16%.

Ms. Waldheim stated the recommendation from Cambridge is to adopt the statewide targets as the data specific for FAMPO and VMT trends are consistent with the statewide trends. Ms. Waldheim relayed that the HSIP SHSP and project specific safety outcomes within the FAMPO region are anticipated to support/exceed the state targets. Ms. Waldheim stated the next step is for FAMPO to include reference to designated targets in both the TIP and LRTP. A description

of the capital investments, programs, initiatives that are in the TIP and LRTP support attainment of the targets. Ms. Waldheim stated that present and current crash trend data will be needed.

Ms. Waldheim advised the next performance category, Transit Asset Management (TAM), which helps ensure transit agencies (such as FRED/VRE) are consistent and established. Ms. Waldheim stated that both FRED's and VRE's targets have already been established. The four components of the Transit Asset Management data collection entail the following: performance, targets, TAM plan, and decision support tools.

Ms. Waldheim stated the transit asset management measures focus on the age/condition of vehicles, equipment, infrastructure, and facilities. Ms. Waldheim stated the performance measures rate those vehicles that have met or exceeded their useful life benchmark (ULB); the number of vehicles that have met or exceeded the ULB; the percentage of track segments and signal improvements are tracked. The percentage of facilities within an asset class that are rated below 3 on the TERM scale.

Ms. Waldheim advised that MPO's are required to adopt initial targets and include these in the TIP. Ms. Waldheim stated the standard approach is to adopt operator specific targets for each operator within the region. Ms. Waldheim stated there are two tiers for applicable providers:

Tier 1 – operation of rail with vehicles over 100 vehicles (this includes VRE and they established their own targets).

Tier 2 (FRED) - has less than 100 vehicles and is a sub-recipient of FTA 5311 funding. Tier 2 participants can adopt targets already implemented from another group plan or develop individual TAM plans. Ms. Waldheim advised these targets needed to be submitted by January 2018.

Ms. Waldheim stated that transit providers such as FRED have adopted the DRPT targets within the designated group plan and are currently consistent with the state of good repair levels in place (buses at 80%; vans at 80%; & facilities at 80%). Ms. Waldheim stated the recommendation from Cambridge is for the transit agencies to adopt the VRE and FRED targets that are established.

Ms. Waldheim stated the next steps will be to include reference to the targets in both the TIP and LRTP and to describe the transit capital investments, programs, & initiatives in the TIP and LRTP that support attainment.

- i. Resolution No. 18-11, Adopting the VDOT Safety Targets for Each of the Five Safety Performance Measures

Upon motion by Mr. Nelson and seconded by Mr. Pennington, with all concurring, Resolution No. 18-11 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

- ii. Resolution No. 18-12, Adopting the Transit Asset Management Targets for Virginia Railway Express (VRE) and Fredericksburg Regional Transit (FRED)

Upon motion by Mr. Nelson and seconded by Mr. Cole, with all concurring, Resolution No. 18-12 was endorsed by the FAMPO Technical Committee with a request that it be adopted by the FAMPO Policy Committee at the upcoming December meeting.

- e.) Congestion Mitigation & Air Quality (CMAQ)/Regional Surface Transportation Program (RSTP) Call for Projects – Mr. Nick Quint

Mr. Quint advised that FAMPO is issuing a call for CMAQ/RSTP projects. Mr. Quint stated that a project request form is included in today's agenda packet, and a form needs to be submitted for each project. Mr. Quint stated the project request form is also linked to the webpage for this agenda. Mr. Quint advised that there is not a limit on the number of projects a locality or entity can submit; however, submitted projects must be prioritized. Mr. Quint stated the amount of funding available for FY2024 & 2025 is estimated to be approximately \$8 million.

- f.) Smart Scale Update and Project Discussion – Mr. Paul Agnello

Mr. Agnello advised the revised draft technical guide for Round 3 of the Smart Scale application process was released on November 13, 2017. Mr. Agnello stated the latest round of revisions involved updates to the application process and the scoring. Mr. Agnello stated the changes to scoring were minimal and had limited impact to the FAMPO Region. However, the application process changes will impact the region.

Mr. Agnello advised the Round 3 application process will begin on March 1, with a June 1 deadline for creating an application and an August 1 application submission deadline. Mr. Agnello stated the application process will begin sooner in Round 3, and there will now be a five-month project evaluation and scoring window which provides two more additional months than in the previous two Rounds.

Mr. Agnello stated the application limits that an entity can submit changed. For this region, with populations of less than 200,000 for a locality and 500,000 for an MPO/PDC/transit agency, each entity can submit up to four applications. For entities of more than 500,000 in population (in this region this only applies to PRTC), up to ten projects can be submitted.

Mr. Agnello stated that a new requirement is that projects within an established MPO study area that are not identified in or consistent with the region's CLRP the projects must include a resolution of support from the respective MPO. Mr. Agnello stated that for this region, FAMPO support would be needed for projects submitted from the City, Spotsylvania & Stafford, and these must be fiscally constrained projects. Projects from Caroline and King George are not fiscally

constrained, and the resolution of support will need to come from GWRC. Mr. Agnello stated the resolution of support is now required for all projects.

Mr. Agnello stated that more projects are expected to be submitted statewide for consideration under Round 3 of the Smart Scale process and unfortunately there is less money available. In Round 2, there was approximately \$1 billion available. The draft funding results for Round 3 show this figure being between \$800 million and \$1 billion, with most of the available funding being allocated in FY2024 and 2025. Mr. Agnello stated that the Fredericksburg District is expected to receive \$25-30 million from the District Grant Program. Mr. Agnello did relay that there still remains \$2 million in available funding that has not been allocated, so the amount the region could receive may end up being slightly higher.

i. Updated Matrix of Regional Projects

Mr. Agnello advised that included in today's agenda packet is a list of twelve draft candidate Smart Scale Round 3 projects that could be submitted by GWRC/FAMPO for consideration. Mr. Agnello reiterated that these two entities can only submit up to eight projects, so some of these projects will be removed from the list.

Mr. Agnello stated that some projects could be submitted from a locality rather than by FAMPO/GWRC; some projects could be bundled together; and some projects may in fact not be needed as a result of the improvements that will be made with pending projects (e.g., the I-95 Southbound Rappahannock River Crossing project, the Fred Ex project, etc.). Mr. Agnello stated that staff will continue to work with localities and rely on VDOT expertise to ensure regional projects could be considered and to eliminate duplication of projects being submitted by a locality and FAMPO/GWRC.

CORRESPONDENCE

None

STAFF REPORT

Mr. Agnello advised that calendars are available for committee members for 2018 FAMPO committee meetings. Mr. Agnello asked if any dates are not correct to please let staff know.

Ms. Donley advised that on January 11th at Cedar Forest Elementary School, from 5-7:00 p.m. VDOT will be conducting a public hearing for design for the Park & Ride lot on Route 1/Commonwealth Drive in Spotsylvania County.

MEMBER REPORTS

GWRC: Ms. Utz advised that GWRideConnect will be applying for its annual grant funded by DRPT in January of 2018.

DRPT: Mr. Horsley advised that DRPT is currently in staff transition regarding filling the position held by Mr. Roseboom. Mr. Horsley stated that in the interim, until the position is filled by the end of the first quarter, he will be serving as the representative to the FAMPO Technical Committee.

ADJOURN

The FAMPO Technical Committee on December 11th adjourned at 11:40 a.m. The next Technical Committee meeting is scheduled for January 8, 2018 at 9:30 a.m.



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
November 8, 2017**

fampo.gwregion.org/citizens-transportation-advisory-group

Committee Members Present:

Mr. Michael Wood, Vice-Chair, Spotsylvania County
Mr. Guy Gormley, City of Fredericksburg
Mr. David McLaughlin, City of Fredericksburg
Mr. Tim Davis, Caroline County
Mr. Rupert Farley, Spotsylvania County (At-Large)
Mr. Larry Gross, Spotsylvania County (At-Large)
Mr. Stan Huie, Spotsylvania County
Mr. Art Snyder, Spotsylvania County
Ms. Dawn McGarrity, Stafford County

Others in Attendance:

Mr. Randy Comer, Thrasher Group

George Washington Regional Commission (GWRC) Staff:

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

CALL TO ORDER

Mr. Wood called the meeting to order at 6:02 p.m.

APPROVAL OF AGENDA

Mr. Quint advised staff has an item description clarification to the agenda on Item 7d. Mr. Quint stated this agenda item should read as follows: I-95 exit 126, Route 1 southbound onto Southpoint Parkway.

Upon motion by Mr. Farley and seconded by Mr. D. McLaughlin, with all concurring, the CTAG agenda, as amended, for the November 8th meeting was approved.

APPROVAL OF CTAG MEETING SUMMARY OF OCTOBER 11, 2017

At the October CTAG meeting, Mr. D. McLaughlin had asked a question regarding the TAP projects for the applications filed by the City of Fredericksburg and Stafford County. Mr. D. McLaughlin

asked if the money was not used by the two localities making the grant request, can it then be used somewhere else.

Mr. Quint stated that at the October meeting he did not have an answer to the question; however, does have one now and took the time to explain the process at tonight's meeting. Mr. Quint stated there are two different funding allocations available from the TAP funding. Mr. Quint advised that this year the City of Fredericksburg and Stafford County each submitted an application. For the Fredericksburg application, the money is allocated to the VDOT Fredericksburg District which includes our PDC, the Northern Neck and the Middle Peninsula and this source receives \$1 m in an annual allotment for transportation funding. Mr. Quint stated all the FAMPO regions are eligible to apply and if a \$1 m in projects are not requested then the money remaining rolls over the next year.

For Stafford County's project, Mr. Quint stated that northern Stafford County is classified as the urbanized area for the Washington, DC region and they receive a separate allocation of \$86,000 annually. However, this funding source is only applicable to projects within the northern Stafford County area and is not applicable for use by any other locality within the FAMPO region.

Upon motion by Mr. Farley and seconded by Mr. Gormley, with Mr. Wood abstaining, and all others concurring, the October CTAG committee minutes were accepted with the following edits noted to be made after the conclusion of tonight's meeting.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF OCTOBER 16, 2017

Mr. Quint advised there were two items to highlight from the FAMPO Policy Committee meeting on October 16th. The first item was an action item in regard to the I-95 northbound Rappahannock River Crossing study. Mr. Quint stated this project has been submitted in both Round 1 & Round 2 for Smart Scale application consideration. Mr. Quint stated that both times the project was not accepted.

Mr. Quint relayed that VDOT has received \$200,000 towards completion of an IMR (Interchange Modification Report) to re-evaluate the original scope of the project to see if it can be downsized at a lesser project cost so it would in fact receive more consideration for approval through the Smart Scale process. Mr. Quint advised the total cost of the IMR is \$250,000. Mr. Quint stated the Policy Committee is considering whether the project will be re-submitted again in Round 3 or whether it will be pulled from the project consideration list at this time. Mr. Quint stated though regardless of whether it is re-submitted in Round 3 or re-submitted in the future out years before anything else can be done on the project a current IMR needs to have been completed.

Mr. Quint stated that FAMPO has \$50,000 available from the RSTP funding allocations received and using the money to go towards an IMR study is an accepted use. The FAMPO Policy Committee voted to have FAMPO transfer \$50,000 from RSTP to be applied to the IMR for the I-95 Northbound River Crossing project.

Mr. Quint advised there was discussion on the Smart Scale Round 3 updates. Of the 6 scoring categories, the Congestion and Accessibility factors total 60% of the total scores awarded to projects within the FAMPO region.

Mr. Quint stated the accessibility category relates to 45/60 minutes respectively for auto/transit travel times from the region to the work site. Mr. Quint stated that for the rest of the State these figures are adequate; however, for this region the 45/60 minutes are not realistic. Mr. Quint stated that FAMPO had submitted a letter asking that either a decay curve be implemented for scoring of this category or that this region be grouped with Northern Virginia which would also be of benefit to our region.

Mr. Quint advised that per Policy Committee request, FAMPO had submitted a letter to the Secretary of Transportation's office asking that consideration be given to either of the two components listed above. Mr. Quint stated that originally FAMPO was provided with feedback from the State that indicated the request would be addressed and changed one way or the other.

However, at the recent monthly October CTB meeting, the decision was then made that at this time no changes would be made to the accessibility category and as of now for the Round 3 Smart Scale process the 45/60 minute respectively time frame would remain as the constant.

Mr. Farley asked for clarification of what a decay curve is. Mr. Quint stated decay curves are established for as you move further away from the job site the time increases and the number of points away from the job decreases.

Mr. Snyder asked when a final decision would be received from the CTB. Mr. Quint stated that the CTB meets monthly and the Round 3 application process begins on March 1st so if anything is amended it would be within this time frame. Mr. Quint stated that it is also likely that the CTB will not re-visit the request and things would again continue to remain as they have been in Round 1 & 2 with no revisions made for Round 3.

PUBLIC COMMENT

None

NEW BUSINESS

None

DISCUSSION/ACTION ITEMS

a.) Resolution No. 18-06, Amending the FY2018-2021 Transportation Improvement Program (TIP) for UPC #13558 – Mr. Nick Quint

Mr. Quint advised that Resolution No. 18-06 is a request from VDOT. Mr. Quint stated the request was somewhat unusual in that VDOT is asking for the Resolution to be endorsed so that it can serve as a placeholder for the express lane connection project to the I-95 southbound River Crossing project. The resolution is to provide \$4,000,000 to be applied to the design phase of the bridge work associated with the project. Mr. Quint stated that VDOT needs the resolution to be able to move forward in awarding the bids.

Upon motion by Mr. Gormley and seconded by Mr. Huie, with all concurring, Resolution No. 18-06 was endorsed by the FAMPO CTAG committee with a request that it be approved by the FAMPO Policy Committee at the upcoming November Policy Committee meeting.

b.) Resolution No. 18-07, Amending the FY2018-2021 Transportation Improvement Program (TIP) for UPC #112046 – Mr. Nick Quint

Mr. Quint advised that VDOT has a state-wide TIP (SYIP) and the MPO's TIPS have to be in alignment with the state TIP. Mr. Quint stated that Resolution No. 18-07 is simply a housekeeping request from VDOT for amendment changes regarding the GARVEE bond funding allocations. Mr. Quint stated the resolution results in no changes to the project cost or project description changes.

Both Mr. Farley & Mr. Gormley stated that in the past CTAG has not taken any action on resolutions that were strictly dealing with housekeeping requests. Several members had questions as to whether an actual vote of endorsement was a requirement. Mr. Quint stated that it was up to the individual committees (CTAG & Technical Committee) to either endorse or not.

It was committee consensus that housekeeping resolutions would be provided for informational purposes only but the committee would not vote either way whether to endorse or veto so no motion on Resolution No. 18-07 was provided at the November CTAG meeting.

c.) Update on Smart Scale Round 3 – Mr. Nick Quint

Mr. Quint advised that included in tonight's agenda packet is the Resolution that was adopted by the CTB at their October 24th meeting. Mr. Quint stated the most recent changes to the Smart Scale Technical guide involve the number of applications that localities with less than 200,000 population & MPO's/PDC's with less than 500,000 populations could apply for.

Mr. Quint stated that for the FAMPO region, GWRC, FRED, and the individual localities, for Round 3 of the Smart Scale process each entity would be allowed to submit up to 4 projects each. For regions with populations of greater than 200,000/500,000 respectively they would be eligible to submit up to 10 projects. (Previously this figure was 8 so there was an increase made to those with over 500,000 populations). Mr. Quint stated this was a concern for the Policy Committee and staff was tasked with submitting a letter asking that the number of 4 applications be increased. Mr. Quint advised that as of October 24th, the CTB took no action in FAMPO's request and as of now the number of 4 applications per entity is still in force.

d.) I-95 Exit 126, Route 1 Southbound onto Southpoint Parkway – Mr. Nick Quint

Mr. Quint advised staff is in receipt of a potential new project Spotsylvania County is considering submitting for consideration from the locality for Round 3 of the Smart Scale process. Mr. Quint stated the project would be improvements to the I-95 Exit 126/Route 1 southbound from the Southpoint Parkway.

Mr. Quint stated the project under consideration currently has multiple components and any or all of them could be submitted. Mr. Quint stated all of the project components will allow for modifications being made to the I-95 Exit 126/Route 1 area.

Mr. Quint stated one concept is for modifications to southbound I-95 exit ramp to Route 1; one concept is for modifications to Route 1 only; & the last concept is for modifications to Southpoint Parkway in both the northbound and southbound directions.

Mr. Quint advised that currently there is 1 left turn lane and 1 right turn lane. One concept of the project scope would widen southbound I-95 exit ramp to 4 lanes – 2 left turn lanes & 2 right turn lanes.

Mr. Quint stated a second concept would widen southbound Rt. 1 from 3 to 4 lanes between the I-95 exit ramp and Southpoint Parkway with the lane becoming the 2nd turn lane at Southpoint. This would result in 2 right turn lanes – 1 at the parkway and an additional right turn lane from Route 1.

Mr. Quint stated the 3rd concept would be to widen Southpoint Parkway and implement safety improvements similar to those just completed by VDOT on Route 3 east. This would result in widening of the parkway and constructing an additional lane ending at the corner of the parkway where the existing businesses are today. Mr. Quint stated some new configurations would occur if this is implemented as the existing businesses would lose some of its current parking spaces.

Mr. Quint stated that VDOT is now implementing more safety projects for better access management options which is a relatively new VDOT policy. Mr. Quint reiterated that on Route 3 safety improvement projects are a priority. Mr. Quint stated that VDOT currently is also conducting a safety improvement study for the Route 301/207 interchange in Caroline & King George counties. Mr. Quint stated this concept would improve access management with a left turn onto Southpoint Parkway and restrict to a right turn in and right turn out only traffic flow.

Mr. Quint advised the preliminary engineering began in August of 2017 and based on the design from the preliminary engineering phase, public informational meetings are scheduled to occur in April of 2019. Mr. Quint stated the right-of-way acquisition phase is scheduled to begin in February of 2020; with construction beginning in October of 2021. Mr. Quint relayed the total project cost is estimated to be \$14,495,000.

CORRESPONDENCE

Mr. Quint advised that included in tonight's agenda packet is correspondence from VDOT that came as a result of the request made by Mr. Gormley at the October meeting regarding signage for no U-turns at the Route 17 Park & Ride lot. Mr. Gormley stated the signage so far has had minimal impact and he feels the signs should say no U-Turns allowed and/or specific times U-turns are not allowed – i.e. 5:00 a.m. – 9:00 a.m. & 2:00 p.m. to 6:00 p.m. Mr. Gormley stated he would continue to monitor the progress with the signage now in place over the next several months and report back after the first of the year if more action is needed by VDOT.

Mr. Quint stated the other correspondence item is the article regarding the new opening of the northbound/southbound express lanes at Route 630 (Stafford Courthouse). Mr. Gormley stated that for him personally with his daily commute the northbound a.m. peak travel time delays have positively impacted his morning commute by reducing his time from Rt. 630 to Quantico by 15 minutes. However, southbound in the p.m. peak travel times, to date, Mr. Gormley stated he has not seen any change or reduction in the travel congestion times.

STAFF REPORT

None

MEMBER REPORTS

Mr. Davis stated he attended the October 18th DRPT meeting regarding the DC2RVA environmental impact study. Mr. Davis relayed the meeting was sparsely attended by citizens and highly attended by DRPT staff. Mr. Davis stated there were 7 citizens in attendance that spoke & most were in favor of the current 3rd track proposal through the City of Fredericksburg. Mr. Davis stated 1 citizen expressed dissent & 2 had comments that were unavailable to be heard; and the other 4 spoke in favor.

Mr. Davis also stated that he had received a random travel survey in the mail. The first point of contact was via a letter that was then followed up with a postcard giving a password for a resident to sign-in and pick an assigned day and log in all of the routes your family members travelled on a set day.

Mr. Davis asked if anyone else had received the random survey and asked if it came from FAMPO. Ms. Donley & Mr. Quint stated the survey did not come from FAMPO and no other members of the committee had received the survey nor were aware of it.

Mr. Huie expressed thanks for the “Rail to Trail” responses he has received.

Mr. Snyder expressed thanks to the FAMPO staff for providing him with information and links to the INRIX data that he needed for transportation information for traffic counts on a daily basis to Washington, DC. Mr. Snyder stated he needed this data for his day job requirements and appreciated FAMPO’s assistance.

ADJOURN

The November 8th meeting concluded at 7:20 p.m. The next CTAG meeting will be held on January 10, 2018 at 6:00 p.m.

Meeting Minutes completed by Joanna Roberson