MEETING OF
THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION
January 23, 2012, 7:00 p.m.
The Robert C. Gibbons Conference Room
406 Princess Anne Street, Fredericksburg, Virginia

AGENDA

7:00 p.m.*  1. Call FAMPO Meeting to Order – FAMPO Administrator Lloyd Robinson

2. Election of Temporary Chairperson – FAMPO Administrator Lloyd Robinson (ACTION ITEM)

3. Determination of Quorum – FAMPO Administrator Lloyd Robinson

4. Approval of FAMPO Agenda (ACTION ITEM)

7:10 p.m.*  5. Public Involvement
Comments and questions from members of the public are welcome at this time.

6. Public Hearing
Proposed Amendments to the 2035 Long Range Transportation Plan (LRTP)
The Board will receive comments from members of the public.

7. Action Items
a.) Election of Officers – Six Month Term – Mr. Lloyd Robinson (ACTION ITEM)

b.) Approval of Minutes of the FAMPO Meeting of November 21, 2011
– Mr. Lloyd Robinson (ACTION ITEM)

c.) Approval of FAMPO Resolution No. 12-01, Endorsing Population and Employment Projections and Control Totals for the George Washington Region for Use in the 2040 Long Range Transportation Plan (LRTP) – Mr. Lloyd Robinson (ACTION ITEM)

d.) Approval of FAMPO Resolution No. 12-02, Amending the 2035 Financially Constrained Long Range Transportation Plan (LRTP) – Mr. Lloyd Robinson and Mr. Andy Waple (ACTION ITEM)

e.) Approval of FAMPO Resolution No. 12-03, Amending the FY 2012-2015 Transportation Improvement Program (TIP) to Transfer Funds from VDOT UPC #93136 (Morris & Mudd Tavern Rd./US-1 Intersection Improvement) to UPC’s 90268 (FAMPO Long Range Planning Assistance) and 95531 (Vanpool National Transit Database Program) – Mr. Lloyd Robinson and Mr. Andy Waple (ACTION ITEM)
f.) Approval of FAMPO Resolution No. 12-04, Making the Appointment of the District Commonwealth Transportation Board (CTB) Member as an Ex Officio (Non-Voting) Member of the FAMPO Policy Committee – Mr. Lloyd Robinson and Mr. Andy Waple

*(ACTION ITEM)*

8. Discussion Items
   a.) Park & Ride Lot Feasibility Study Update – Mr. Lloyd Robinson and Mr. Corey Pitts, Vanasse Hangen Brustlin
   b.) Vanpool National Transit Database (NTD) Update – Mr. Lloyd Robinson
   c.) I-95 Rest Area Access Study Update – Mr. Lloyd Robinson

9. Staff and Agency Reports – Mr. Lloyd Robinson

10. Board Member Comments

11. Correspondence – Mr. Lloyd Robinson

12. Committee Meeting Minutes – Mr. Lloyd Robinson

9:00 p.m.*

13. Adjourn FAMPO Meeting

*The public involvement session during the FAMPO meeting will be no earlier than 7:10 p.m.*
7b.) Approval of Minutes of the FAMPO Meeting of November 21, 2011
(ACTION ITEM)
Members Present:
Dr. Harry Crisp, Chair, Stafford County
Mr. Anthony Romanello, Stafford County
Ms. Mary Katherine Greenlaw, City of Fredericksburg
Mr. George Solley, City of Fredericksburg
Mr. Doug Barnes, Spotsylvania County
Mr. Jerry Logan, Spotsylvania County
Mr. Gary Skinner, Spotsylvania County
Mr. Alfred Harf, Potomac and Rappahannock Transportation Commission (PRTC)
Mr. Quintin Elliott, Virginia Department of Transportation (VDOT)
Ms. Jamie Brown-Porter, Virginia Department of Transportation (VDOT)
Ms. Amy Inman, Department of Rail and Public Transportation (DRPT)

Others Present:
Mr. Craig Van Dussen, Virginia Department of Transportation (VDOT)
Mr. Rupert Farley, FAMPO Transportation Advisory Group (TAG)
Mr. Scott Shenk, Free Lance Star

Staff Members Present:
Mr. Eldon James, Interim Executive Director, GWRC
Mr. Lloyd Robinson, GWRC/FAMPO
Ms. Diana Utz, GWRC
Mr. Andy Waple, GWRC/FAMPO
Mr. David Lee, GWRC/FAMPO
Ms. Marti Donley, GWRC/FAMPO
Mr. Danny Reese, GWRC/FAMPO

CALL TO ORDER
Chair Harry Crisp called the meeting to order at 7:46 p.m.

DETERMINATION OF QUORUM
A quorum was present.

APPROVAL OF FAMPO AGENDA
A request was made to add agenda item 17 f. to the agenda. A motion was made and seconded to approve the amended FAMPO Agenda of November 21, 2011. The Board approved unanimously.

PUBLIC INVOLVEMENT
No comments from the public were made.
ACTION ITEMS

a.)  **Approval of FAMPO Meeting Minutes of October 17, 2011**

A motion was made and seconded to approve the Summary of the FAMPO Meeting of October 17, 2011. The Board approved unanimously.

b.)  **Approval of FAMPO Resolution No. 11-36, Amending the FY 2012 – 2015 Transportation Improvement Program (TIP) to Transfer Funds from VDOT UPC # 91855 to UPC # 102626 for General Public Involvement Activities**

Over the past four years, FAMPO has conducted a number of public involvement activities utilizing Regional Surface Transportation Program (RSTP) funds out of the Virginia Department of Transportation (VDOT) UPC #91855. The Federal Highway Administration (FHWA) has requested that FAMPO staff work with VDOT to close this UPC number, transfer the remaining funds and to redefine the Title VI, Environmental Justice and Public Involvement Outreach activities to be funded from these previously allocated RSTP funds. Each activity funded from this new UPC number will be specifically referenced in FAMPO’s yearly Unified Planning Work Program (UPWP).

A motion was made by Mr. Skinner and seconded by Mr. Solley to approve FAMPO Resolution No. 11-36, Amending the FY 2012-2015 Transportation Improvement Program (TIP) to Transfer Funds from VDOT UPC #91855 to UPC #102626 for General Public Involvement Activities. The Board approved with Mr. Elliott abstaining.

c.)  **Approval of FAMPO Resolution No. 11-37, Directing that a Public Comment Period and Public Hearing be Held Prior to Amending the 2035 Long Range Transportation Plan (LRTP)**

Over the past six months, the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA) and Stafford County have requested that FAMPO make various amendments to its 2035 Constrained Long Range Transportation Plan. VDOT has requested that the year of construction for the High Occupancy Toll (HOT) lanes on I-95 be changed from 2014 to 2018. FHWA has requested that, for financial constraint clarification purposes, any project that is partially funded in the Constrained Highway Plan be labeled as “Preliminary Engineering (PE) and National Environmental Policy Act (NEPA) Study only”. Stafford County has requested that the US-1 widening project description be amended to retain a 4-lane cross section from Hope Rd. to Hospital Center Dr. to ensure consistency with the County’s comprehensive and redevelopment plans. This resolution directs that a 30-day Public Comment Period and Public Hearing be held prior to amending the 2035 LRTP. The public hearing will take place during the Policy Committee meeting on January 23, 2012.

A motion was made by Mr. Romanello and seconded by Mr. Solley to approve FAMPO Resolution No. 11-37, Approval of FAMPO Resolution No. 11-37, Directing that a Public Comment Period and Public Hearing be held Prior to Amending the 2035 Long Range Transportation Plan (LRTP). The Board approved unanimously.

d.)  **Approval of FAMPO Resolution No. 11-38, Endorsing FAMPO’s Priorities**

In the next several months, the Commonwealth Transportation Board (CTB) will develop a Six Year Improvement Program (SYIP) for fiscal years 2013 through 2018. The CTB is taking public comment prior to development of the draft SYIP. Below are the five high FAMPO priorities which require funding for completion of phases or outright completion.
A motion was made by Mr. Barnes and seconded by Mr. Skinner to approve Approval of FAMPO Resolution No. 11-38, Endorsing FAMPO’s Priorities. The Board approved unanimously.

e.) Approval of FAMPO Resolution No. 11-39, Authorizing a Task Order for Parsons Brinkerhoff (PB) to Conduct Title VI (Civil Rights) Compliance Support Services and to Assist with the Update of the FAMPO Public Participation Plan (PPP)

FAMPO has the responsibilities under the provisions of the Federal Aid Highway Act of 1962 and the Urban Mass Transportation Act of 1964, as amended, for developing and carrying out a comprehensive, continuing and coordinated transportation planning process in the Fredericksburg Urbanized Area. Title VI of the 1964 Civil Rights Act “declares it to be in policy of the United States that discrimination on the ground of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy.” In the recent Certification Review of FAMPO, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly concluded that FAMPO needed one Recommended Action with regard to its Public Participation Plan (PPP) and three Correction Actions with regard to Title VI Compliance. FAMPO needs to update its PPP and provide an assessment of the impacts of its Long Range Plan (LRP) and Transportation Improvement Program (TIP) on Title VI populations. FAMPO also desires to establish credible and effective communication mechanisms with the Regional minority community. This resolution authorized Parsons Brinckerhoff (PB), FAMPO’s On-Call Consultant, to assist FAMPO in the Title VI Compliance Documents and Updating the PPP.

A motion was made and seconded to approve Approval of FAMPO Resolution No. 11-39, Authorizing a Task Order for Parsons Brinkerhoff (PB) to Conduct Title VI (Civil Rights) compliance Support Services and to Assist with the Update of the FAMPO Public Participation Plan (PPP). The Board approved unanimously.

f.) Approval of FAMPO Resolution No. 11-40, Recognizing the Distinguished Service of Dr. Harry E. Crisp II

A motion was made and seconded to approve Approval of FAMPO Resolution No. 11-40, Recognizing the Distinguished Service of Dr. Harry E. Crisp II. The Board approved unanimously.

DISCUSSION ITEMS

a.) Long Range Transportation Plan (LRTP) Update

Attached to the meeting packet was the status update of every major element in the upcoming 2040 Long Range Improvement Plan (LRTP). The update is currently on schedule. An approved Constrained Project List is scheduled to be completed in October 2012, and the 2040 LRTP Plan adopted in January 2013.

b.) Vanpool National Transit Database (NTD) Program Match Requirements

The development of the Vanpool National Transit Database (NTD) Program has been ongoing for a couple of years. As present law stands, any 5307 funds accrued as a result of this program requires a 20% local match
for Federal capital programs. At the request of VPSI, Senate Bill 909 proposes a bill that essentially exempts those providers from paying match on 5307 funds that are accrued as result of NTD reporting. The Senate Banking Committee has jurisdiction over transit matters including vanpools and will be taking up the transit element of the reauthorization within the next couple of months. The White Paper included in the meeting packet provides an alternative to Senate Bill 909. VPSI will continue to receive the treatment requested in the Senate Bill 909. This Senate Bill will allow the user fees for vanpools to be treated as toll credits which can be applied to soft match to the 5307 earnings that are received from vanpools resulting in the reduction of the local match requirement. In the deliberations on the Vanpool National Transit Database Coordinating Committee, it had been pointed out that the local match is a serious issue. Mr. Robinson is authorized to provide and discuss with Mr. Nick Devereux, Transportation and Agriculture Legislative Assistant, and Senator Warner, who serves on the Banking Committee. It was suggested that a FAMPO Resolution be created that urges that United States Congress to enact a Federal Statutory change allowing vanpool user fees to qualify as a source of match and allowing the match to be used as a source for all federally qualifying investments under Title 23 and Title 49, and that the signed resolution be distributed to the FAMPO Region Congressional Delegation and to the Virginia Secretary of Transportation.

STAFF AND AGENCY REPORTS

Mr. Robinson plans to attend the Governor’s Transportation Conference in Norfolk, Virginia.

FAMPO BOARD MEMBER COMMENTS

Virginia Department of Transportation (VDOT): Mr. Elliott stated that Ms. Jamie Brown-Porter, Assistant Fredericksburg District Administrator, has been promoted to a Division Administrator position in the Central Office responsible for administrative services.

FAMPO CORRESPONDENCE

- Letter from Mr. Ron Kirby regarding the annual documentation of the planning processes and products for the portion of the Washington DC-VA-MD Transportation Management Area (TMA) within the FAMPO boundaries which will be sent to Federal Highway Administration (FHWA).
- Letter regarding the Environmental Assessment for I-95 Access Study Public Scoping Meetings.

FAMPO COMMITTEE MEETING MINUTES

The FAMPO Committee Meeting minutes were included in the meeting packet.

ADJOURN FAMPO MEETING/NEXT MEETING, January 23, 2012

The meeting was adjourned at 8:11 p.m.
7c.) Approval of FAMPO Resolution No. 12-01, Endorsing Population and Employment Projections and Control Totals for the George Washington Region for Use in the 2040 Long Range Transportation Plan (ACTION ITEM)
FAMPO Resolution 12-01

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ENDORSING POPULATION AND EMPLOYMENT PROJECTIONS AND CONTROL TOTALS FOR THE GEORGE WASHINGTON REGION, FOR USE IN THE 2040 LONG-RANGE TRANSPORTATION PLAN

WHEREAS, over the past 8 months, GWRC/FAMPO staff and the FAMPO Technical Committee (FTC) have been working with FAMPO’s on-call consulting firms to develop population and employment projections and control totals for each locality for use in the Region’s 2040 Long-Range Transportation Plan, and

WHEREAS, these population and employment projections as well as the control totals are an integral part of developing traffic and land use forecasts for the Region, looking out to 2040, and

WHEREAS, the population and employment forecasts, the control totals and the methodology used to develop these figures are contained in the attached report.

NOW THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE POPULATION AND EMPLOYMENT PROJECTIONS AND CONTROL TOTALS FOR THE GEORGE WASHINGTON REGION IS ENDORSED FOR USE IN THE 2040 LONG RANGE TRANSPORTATION PLAN.

Adopted by the FAMPO Policy Committee at its meeting on January 23, 2012.

FAMPO Resolution 12-01

____________________________________________________
Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: __________________________
7d.) Approval of FAMPO Resolution No. 12-02, Amending the 2035 Financially Constrained Long Range Transportation Plan (LRTP) (ACTION ITEM)
FAMPO RESOLUTION 12-02

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION AMENDING THE 2035 FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN

WHEREAS, over the past 6 months, the Virginia Department of Transportation (VDOT), the Federal Highway Administration (FHWA) and Stafford County have requested that FAMPO make various amendments to its 2035 Constrained Long-Range Transportation Plan, and

WHEREAS, VDOT has requested that the year of construction for the High Occupancy Toll (HOT) Lanes on I-95 be changed from 2014 to 2018, and

WHEREAS, FHWA has requested that, for financial constraint clarification purposes, any project that is partially funded in the Constrained Highway Plan be labeled “PE and NEPA Study only”, and

WHEREAS, Stafford County has requested that the US-1 widening project description found in Table 5.8 be amended to retain a 4-lane cross section from Hope Rd. to Hospital Center Dr. to ensure consistency with the County’s comprehensive and redevelopment plans, and

WHEREAS, the project tables that contain these amendments are appended to this Resolution.

WHEREAS, a 30 day public comment period and a public hearing have been held, and

NOW THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE FINANCIALLY CONSTRAINED 2035 LONG-RANGE TRANSPORTATION PLAN BE AMENDED TO INCLUDE THE CHANGES LISTED IN THE ATTACHED TABLES.
FAMPO Resolution 12-02

____________________________________________________
Chairman
Fredericksburg Area Metropolitan Planning Organization
Date:___________________
## Table 5.7

### FAMPO CONSTRAINED HIGHWAY PLAN PROJECT LIST

(Interstate Projects)

<table>
<thead>
<tr>
<th>Highway/Street Name</th>
<th>Route Number</th>
<th>Boundaries From</th>
<th>To</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation</th>
<th>Regionally Significant</th>
<th>Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-95</td>
<td>95</td>
<td>End of Northern Segment of HOT Lanes (just north of I-95 Exit 143)</td>
<td>I-95 Interchange #126</td>
<td>28</td>
<td>Construct 2 HOT lanes</td>
<td>2018</td>
<td>$0.00**</td>
<td>N/A</td>
<td>$0.00</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>I-95</td>
<td>95</td>
<td>US-1 Cedar Ln. (SC-732)</td>
<td></td>
<td>1.5</td>
<td>Construct new I-95 interchange with SC-630 and relocate SC-630 from US-1 to Cedar Ln.</td>
<td>2015</td>
<td>$118,253,000</td>
<td>75</td>
<td>$118,253,000</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>I-95</td>
<td>95</td>
<td>I-95 Plank Rd. (PR-3)</td>
<td></td>
<td>4.0</td>
<td>Construct new I-95 interchange &amp; limited access toll road</td>
<td>2020</td>
<td>$332,100,000</td>
<td>66</td>
<td>$58,280,000 (PE &amp; NEPA study only)</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>I-95</td>
<td>95</td>
<td>US-1 Mills Dr. (US-17 BUS)</td>
<td></td>
<td>2.2</td>
<td>Construct new I-95 Interchange &amp; new arterial roadway</td>
<td>2020</td>
<td>$155,349,000</td>
<td>65</td>
<td>$58,280,000 (PE &amp; NEPA study only)</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**TOTAL:** $234,813,000

*^YOE - Year of Expenditure
# - Score from Project Prioritization Methodology
** Projects showing $0.00 for Total Cost are either fully funded or Developer Projects & do not require any funding in the Constrained Plan
Table 5.8

<table>
<thead>
<tr>
<th>Highway/Street Name</th>
<th>Route Number</th>
<th>Boundaries From</th>
<th>Boundaries To</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE^</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation</th>
<th>Regionally Significant</th>
<th>Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(sp) Mills Dr</td>
<td>US-17</td>
<td>I-95 Bridge</td>
<td>Tidewater Trail (PR-2)</td>
<td>5.8</td>
<td>Widen from 2 to 4 lanes divided w/ sidewalk and shared use trail.</td>
<td>2015</td>
<td>$38,702,000</td>
<td>73</td>
<td>$38,702,000</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>(sp) Plank Rd.</td>
<td>PR-3</td>
<td>Chewning Ln. (SC-707)</td>
<td>Gordon Rd. SC-627</td>
<td>2.4</td>
<td>Widen from 4 to 6 lanes divided (currently under construction)</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Falmouth Intersection</td>
<td>US1/PR-218</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Construct a single point urban interchange.</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>(st) Warrenton Rd.</td>
<td>US-17</td>
<td>McLane Dr.</td>
<td>Stafford Lakes Pkwy.</td>
<td>2.5</td>
<td>Widen from 4 to 6 lanes divided with sidewalks</td>
<td>2015</td>
<td>$12,630,000</td>
<td>66</td>
<td>$12,630,000</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>(st) Falmouth Bridge</td>
<td>US-1</td>
<td>US-17/Butler Rd. (PR-218)</td>
<td>Fred. City Limit</td>
<td>0.4</td>
<td>Replace Falmouth Bridge w/ 6 lane bridge + bike/ped facilities</td>
<td>2020</td>
<td>$43,050,000</td>
<td>87</td>
<td>$43,050,000</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Jefferson Davis Hwy.</td>
<td>US-1</td>
<td>Harrison Rd. (SC-620)</td>
<td>Spotsylvania Pkwy.</td>
<td>3.0</td>
<td>Widen from 4 to 8 lanes with pedestrian facilities</td>
<td>2020</td>
<td>$66,259,000</td>
<td>83</td>
<td>$66,259,000</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>(st) Jefferson Davis Hwy.</td>
<td>US-1</td>
<td>Prince William Co. Line</td>
<td>US-17/PR-218</td>
<td>15.6</td>
<td>Widen from 4 to 6 lanes (while retaining a 4-lane cross section between Hope Rd. and Hospital Center Dr.) with wide shoulders and sidewalks in select areas</td>
<td>2020</td>
<td>$151,290,000</td>
<td>71</td>
<td>$32,000,000 (PE &amp; NEPA study only)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>(fr) Jefferson Davis Hwy.</td>
<td>US-1</td>
<td>Stafford Co. Line</td>
<td>Blue-Gray Pkwy.</td>
<td>1.8</td>
<td>Upgrade US-1 with turn lanes and intersection improvements</td>
<td>2025</td>
<td>$65,629,000</td>
<td>59</td>
<td>$25,383,000 (PE &amp; NEPA study only)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Warrenton Rd.</td>
<td>US-17</td>
<td>Berea Church Rd. (SC-654)</td>
<td>Hartwood Rd. (SC-612)</td>
<td>3.8</td>
<td>Widen from 4 to 6 lanes divided with paved highway shoulders</td>
<td>2030</td>
<td>$67,037,000</td>
<td>50</td>
<td>$67,037,000</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Courthouse Rd.</td>
<td>PR-208</td>
<td>Jefferson Davis Hwy.</td>
<td>Smith Station Rd. (SC-628)</td>
<td>3.7</td>
<td>Widen from 4 to 6 lanes divided with paved highway shoulders</td>
<td>2035</td>
<td>$146,987,988</td>
<td>67</td>
<td>$20,663,000 (PE &amp; NEPA study only)</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>TOTAL:</td>
<td></td>
<td></td>
<td></td>
<td>$305,724,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

^YOE - Year of Expenditure
# - Score from Project Prioritization Methodology
(fr) – Fredericksburg (sp) – Spotsylvania (st) – Stafford
** Projects showing $0.00 for Total Cost are either fully funded or Developer Projects & do not require any funding in the Constrained Plan
### Table 5.9

**FAMPO CONSTRAINED HIGHWAY PLAN PROJECT LIST**  
(Urban Minor Arterial Projects)

<table>
<thead>
<tr>
<th>Highway/Street Name</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE^</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation</th>
<th>Regionally Significant</th>
<th>Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(fr) Lafayette Blvd.</td>
<td>US-1 BUS</td>
<td>Blue-Gray Pkwy. - South City Limit</td>
<td>1.5</td>
<td>Widen from 2 to 4 lanes with sidewalk and shared use path</td>
<td>2015</td>
<td>$24,636,220</td>
<td>86</td>
<td>$13,000,000 (PE &amp; NEPA study only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(sp) Lafayette Blvd.</td>
<td>US-1 BUS</td>
<td>South City Limit - Jefferson Davis Hwy.</td>
<td>1.5</td>
<td>Widen from 2 to 4 lanes with sidewalk and shared use path</td>
<td>2015</td>
<td>$35,522,500</td>
<td>86</td>
<td>$13,000,000 (PE &amp; NEPA study only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(fr) Princess Anne St.</td>
<td>US-1/17 BUS</td>
<td>Jefferson Davis Hwy. - Herndon St.</td>
<td>0.7</td>
<td>Reconfigure and restripe roadway</td>
<td>2015</td>
<td>$497,000</td>
<td>71</td>
<td>$497,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(sp) Jefferson Davis Hwy.</td>
<td>US-1</td>
<td>Spotsylvania Pkwy. (SC-628) - Massaponax Church Rd. (SC-608)</td>
<td>1.6</td>
<td>Widen from 4 to 6 lanes divided with paved highway shoulders</td>
<td>2015</td>
<td>$29,232,000</td>
<td>57</td>
<td>$29,232,000</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>(sp) Harrison Rd.</td>
<td>SC-620</td>
<td>0.5 miles w. of US-1 - Lafayette Blvd.</td>
<td>0.2</td>
<td>Reconstruct SC-620</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>(sp) Harrison Rd.</td>
<td>SC-620</td>
<td>Gordon Rd. (SC-627) - Plank Rd. (PR-3)</td>
<td>0.5</td>
<td>Widen from 2 to 4 lanes with sidewalks (currently under construction)</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>(sp) Old Plank Rd.</td>
<td>SC-610</td>
<td>Catharpin Rd. (SC-612) - Gordon Rd. (SC-627)</td>
<td>3.1</td>
<td>Widen from 2 to 4 lanes with a sidewalk and shared use path</td>
<td>2030</td>
<td>$41,656,000</td>
<td>60</td>
<td>$30,044,000 (PE &amp; NEPA study only)</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>(sp) Harrison Rd.</td>
<td>SC-620</td>
<td>Plank Rd. (PR-3) - Salem Church Rd. (SC-639)</td>
<td>2.3</td>
<td>Upgrade with turn lanes, intersection and other operational improvements</td>
<td>2030</td>
<td>$69,621,000</td>
<td>44</td>
<td>$69,621,000</td>
<td><strong>X</strong></td>
<td></td>
</tr>
<tr>
<td>(sp) Tidewater Trail</td>
<td>PR2/US-17 BUS</td>
<td>Fred. City Limit - US-17 Bypass</td>
<td>4</td>
<td>Widen from 2 to 4 lanes with sidewalks and paved highway shoulders</td>
<td>2035</td>
<td>$62,180,000</td>
<td>73</td>
<td>$10,000,000 (PE &amp; NEPA study only)</td>
<td><strong>X</strong></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL: $165,394,000

^YOE - Year of Expenditure  
# - Score from Project Prioritization Methodology  
(fr) – Fredericksburg (sp) – Spotsylvania (st) – Stafford  
** Projects showing $0.00 for Total Cost are either fully funded or Developer Projects & do not require any funding in the Constrained Plan
<table>
<thead>
<tr>
<th>Highway/Street Name</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE^</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation Regionally Significant</th>
<th>Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(fr) Fall Hill Ave.</td>
<td>UR-3965</td>
<td>Mary Washington Blvd. Extended to Carl D. Silver Pkwy.</td>
<td>1.6</td>
<td>Widen from 2 to 4 lanes with sidewalk and shared use path</td>
<td>2015</td>
<td>$25,630,000</td>
<td>76</td>
<td>$25,630,000</td>
<td></td>
</tr>
<tr>
<td>(fr) Mary Washington Blvd. Extended</td>
<td></td>
<td>Existing Mary Washington Blvd. Extended to Fall Hill Ave (UR-3965)</td>
<td>0.3</td>
<td>New alignment with sidewalks connecting existing road with Fall Hill Ave</td>
<td>2015</td>
<td>$4,704,000</td>
<td>70</td>
<td>$4,704,000</td>
<td></td>
</tr>
<tr>
<td>(st) Garrisonville Rd.</td>
<td>SC-610</td>
<td>0.13 miles west of Joshua Road (SC-643) to 0.42 miles east of Joshua Road (SC-643)</td>
<td>0.6</td>
<td>Widen from 2 to 4 lanes with paved highway shoulders</td>
<td>2015</td>
<td>$8,568,000</td>
<td>67</td>
<td>$8,568,000</td>
<td>X</td>
</tr>
<tr>
<td>(sp) Gordon Rd.</td>
<td>SC-627</td>
<td>Harrison Rd. (SC-620) to Smith Station Rd. (SC-628)</td>
<td>2.4</td>
<td>Widen from 2 to 4 lanes divided with sidewalk and shared use path</td>
<td>2015</td>
<td>$36,865,000</td>
<td>65</td>
<td>$36,865,000</td>
<td></td>
</tr>
<tr>
<td>(fr) Gateway Blvd. Extended</td>
<td></td>
<td>Plank Rd. (PR-3) to Fall Hill Ave (UR-3965)</td>
<td>1.1</td>
<td>New alignment with sidewalk and shared use path</td>
<td>2015</td>
<td>$17,160,000</td>
<td>57</td>
<td>$17,160,000</td>
<td></td>
</tr>
<tr>
<td>(sp) Bragg Rd.</td>
<td>SC-639</td>
<td>Plank Rd. (PR-3) to River Rd. (SC-618)</td>
<td>1</td>
<td>Widen from 2 to 4 lanes with sidewalks (currently under construction)</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>(sp) Spotsylvania Pkwy. Extension</td>
<td>SC-628</td>
<td>Spotsylvania Pkwy. to Mills Dr. (US-17)</td>
<td>0.5</td>
<td>New alignment with sidewalk and shared use path</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>(st) Garrisonville Rd.</td>
<td>SC-610</td>
<td>Mine Rd. (SC-684) to Onville Rd. (SC-641)</td>
<td>0.8</td>
<td>Widen from 4 to 6 lanes with turn lanes &amp; sidewalks</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>(sp) Harrison Road Connector</td>
<td></td>
<td>Bragg Rd (SC-639) to Harrison Rd. (SC-620)</td>
<td>1.5</td>
<td>New alignment with sidewalk and shared use path</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>(st) Courthouse Rd.</td>
<td>SC-630</td>
<td>Cedar Ln. (SC-732) to Shelton Shop Rd. (SC-648)</td>
<td>4.8</td>
<td>Widening from 2 to 4 lanes divided with sidewalk and shared use path</td>
<td>2025</td>
<td>$41,245,000</td>
<td>77</td>
<td>$41,245,000</td>
<td></td>
</tr>
<tr>
<td>(st) Butler Rd.</td>
<td>PR-218</td>
<td>Cambridge St. (US-1) to White Oak Rd. (PR-218)</td>
<td>1.7</td>
<td>Widening from 2 to 4 lanes divided with sidewalks paved highway shoulders</td>
<td>2025</td>
<td>$38,929,000</td>
<td>77</td>
<td>$38,929,000</td>
<td>X</td>
</tr>
</tbody>
</table>
# 2035 George Washington Regional Long Range Transportation Plan

## FAMPO CONSTRAINED HIGHWAY PLAN PROJECT LIST
(Urban Collector Projects)

<table>
<thead>
<tr>
<th>Highway/Street Name</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE^</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation Regionally Significant Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(sp) Leavells Rd.</td>
<td>SC-639</td>
<td>Courthouse Rd. (PR-208) to Smith Station Rd. (SC-628)</td>
<td>2.6</td>
<td>Widening from 2 to 4 lanes divided with sidewalk and shared use path</td>
<td>2025</td>
<td>$53,051,000</td>
<td>75</td>
<td>$53,051,000</td>
</tr>
<tr>
<td>(sp) Smith Station Rd.</td>
<td>SC-628</td>
<td>Gordon Rd. (SC-627) to Massaponax Church Rd. (SC-608)</td>
<td>5.6</td>
<td>Widening from 2 to 4 lanes divided with sidewalk and shared use path</td>
<td>2025</td>
<td>$42,229,000</td>
<td>72</td>
<td>$42,229,000</td>
</tr>
<tr>
<td>(st) Shelton Shop Rd.</td>
<td>SC-648</td>
<td>Garrisonville Rd. (SC-610) to Mountainview Rd. (SC-627)</td>
<td>2.1</td>
<td>Widening from 2 to 4 lanes divided with paved highway shoulders</td>
<td>2025</td>
<td>$22,623,000</td>
<td>65</td>
<td>$22,623,000</td>
</tr>
<tr>
<td>(sp) Massaponax Church Rd.</td>
<td>SC-608</td>
<td>I-95 to Smith Station Rd. (SC-628)</td>
<td>1.5</td>
<td>Widening from 2 to 4 lanes divided with sidewalks and bike lanes</td>
<td>2025</td>
<td>$16,553,000</td>
<td>63</td>
<td>$16,553,000</td>
</tr>
<tr>
<td>(sp) Mine Rd./Hood Dr.</td>
<td>SC-636</td>
<td>Courthouse Rd. (PR-208) to Benchmark Rd. (SC-608)</td>
<td>4.2</td>
<td>(Phase 1)Widen from 2 to 4 to Lansdowne Rd. and (Phase 2) improve from Lansdowne to Benchmark</td>
<td>2025</td>
<td>$43,776,000</td>
<td>58</td>
<td>$21,000,000 (Phase 1 only)</td>
</tr>
<tr>
<td>(st) Onville Rd.</td>
<td>SC-641</td>
<td>Garrisonville Rd. (SC-610) to MCB Quantico</td>
<td>1.2</td>
<td>Widen from 2 to 4 lanes divided with sidewalks &amp; wide right travel lanes</td>
<td>2030</td>
<td>$24,299,000</td>
<td>75</td>
<td>$24,299,000</td>
</tr>
<tr>
<td>(st) Ferry Rd.</td>
<td>SC-606</td>
<td>Kings Hwy. (PR-3) to Brooke Rd. (SC-608)</td>
<td>3.4</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2030</td>
<td>$18,175,000</td>
<td>74</td>
<td>$18,175,000</td>
</tr>
<tr>
<td>(st) Garrisonville Rd.</td>
<td>SC-610</td>
<td>Shelton Shop Rd. (SC-648) to Onville Rd. (SC-641)</td>
<td>2.0</td>
<td>Widen from 5 to 6 lanes with turn lanes, ped facilities &amp; intersection improvements</td>
<td>2030</td>
<td>$59,343,000</td>
<td>62</td>
<td>$59,343,000</td>
</tr>
<tr>
<td>(st) Truslow Rd.</td>
<td>SC-652</td>
<td>Poplar Rd. (SC-616) to Jefferson Davis Hwy. (US-1)</td>
<td>6.7</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$41,612,000</td>
<td>61</td>
<td>$41,612,000</td>
</tr>
<tr>
<td>(st) Telegraph Rd.</td>
<td>SC-637</td>
<td>I-95 to Woodstock Ln. (SC-639)</td>
<td>3</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$23,814,000</td>
<td>59</td>
<td>$23,814,000</td>
</tr>
<tr>
<td>(st) Mountainview Rd.</td>
<td>SC-627</td>
<td>Poplar Rd. (SC-616) to Choptank Rd. (SC-1209)</td>
<td>4.3</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$26,649,000</td>
<td>55</td>
<td>$26,649,000</td>
</tr>
<tr>
<td>(st) Rock Hill Church Rd.</td>
<td>SC-644</td>
<td>Mountainview Rd. (SC-627) to Garrisonville Rd. (SC-610)</td>
<td>2.7</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$12,051,000</td>
<td>49</td>
<td>$12,051,000</td>
</tr>
</tbody>
</table>
## FAMPO CONSTRAINED HIGHWAY PLAN PROJECT LIST
### (Urban Collector Projects)

<table>
<thead>
<tr>
<th>Highway/ Street Name</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation</th>
<th>Regionally Significant</th>
<th>Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(st) Garrisonville Rd.</td>
<td>SC-610</td>
<td>Fauquier Co. Line - Joshua Rd. (SC-643)</td>
<td>5.6</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$28,854,000</td>
<td>46</td>
<td>$28,854,000</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>(st) Truslow Rd. Extension</td>
<td>SC-652</td>
<td>Poplar Rd. (SC-616) - Warrenton Rd. (US-17)</td>
<td>0.4</td>
<td>New alignment with paved highway shoulders and traffic signalization</td>
<td>2035</td>
<td>$7,027,000</td>
<td>41</td>
<td>$7,027,000</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>(sp) Lansdowne Rd.</td>
<td>SC-638</td>
<td>Mine Rd. (SC-636) - Fred. City Line</td>
<td>1.9</td>
<td>Widen from 2 to 4 lanes divided with turn lanes, paved highway shoulders &amp; intersection improvements</td>
<td>2035</td>
<td>$56,271,000</td>
<td>34</td>
<td>$10,000,000 (PE &amp; NEPA study only)</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**TOTAL:** $580,381,000

*YOE - Year of Expenditure
# - Score from Project Prioritization Methodology
(fr) - Fredericksburg (sp) - Spotsylvania (st) - Stafford
** Projects showing $0.00 for Total Cost are either fully funded or Developer Projects & do not require any funding in the Constrained Plan

### Table 5.11

## FAMPO CONSTRAINED HIGHWAY PLAN PROJECT LIST
### (Rural Minor Arterial Projects)

<table>
<thead>
<tr>
<th>Highway/ Street Name</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE</th>
<th>Total Cost (Inflated to YOE)</th>
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<th>Allocation</th>
<th>Regionally Significant</th>
<th>Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(sp) Courthouse Bypass Phase II</td>
<td>PR-208</td>
<td>0.5 miles west of SC-1437 on SC-608 - 0.7 miles west of SC-606</td>
<td>4.3</td>
<td>New 2 lane divided roadway on 4 lane ROW</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

*YOE - Year of Expenditure
# - Score from Project Prioritization Methodology
(fr) - Fredericksburg (sp) - Spotsylvania (st) - Stafford
** Projects showing $0.00 for Total Cost are either fully funded or Developer Projects & do not require any funding in the Constrained Plan
<table>
<thead>
<tr>
<th>Highway/Street Name</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE^</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation</th>
<th>Regionally Significant</th>
<th>Contained in TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(st) Mountainview Rd.</td>
<td>SC-627</td>
<td>SC-627 (SC-648)</td>
<td>6.5</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$33,755,000</td>
<td>52</td>
<td>$8,000,000 (PE &amp; NEPA study only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(sp) Gordon Rd.</td>
<td>SC-627</td>
<td>Smith Station Rd. (SC-628)</td>
<td>3.5</td>
<td>Widen from 2 to 4 lanes divided with a sidewalk &amp; shared use trail</td>
<td>2035</td>
<td>$61,672,000</td>
<td>50</td>
<td>$10,000,000 (PE &amp; NEPA study only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(st) Brooke Rd.</td>
<td>SC-608</td>
<td>New Hope Church Rd (SC-605)</td>
<td>10.4</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$60,937,000</td>
<td>49</td>
<td>$20,000,000 (PE &amp; NEPA study only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(st) Poplar Rd.</td>
<td>SC-616</td>
<td>Truslow Rd. (SC-652)</td>
<td>9.5</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$38,848,000</td>
<td>48</td>
<td>$4,848,000 (PE &amp; NEPA study only)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$42,848,000</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

^YOE - Year of Expenditure
# - Score from Project Prioritization Methodology  (fr) – Fredericksburg (sp) – Spotsylvania (st) – Stafford
** Projects showing $0.00 for Total Cost are either fully funded or Developer Projects & do not require any funding in the Constrained Plan
## Table 5.13

### FAMPO CONSTRAINED HIGHWAY PLAN PROJECT LIST
(Urban Local, Rural Local Projects)

<table>
<thead>
<tr>
<th>Highway/Street Name</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>Length in Miles</th>
<th>Improvement Description</th>
<th>Estimated YOE(^{^a})</th>
<th>Total Cost (Inflated to YOE)</th>
<th>Ranking #</th>
<th>Allocation</th>
<th>Regionally Significant</th>
<th>Contained In TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(st) SC-630 Bridge over CSX Rail Line</td>
<td>SC-630</td>
<td>SC-688 0.4 miles east of CSX Rail Line</td>
<td>0.7</td>
<td>Replace SC-630 Bridge over CSX Rail Line</td>
<td>2015</td>
<td>$0.00</td>
<td>N/A</td>
<td>$0.00</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>(sp) Germanna Point Dr. Extended</td>
<td>SC-1029</td>
<td>Germanna Dr. (SC-1029) Spotsylvania Ave. (SC-1234)</td>
<td>0.9</td>
<td>Construct a new 2 lane road with paved highway shoulders</td>
<td>2025</td>
<td>$11,282,000</td>
<td>56</td>
<td>$11,282,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(sp) Jones Powell Rd.</td>
<td>SC-653</td>
<td>Belmont Rd. (SC-652) Lawyers Rd. (SC-601)</td>
<td>1.6</td>
<td>Upgrade road with paved highway shoulders, turn lanes and intersection improvements</td>
<td>2035</td>
<td>$7,347,000</td>
<td>38</td>
<td>$7,347,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(sp) Chancellor Rd.</td>
<td>SC-674</td>
<td>Old Plank Rd. (SC-610) Gordon Rd. (SC-627)</td>
<td>2</td>
<td>Widen from 2 lanes to 4 lanes divided with turn lanes, sidewalks &amp; shared use path</td>
<td>2035</td>
<td>$49,397,000</td>
<td>33</td>
<td>$49,397,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(sp) Houser Dr. Extension</td>
<td>SC-1248</td>
<td>Houser Dr. (SC-1248) Industrial Dr.</td>
<td>0.2</td>
<td>New access road to industrial park</td>
<td>2035</td>
<td>$23,688,000</td>
<td>22</td>
<td>$10,000,000 (PE &amp; NEPA study only)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL:** $78,026,000

\(^{^a}\)YOE - Year of Expenditure

# - Score from Project Prioritization Methodology

(fr) – Fredericksburg (sp) – Spotsylvania (st) – Stafford

" Projects showing $0.00 for Total Cost are either fully funded or Developer Projects & do not require any funding in the Constrained Plan
7e.) Approval of FAMPO Resolution No. 12-03, Amending the FY 2012-2015 Transportation Improvement Program (TIP) to Transfer Funds from VDOT UPC #93136 (Morris & Mudd Tavern Rd./US-1 Intersection Improvements) to UPC’s 90268 (FAMPO Long Range Planning Assistance) and 95531 (Vanpool National Transit Database Program)

(ACTION ITEM)
FAMPO RESOLUTION 12-03

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION AMENDING THE FY 12-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO TRANSFER FUNDS FROM VDOT UPC # 93136 (MORRIS & MUDD TAVERN RD./US-1 INTERSECTION IMPROVEMENT) to UPC’s 90268 (FAMPO LONG-RANGE PLANNING ASSISTANCE) AND 95531 (VANPOOL NTD PROGRAM)

WHEREAS, In October of 2011 a total of $1,138,422 of surplus CMAQ ($740,307) and RSTP ($398,115) funds were transferred from various projects, where the bids for construction came in under the cost estimates, to UPC # 93136 (Morris & Mudd Tavern Rd./US-1 Intersection Improvement), and

WHEREAS, in passing this TIP amendment, FAMPO noted that these funds were being placed in UPC # 93136 to prevent their lapse, and that a percentage of these funds would be required to successful startup of the Vanpool NTD Program and the successful completion of the 2040 Long Range Transportation Plan, and

WHEREAS, FAMPO wishes to transfer $100,000 of CMAQ funds to UPC # 95531 (Vanpool NTD Program) and $100,000 of RSTP funds to UPC # 90268 (FAMPO Long-Range Planning Assistance), and

WHEREAS, both of these projects are contained in FAMPO’s FY12-15 TIP as well as the VDOT FY12-17 SYIP.

NOW THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE FY12-15 TIP IS HEREBY AMENDED TO TRANSFER THE AFOREMENTIONED FUNDS IN THE AMOUNT OF $200,000 FROM UPC # 93136 TO UPC #’s 90268 AND 95531.

Adopted by the FAMPO Policy Committee at its meeting on January 23, 2012.

FAMPO Resolution 12-03

____________________________________________________
Chairman
Fredericksburg Area Metropolitan Planning Organization

Date:___________________
7f.) Approval of FAMPO Resolution No. 12-04, Making the Appointment of the District Commonwealth Transportation Board (CTB) Member as an Ex Officio (Non-Voting) Member of the FAMPO Policy Committee (ACTION ITEM)
FAMPO RESOLUTION 12-04

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION MAKING THE APPOINTMENT OF THE DISTRICT COMMONWEALTH TRANSPORTATION BOARD (CTB) MEMBER AS AN EX OFFICIO (NON-VOTING) MEMBER OF THE FAMPO POLICY COMMITTEE

WHEREAS, the relationship between FAMPO and the CTB is key to the success and effectiveness of FAMPO, and

WHEREAS, the CTB has recently sought to take steps to assure stronger consideration of MPO priorities in the development of the Six Year Improvement Program (SYIP), and

WHEREAS, the CTB has recently taken action to play a stronger role in programming of CMAQ funds, in consultation with the MPOs, and

WHEREAS, in its recent Certification Review of FAMPO, FHWA has required that the CTB approve all FAMPO programming of RSTP funds, and

WHEREAS, other Virginia MPOs, including Hampton Roads, have included their CTB representatives as ex officio (non-voting) members of their Policy Committees, and

WHEREAS, Mr. Cord Sterling currently serves as the Fredericksburg District representative to the CTB.

NOW THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) THAT MR. CORD STERLING IS HEARBY APPOINTED AS AN EX OFFICIO (NON-VOTING) MEMBER OF THE FAMPO POLICY COMMITTEE, AND

BE IT FURTHER RESOLVED THAT THIS APPOINTMENT SHALL LAST AS LONG AS MR. STERLING SERVES IN HIS PRESENT CAPACITY ON THE CTB.
FAMPO Resolution 12-04

________________________________________________________
Chairman
Fredericksburg Area Metropolitan Planning Organization
Date:___________________

Adopted by the FAMPO Policy Committee at its meeting on January 23, 2012.
8c.) I-95 Rest Area Access Study Update
At a meeting of the Spotsylvania County Board of Supervisors held on January 10, 2012, on a motion by Mr. Trampe, seconded by Mr. Ross and passed 5 to 2 with Mr. Skinner and Mr. Pitts opposed, the Board adopted the following resolution:

RESOLUTION NO. 2012-3

Resolution Expressing Concerns of the Spotsylvania Board of Supervisors Related to Development of the Potential George Washington Toll Road in Spotsylvania County

WHEREAS, with the Fredericksburg Areas Metropolitan Planning Organization (FAMPO), the Virginia Department of Transportation (VDOT) and the George Washington Toll Road Authority, the Spotsylvania Board of Supervisors has been a partner in discussions examining the potential for and ramifications of a new connector road, possibly a toll road, from Route 3 in Spotsylvania County, extending northeast toward I-95 and a new interstate access in the vicinity of the Fredericksburg Welcome Center; and

WHEREAS, FAMPO released its comprehensive Interchange Justification Report (IJR) which examined alternatives including a connector road from I-95 to Route 3 in Spotsylvania County which assumed the road would operate “in a free condition” with no tolls and which also included a “no build” alternative, and more than 400 County residents signing a petition indicated that they do not favor the proposed toll road; and

WHEREAS, the Federal Highway Administration has conditionally approved the IJR, based on the outcome of a National Environmental Policy Act process requiring VDOT to assess the environmental impacts of the project; and

WHEREAS, VDOT is currently working on an environmental impact analysis of the proposed connector road in furtherance of this study process and, through a December 2011 Public Scoping Meeting for the Environmental Assessment for the Study and VDOT’s open comment period, has invited public input as part of the environmental review process, with an anticipated public hearing to be held in July 2012; and

WHEREAS, VDOT has indicated the department will consider a range of potential impacts including those affecting wetlands and waters, local communities, threatened and endangered species, historic and prehistoric resources, air quality, commercial developments, parks and recreation areas, conservation easements,
minority and low-income populations, as well as noise impacts from the proposed road on the community, and many of these potential impacts are addressed in the I-95 Access Study; and

WHEREAS, aside from its proposed intersection with Gordon Road at Route 3 within the County’s Primary Settlement District, the proposed George Washington Toll Road is located almost exclusively within the Rural Development District which has been designated for largely rural and large lot residential development or cluster development to preserve the County’s rural character; and

WHEREAS, aside from its proposed termination point near the intersection of Route 3 and Gordon Road within the Primary Settlement District with commercial zoned land, the vast majority of land associated with the proposed toll road is zoned R-1 and RU, complementary to the rural development district where the majority of the proposed toll road would be located, with development constraints being tied to the two zoning districts; and

WHEREAS, many of the indirect impacts that could result from the proposed George Washington Toll Road pose potential conflicts with Goal #3 of the Spotsylvania County Comprehensive Plan Transportation Element that states: “Promote the planning of transportation facilities that are compatible with environmental, cultural, and historic resources,” and preliminary study of the proposal has determined that the roadway will likely impact environmental, cultural and historic resources where proposed, plus independent review of the toll road raises concerns that it may create rather than resolve traffic issues; and

WHEREAS, the I-95 Access Study identifies a number of potential historic and cultural resource impacts regarding the IJR’s preferred alternative, including: Chancellorsville Battlefield Historic District, Salem Church Historic District, Five Mile Fork Historic District and the Rappahannock Navigational Historic District; and

WHEREAS, there is concern that the proposed roadway will compromise the historic and cultural integrity of the districts both in archaeological resources and character/environment; and

WHEREAS, changes in natural/historic topography and deforestation resulting from the development of the proposed roadway can be expected in this heavily forested proposed area, noting that the County’s Future Land Use Map designates the vast majority of the impacted area as rural residential land use and the proposal would greatly impact the community view shed; and

WHEREAS, the potential adverse effects to private property owners and to County businesses, already struggling in the current economic climate but may be bypassed after creation of this road, could result in reduction of the County tax-based revenue needed for continued provision of important public services for all citizens.
NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF SPOTSYLVANIA COUNTY, VIRGINIA:

THAT, because of the environmental, historical, conservation-related, cultural and quality-of-life concerns indicated, on behalf of the Spotsylvania community, the Spotsylvania Board of Supervisors at this time does not support moving forward with the connector road as proposed but will continue to support VDOT in seeking alternative solutions to alleviating traffic congestion on I-95 and the Rt. 3 corridor, including the funding of other elements within the project to include Rappahannock I-95 bridge additions and improvements to the Rt. 3 interchange.

(SEAL)

A COPY TESTE:

Aimee R. Mann
Deputy Clerk to the Board of Supervisors
11.) Correspondence
November 21, 2011

Mr. Chris M. Lloyc, AICP
Parsons Brinckerhoff
530 East Main St., Suite 701
Richmond, VA 23219

RE: Notice to Proceed for Task Order 11-04, Title VI Compliance Documents and Public Participation Plan Update

Dear Mr. Lloyd:

Attached, please find the approved Task Order 11-04 for work on the FAMPO/GWRC Title VI Compliance Documents and Public Participation Plan Update, for a total contract amount not to exceed $36,380.

This letter will also serve as your Notice to Proceed.

Thank you for your assistance in this matter.

Sincerely,

[Signature]

Eldon James
Interim Executive Director

CC: Lloyd Robinson, GWRC
Andy Wapel, GWRC
Marti Donley, GWRC
Craig Van Dussen, VDOT
ON-CALL CONTRACT BETWEEN GWRC/FAMPO AND PB AMERICAS, INC FOR TRANSPORTATION PLANNING SERVICES

Task Order 11-04: Title VI Compliance Documents/Public Participation Plan Update

Introduction

Parsons Brinckerhoff (PB), along with sub-consultants Cordell and Crumley (C&C) and GHPG, LLC, are pleased to present this scope of services to the George Washington Regional Commission/Fredericksburg Area Metropolitan Planning Organization (GWRC/FAMPO or “the Client”).

According to a preliminary review of GWRC’s 2007 State of the Region, the GWRC population grew at an historic rate between 1990-2006, and continued growth is expected between now and 2035. A significant part of this growth has been, and will continue to be, due to in-migration, including Black, Hispanic, and Asian/Pacific Islanders. In addition, the population is aging, and that trend is also expected to continue. All these changes indicate a growing need for FAMPO to develop a proactive and comprehensive approach to public outreach and Title VI issues.

This scope entails:

1. Development and coordination of the scope and plans.
2. Development of a Community Resources Inventory and Convene a Title VI focus group.
3. Produce an updated Public Participation Plan (PPP)
4. Assist with the development of FAMPO’s comprehensive Title VI Compliance Plan, Specifically, the PB team will research and recommend FAMPO procedures as they relate to:
   a. Additional data sources and techniques to use to Identify Title VI populations,
   b. Analysis and documentation of spatial distribution of FAMPO LRTP

Scope of Services

The following scope of services is to be performed under this task order.

Task 1: Development and Coordination (PB, GHPG, C&C)

PB, GHPG, and C&C will coordinate with the Client regarding the Title VI Compliance and Public Participation Plans. This coordination will include three periodic phone calls with FAMPO to report on scope, schedule and budget.

Among the topics for the Project Kick Off phone call are the following:

- Identify names of people to contact in subsequent research tasks
- Identify and verify documents for use in subsequent research tasks. These documents include, but are not limited to
• Draft FAMPO Title VI, LEP plans
• FAMPO existing PPP
• FAMPO Communication Database
• FAMPO EJ mapping and demographic projections
• Any FHWA audits or reviews related to Title VI, LEP, and PPP
• Review schedule
• Address coordination and integration of consultant team

The second and third status conference calls will be to review scope, schedule and budget, and also to troubleshoot any issues that may occur as the research progresses.

Additional coordination is detailed in the specific tasks.

**Task 2: Develop a Title VI Directory and Convene a Focus Group (GHPG)**

A. Update the FAMPO Community Resources Directory
This task will begin with a review of the existing FAMPO Communication Database, which includes Title VI groups and individuals. GHPG will enhance and update the Title VI/Special outreach portion of the existing Excel database to include the following:

- Local and regional organizations (including local/regional chapters of national organizations) whose membership is drawn principally or largely from underrepresented communities (African-American, Asian-American, Hispanic, low-income persons, seniors and people with disabilities). Included among these organizations will be churches whose congregations are principally or largely composed of members of the aforementioned communities.
- The leadership of each organization will be identified, including the chief executive (including pastors), chairman of the board, board members, etc., along with contact information (phone, address, e-mail, web address).
- Individuals who are viewed as “leaders” in the aforementioned communities, including elected officials whose districts are partially or completely within the FAMPO region.
- Media outlets specifically directed toward members of the affected communities, including newspapers, magazines, radio stations, websites, blogs, etc.

The Directory will be compiled in an Excel database, easily sorted by name, population served, type of organization (media, religious, social service) and County for use by FAMPO staff.

A draft of the Community Resources Directory will be submitted for FAMPO’s review. The final Community Resources Directory will be submitted to FAMPO.

B. Convene Title VI Focus Group
Drawing from the updated Community Resource Directory, GHPG will work with FAMPO to identify key stakeholder groups in the Title VI community. Representatives of these groups will then be personally
contacted by GHPG to learn more about the services they provide, the populations they serve, and how
FAMPO might work with them to conduct outreach to underserved populations.
FAMPO will then call a meeting of these key stakeholders to describe to them how it operates, the long-
range planning and TIP processes, and FAMPO’s need for partnerships with intermediary groups.
We anticipate the focus group will include between 12 and 15 participants. GHPG will facilitate the
meeting. The end product will be a spreadsheet of contacts and strategies that FAMPO can implement
when EJ outreach is required.
This task also includes an analysis of the current membership of FAMPO’s TAG to determine whether
additional representation of Title VI populations is warranted. A technical memorandum will outline the
conclusions.
Coordination for this task will consist of three meetings between GHPG and FAMPO.

**Task 3: Produce an updated Public Participation Plan (C&C)**

A. Review and Analyze Existing FAMPO Public Participation Plan (PPP):
C&C will work with FAMPO staff to review the existing PPP and evaluate what worked, what didn’t work,
and what needs to be updated.

B. Develop Draft PPP:
C&C will prepare a Draft PPP that meets Federal requirements and serves to give FAMPO a guide for
planning and executing public outreach programs. This task includes development of the Draft updated
PPP and development of three to four PowerPoint slides for FAMPO presentations. Following these
presentations, C&C will revise the document as directed in advance of the PPP being made available for
public review. This assumes one edit session.

We anticipate this task will include one kick off meeting and up to six conference calls with FAMPO staff.

**Task 4: Assist with the development of FAMPO’s comprehensive Title VI Compliance Plan (PB)**

A. Identification of Title VI populations
When working on projects, pockets of Title VI populations may exist that are too small to be found at the
census tract level. There are a number of data sources available to uncover data at this fine grain. In
addition to the census, data sources include the USDA, Department of Education, State, County and
municipal agencies, and local schools. This task will involve researching best practices in Title VI
identification and documenting the local sources of this data for FAMPO’s use.

B. Analysis of Outcomes—Benefits and Burdens
PB will analyze the benefits and burdens of FAMPO’s LRTP based on the spatial distribution of projects
across EJ and Non EJ census tracts. FAMPO will provide GIS mapping of EJ populations and their LRTP for
overlay and analysis by PB. PB will perform and write up the analysis for FAMPO.

We assume Task 4 will require two conference calls with FAMPO staff.
Task Order Compensation

PB, C&C and GHPG, will perform the Scope of Services on a not-to-exceed basis, inclusive of labor and expenses. The total for Tasks 1-4 is $36,830. Payment will be due in accordance with PB’s On Call Agreement with the Client.

The fees are allocated by Task and by consultant below:

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<th>TASK</th>
<th>PB FEES</th>
<th>C&amp;C FEES</th>
<th>GHPG FEES</th>
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November 29, 2011

Fredericksburg Metropolitan Planning Organization
Mr. Eldron James, Interim Executive Director
406 Princess Anne Street
Fredericksburg, VA 22401

Dear Planning Partners,

The Secretary of Transportation and the Commonwealth Transportation Board (CTB) have multiple efforts underway toward developing the Fiscal Year 2013-2018 Six-Year Improvement Program (SYIP) that I would like to bring to your attention.

First, I appreciate your participation in the Fall Multi-Modal Transportation Meetings during October and November. This was the first time the modal agencies participated in a meeting with the public to discuss their transportation programs.

The next effort will be to seek your input on regional funding priorities for the FY2013-2018 SYIP. We want to meet with you again as a group on February 8, 2012 at the Marriott in downtown Richmond from 1:00-5:00 to discuss the SYIP update process, available budget information regarding VDOT and DRPT and other items of interest such as the Office of Transportation Public-Private Partnerships (OTP3) and the Virginia Transportation Infrastructure Bank. Your VDOT Construction District Planning and Investment Manager or District Planning Manager will contact you in the next few weeks to provide a format to compile regional priorities. Please plan to bring your list of regional priorities when we meet in February and take into consideration the CTB’s priorities for SYIP development, they are as follows:

✓ Fund deficits on underway project phases
✓ Maximize the use of federal funds to meet federal strategy
✓ Fund deficient bridges and paving projects
Mr. James
Nov. 29, 2011
Page Two

✓ Increase funding for preliminary engineering
✓ Support development of PPTAs
✓ Accelerate existing projects using additional funds
✓ Allocate funds consistent with how they will be obligated and expended
✓ Redirect inactive balances on projects

In addition, I want to share with you that Chapters 830 and 868 of the 2011 Acts of Assembly created the legal framework for the Virginia Transportation Infrastructure Bank (VTIB) Program. VTIB is a special nonreverting, revolving loan fund that is a sub-fund of the Transportation Trust Fund. VTIB was created for the purpose of making loans and other financial assistance to localities, certain private entities and other eligible borrowers, and grants to localities to finance transportation projects in Virginia.

As provided in §33.1-23.6 of the Code of Virginia, VTIB is intended to alleviate, in part, a critical need for additional sources of funding to finance present and future needs of the Commonwealth for the design and construction of roads and highways, including toll facilities, mass transit, freight, passenger and commuter rail, including rolling stock, port and airport and other transportation facilities. The purpose of VTIB is also to encourage the investment of both public and private funds in the development of eligible transportation projects and to provide an alternative source of financing for present and future transportation needs in the Commonwealth.

The management agreement and program guidance documents for the VTIB were approved by the CTB in October 2011. The Program Overview, Guidelines and Selection document is available via the Department of Planning and Budget’s Virginia Regulatory Town Hall website (townhall.virginia.gov/) and on VDOT’s website (www.virgiadot.org/). This initiative is in its beginning stages and comments relating to the document are welcome. Comments should be sent to the attention of John W. Lawson at the following address:

John W. Lawson, Chief Financial Officer
Virginia Department of Transportation
1401 E. Broad Street, Third Floor
Richmond, VA 23219
e-mail: john.lawson@vdot.virginia.gov
Mr. James
Nov. 29, 2011
Page Three

Comments will be compiled and considered. The CTB will be provided a briefing of the comments and any recommended changes to the document at the December 7, 2011 meeting that will be held before the 2011 Governor’s Transportation Conference in Norfolk.

Also included with this communication is a letter from Tony Kinn the Director of the Office of Transportation Public-Private Partnerships (www.vappta.org). His letter discusses that the OTP3 Office was established to facilitate identification, development and implementation of priority transportation infrastructure projects through the Public-Private Transportation Act across all modes of transportation. Mr. Kinn has provided a summary of frequently asked questions to help better explain their mission.

Another meeting of interest is identified on the attached calendar as the Regional Forum for the VTrans2035 Update. This effort will involve validation and update of the major components of the Plan, including the goals and the priority initiatives. Input on the VTrans Update is desired throughout the process, beginning with comments on the continuation of the established VTrans goals. An opportunity for MPO and PDC Transportation Planners to discuss the Update via video conference has been scheduled for December 14, 2011 and will be accessible from multiple sites across the state. More information on the VTrans Update process may be obtained on the website: www.vtrans.org.

A draft calendar of upcoming events has been included for you to mark your calendar and I hope that you all can attend as many of the identified meetings as possible.

Sincerely,

Reta R. Busher
Chief of Planning and Programming

Attachments

cc: Marsha Fiol
Diane Mitchell
Jennifer DeBruhl
Jackie Cromwell
Tony Kinn
Jamie Motley
District Planning and Investment Managers
District Program Managers
District Planners
2011 AND 2012 TIMELINE
DEVELOPMENT OF THE FY2013 – FY2018 SYIP

2011

October – November  Conduct Fall Multi-Modal Transportation Meetings in the 9 Construction Districts (www.ctb.virginia.gov )

December 7-9  2011 Governor’s Transportation Conference in Norfolk (www.vatransconf.org )

December 14  Regional Forum for the Update of VTRANS 2035 (www.vtrans.org )

2012

January – April  Development of the draft SYIP

February 8  VDOT & DRPT meet with MPOs and PDCs on project priorities for the FY 2013-2018 SYIP and the latest budget information available

March 15  CMAQ and RSTP programming deadline for draft SYIP (for applicable MPOs)

April 18  CTB receives draft SYIP

April 24  Agencies’ Annual Transportation Planning Meeting including FHWA, VDOT, MPO and PDCs

April - May  Conduct SYIP Public Hearings

June 20  CTB Adopts the FY 2013-2018 YIP

July 1  SYIP FY2013-2018 effective
November 22, 2011

Dear Virginia Planning Partners:

In December 2010, the Commonwealth of Virginia established a new Office of Transportation Public Private Partnership (OTP3) to facilitate identification, development, and implementation of priority transportation infrastructure projects, via the Public-Private Transportation Act (PPTA), across all modes of transportation. Concurrently, the PPTA Implementation Manual was updated in 2010 to provide a framework for development and implementation of PPTA projects in a consistent, transparent, timely, and cost effective manner. In July 2011, I was appointed Director of the OTP3, responsible for developing and implementing a statewide program for transportation project delivery via the Virginia PPTA.

PPTA projects are an integral component of the Commonwealth’s long term strategy of addressing transportation challenges. Since the legislation was enacted in 1995, Virginia has successfully implemented nearly $1.0 billion in major transportation projects under the PPTA. Virginia currently has approximately $2 billion worth of active PPTA construction projects and nearly $3.0 billion under agreement advancing as public-private partnerships. Defining a pipeline of candidate PPTA projects is the next critical step.

The OTP3 is seeking your input to identify feasible candidate transportation projects to advance under the PPTA. The candidate projects submitted to the OTP3 must support the Commonwealth’s transportation objectives and meet the high-level screening criteria outlined in the PPTA Implementation Manual (2010). The screening criteria include:

- Project complexity offering ability to effectively leverage private sector innovation and expertise
- Accelerate project development via use of PPTA delivery method
- Transportation Priorities identified in appropriate transportation plans and programs
- Project efficiencies fostered through appropriate transfer of risk over project lifecycle
- Ability to transfer risk to the private sector on a long-term basis
- Funding potential through revenue generation
- Ability to raise capital
November 22, 2011
Page Two

The attached Frequently Asked Questions (FAQ) will answer questions you may have in considering your priorities and potential candidate PPTA projects. Our website (www.vappta.org) also contains information for your use. We will also be attending the Governor’s Transportation in early December 2011.

We look forward to beginning a successful partnership with you as we move forward identifying and delivering the Commonwealth’s priority transportation projects in a timely and cost effective manner.

Sincerely,

Tony Kinn

Enclosure
PPTA Frequently Asked Questions

1. What is the Office of Transportation Public-Private Partnerships and what does the OTP3 do?

The Commonwealth of Virginia's Office of Transportation Public-Private Partnerships (OTP3) is responsible for developing and implementing a statewide program for project delivery via the Virginia Public-Private Transportation Act (PPTA) of 1995.

The OTP3 works in coordination with the Secretary of Transportation, all seven Virginia transportation agencies, and focuses on the development of public-private projects across all modes of transportation. Public-private partnerships offer an important tool for delivering transportation infrastructure by leveraging relationships with the private sector.

2. What is the PPTA and how is it different than traditionally delivered transportation projects?

The Public-Private Transportation Act (PPTA), enacted by the General Assembly in 1995, is the legislative framework that allows private entities to enter into agreements with responsible public entities to construct, improve, maintain, and operate transportation facilities in Virginia. The PPTA encourages private sector innovation and investment in transportation projects, offers cost efficiencies through risk transfer, and expedites delivery of critical infrastructure projects.

3. What PPTA projects has the Commonwealth of Virginia advanced?

Since the PPTA was enacted in 1995, Virginia has successfully implemented nearly $1.0 billion in major transportation projects under the PPTA. Virginia currently has approximately $2 billion worth of active construction projects and nearly $3.0 billion under agreement advancing as PPTA projects. For a complete project listing and location map see www.vappta.org/projects.

4. Why is the OTP3 asking Transportation Agencies, MPO's, and PDC's to help identify candidate PPTA projects?

The OTP3 is responsible for developing and implementing a statewide program for project delivery via the PPTA. However, each transportation agency, Metropolitan Planning Organization (MPO) and Virginia Planning District Commission (PDC) are best able to identify their specific priority projects and assist the OTP3 in assessing whether a project is a good candidate for procurement via the PPTA delivery method.

5. What makes a “good” candidate PPTA project?

The PPTA Implementation Manual identifies several high-level project screening criteria that assist in assessing whether a project is a potential candidate for procurement via the PPTA delivery method. The high-level screening criteria include whether a project is of sufficient complexity, has the potential to accelerate project development, will advance overall transportation priorities, can foster efficiencies, has the potential to transfer risks and future responsibilities to private sector, the ability to generate revenue
or otherwise meet funding requirements, and the ability to raise capital. Conversely, projects that may not be suitable for procurement via the PPTA delivery method include projects with inconsistent support from local/state elected officials.

6. **How many candidate PPTA projects can be identified by each Agency, MPO or PDC?**

There is no predetermined number of projects that can be advanced via the PPTA delivery method. However, only those projects that meet the high-level project screening criteria identified in the PPTA Implementation Manual will be advanced.

7. **Is there a recommended minimum project dollar amount for a PPTA project, i.e. mega projects?**

No. Large and/or complex projects may be more likely to offer sufficient complexity, ability to transfer risks, and ability to raise capital when delivered as PPTA projects. However, there may be smaller individual projects that, when bundled together into one PPTA contract provide a regional transportation benefit and meet the same criteria as a larger project.

8. **How should the Agency, MPO’s, or PDC’s provide candidate PPTA project information to the OTP3?**

The PPTA Candidate Project form should be used to submit project information to the OTP3. The PPTA Candidate Project form and submittal information is available at [www.vappta.org/project_delivery_framework.asp](http://www.vappta.org/project_delivery_framework.asp).

9. **How will the PPTA Candidate Project information be evaluated?**

The OTP3 will review PPTA Candidate Project forms received against the high-level screening criteria in the PPTA Implementation Manual to determine feasibility of delivering a proposed project via the PPTA delivery method.

10. **When will the Agency, MPO, or PDC hear if their project will be advanced?**

The OTP3 will review the PPTA Candidate Project form and supporting information and provide a response to the entity originally providing the information, with a copy to the Sponsor agency as well. The Sponsor agency will be identified by transportation mode (e.g. VDOT would be the Sponsor agency for PPTA roadway project submitted by PDC). The timeframe for response from OTP3 to the submitting entity will vary depending on the level of detail provided and the complexity of the potential PPTA project being considered.

11. **What background information will help to advance a project under the PPTA?**

The PPTA Candidate Project form outlines the basic information necessary to consider feasibility of delivering a project via the PPTA. Any supplemental information that demonstrates why a project meets the high-level screening criteria would be beneficial.
12. *Is there a value to providing letters of endorsement from localities and local officials?*

The OTP3 will assess potential candidate PPTA projects against the high-level screening criteria when determining feasibility of delivering a project via the PPTA. Letters of support are not required; however, support of localities and local officials can be demonstrated via appropriate transportation plans and programs (SYIP, etc.).

13. *Is there greater consideration for a project if a locality will contribute funding?*

All criteria will be considered – funding is only one element. With state and federal transportation revenues increasingly challenged by needs, financial support of candidate projects by localities is encouraged.

14. *If I submit a candidate PPTA project from the SYIP, and it’s not advanced as a PPTA project, what is the impact to that project?*

There is no impact. If a project is not feasible for delivery via the PPTA delivery method, it may still advance to construction through traditional funding mechanisms.

15. *How will candidate PPTA projects compete for funding or advancement?*

Candidate PPTA projects that meet the high-level screening criteria for advancement via the PPTA delivery method may be advanced to a detailed-level screening. For projects that advance through the high-level and detail-level screenings, a Steering Committee will consider all issues, including resources to prioritize projects with other potential PPTA projects. For additional information see the PPTA Implementation Manual.

16. *Is the OTP3 looking mostly for tolling projects?*

Tolling is only one of several options used to generate revenue to pay for transportation improvements (Capital Beltway). Projects may also be funded from taxing district revenues (Route 28), or project specific synergies created through partnership with the private sector (Coalfield Expressway).

17. *Do I prioritize my candidate PPTA projects?*

Yes. Before submitting candidate PPTA projects, priorities already established in transportation plans should be considered. When a PPTA Candidate Project form is submitted, the OTP3 will then assess feasibility of delivering the project via the PPTA delivery method.
December 16, 2011

RE: Documentation of Planning Processes and Products for the Portion of the Washington DC-VA-MD Transportation Management Area (TMA) within the Fredericksburg Area Metropolitan Planning Organization (FAMPO) Boundaries

Dear Mr. Kirby,

Enclosed you will find the following planning products and documents for the portion of the Washington DC-VA-MD TMA in Stafford County:


2. FAMPO Revisions (highlighted in yellow) to the TPB Air Quality Conformity Analysis of the 2012 Financially Constrained Long-Range Plan (CLRP) and the FY2013-2018 Transportation Improvement Program (TIP)

FAMPO is in the process of updating its socioeconomic forecasts out to the horizon year of 2040. It is anticipated that the data will be endorsed by the FAMPO Policy Committee at their January 2012 Meeting. This data will be provided to the MWCOG Department of Community Planning staff once it is finalized and endorsed.

Similarly, as specified in Article I J. of the TPB/FAMPO Agreement, FAMPO is in the process of amending its FY 2012 Unified Planning Work Program (UPWP) to describe the documentation of the implementation of the agreement as well as FAMPO’s planning responsibilities and list of products. This Amendment to the FY 2012 UPWP will be presented to the FAMPO Policy Committee at its January Meeting for approval.

Thank you,

Lloyd Robinson
FAMPO Administrator

CC: Correspondence
December 16, 2011

Mr. Allen C. Ludwig
11904 Lilly Lane
Fredericksburg, VA 22407

Dear Mr. Ludwig,

At its January 12, 2010 meeting the Board of Supervisors appointed you to serve on the Transportation Advisory Group representing the Chancellor District. Your term commences immediately and will expire on January 12, 2012. (revised date). We apologize for any confusion.

On behalf of the Board, I would like to thank you again for serving in this position for Spotsylvania County. If my staff or I can be of assistance to you, please let me know.

Sincerely,

C. Douglas Barnes
County Administrator

Enclosures
C: Doug Morgan, Transportation Planner
David Jung-Hwi LEE
5715 Caledonia Ct.
Fredericksburg, VA 22407

12/29/2011

Mr. Lloyd Robinson
George Washington Regional Commission
406 Princess Anne St.
Fredericksburg, VA 22407

Dear Mr. Robinson:

I respectfully submit my resignation from George Washington Regional Commission/Fredericksburg Area Metropolitan Planning Organization as of January 6th, 2012, in order to move on to future plans.

It has been a great privilege to serve this country in this capacity. It has been particularly gratifying to work with you and the outstanding staff of the commission. I’d like to thank you for providing me with an opportunity to develop myself while gaining a new work experience. I also would like to express my deepest appreciation to you and the entire team for providing me with the opportunity to work at such a great agency.

I wish you, and the entire team the best of luck in the future.

Sincerely,

[Signature]

David Jung-Hwi LEE
Approved.

Marti, please place in the correspondence file.

FROM: Lloyd Robinson
SENT: Wednesday, January 18, 2012 12:21 PM
TO: Andy Waple
CC: Van Dussen, Craig; Marti Donley
SUBJECT: RE: Request for Administrative TIP Amendment - UPCs 93962 & 93963

For your approval.

ANDY WAPLE, AICP
Principal Planner
Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne St.
Fredericksburg, VA 22401
(p)540-373-2890 (fax) 540-899-4808
www.fampo.gwregion.org

FROM: Robinson, Jason (VDOT) [mailto:Jason.Robinson@vdot.virginia.gov]
SENT: Tuesday, January 17, 2012 11:47 AM
TO: Andy Waple
CC: Hall, JoAlma L. (VDOT); VanDussen, Craig (VDOT)
SUBJECT: Request for Administrative TIP Amendment - UPCs 93962 & 93963

Good morning Andy,

Per the City of Fredericksburg’s request and based on recently revised estimates for these projects, which are slated to go to advertisement together through the City of Fredericksburg, we are requesting an administrative TIP amendment to move surplus CMAQ funds from UPC 93963 to UPC 93962 to cover the deficit on the latter.

<table>
<thead>
<tr>
<th>UPC</th>
<th>CURRENT ESTIMATE</th>
<th>ALLOCATIONS</th>
<th>DIFFERENCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>93963</td>
<td>$159,252.00</td>
<td>$225,000.00</td>
<td>+$65,748.00</td>
</tr>
<tr>
<td>93962</td>
<td>$433,442.00</td>
<td>$375,000.00</td>
<td>-$58,442.00</td>
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</table>

Proposed TIP Amendment/Transfer: Transfer $58,442.00 in CMAQ funds from UPC 93963 to UPC 93962.
If you could please pass this on to Lloyd Robinson for his review/concurrence, we would greatly appreciate it. Please let me know if there are any questions.

Respectfully,

Jason Robinson

Jason Robinson  
*Programming Specialist*  
*Programming and Investment Management*  
Fredericksburg District  
Virginia Department of Transportation  
Ph (540) 899-4548  
cell (540) 220-7949
12.) Committee Meeting Minutes
FAMPO Technical Committee Meeting Minutes  
November 14, 2011  
http://www.fampo.gwregion.org/committees/fampo-technical-committee/

Members Present:
Brad Johnson, Chairman, County of Stafford  
Bassam Amin, City of Fredericksburg  
Erik Nelson, City of Fredericksburg  
Angeline Pitts, County of Caroline  
Dan Cole, County of Spotsylvania  
Doug Morgan, County of Spotsylvania  
Joey Hess, County of Stafford  
Anthony Foster, Department of Rail and Public Transportation (DRPT)  
Ivan Rucker, Federal Highway Administration (FHWA)  
Arnold Levine, Fredericksburg Regional Transit (FRED)  
Nick Alexandrow, Potomac and Rappahannock Transportation Commission (PRTC)  
Craig VanDussen, Virginia Department of Transportation (VDOT)  

Others Present:  
Dan Grinnell, Virginia Department of Transportation (VDOT)  
Jamie Brown-Porter, Virginia Department of Transportation (VDOT)  
Chris Gay, Parsons Brinckerhoff (PB)  
Rupert Farley, FAMPO Transportation Advisory Group (TAG)  

Staff Members Present:  
Lloyd Robinson, Fredericksburg Area Metropolitan Planning Organization (FAMPO)  
Andy Waple, Fredericksburg Area Metropolitan Planning Organization (FAMPO)  
David Lee, Fredericksburg Area Metropolitan Planning Organization (FAMPO)  
Danny Reese, Fredericksburg Area Metropolitan Planning Organization (FAMPO)  
JoAnna Roberson, George Washington Regional Commission (GWRC)  

CALL TO ORDER  
The FAMPO Technical Committee meeting was called to order by Chairman, Brad Johnson, at 9:00 a.m.  

APPROVAL OF TECHNICAL COMMITTEE AGENDA  
The Technical Committee agenda for November 14, 2011 was approved as submitted with a request from Mr. Robinson to add under the Action Item category 6D Resolution No. 11-39, which authorizes a task order for Parsons Brinckerhoff (PB) to conduct Title VI (Civil Rights) Compliance Support Services and to Assist With the Update of the FAMPO Public Participation Plan.  

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES OF OCTOBER 3, 2011  
The minutes from the Technical Committee meeting for October 3, 2011 were approved as submitted.
Mr. Robinson advised that the summary is included in the agenda packet. Mr. Robinson stated that there was approval from the Policy Committee on the following Resolutions:

**Resolution No. 11-31** - Adopting Principles for Federal Surface Transportation Reauthorization

**Resolution No. 11-32** – Amending the FY2012-2015 Transportation Improvement Program (TIP) to Transfer Funds from Virginia Department of Transportation (VDOT) UPC#s 87008, 94208, and 93978 to VDOT UPC #93136 (Morris & Mudd Tavern Road/US-1 Intersection Improvements)

**Resolution No. 11-33** – Commenting on the I-95 Transit and Transportation Demand Management (TDM) Program

**Resolution No. 11-34** – Endorsing Stafford County’s Grant Application to the Virginia Department of Transportation (VDOT) for Transportation Enhancement Funds

**Resolution No. 11-35** – Amending the Transportation Improvement Program (TIP) to Transfer Funds from VDOT UPC #91855 to the New UPC #102626 for Title VI, Environmental Justice, and General Public Involvement Outreach

Mr. Robinson relayed that the following Discussion Items were addressed: Statewide Metropolitan Planning Organization (MPO) Processes and Vanpool National Transit Database (NTD). In regard to the Statewide Metropolitan Planning Processes, Mr. Robinson advised that both FHWA and FTA have made recommendations to the MPO’s. The recommendation requests that both VDOT and VDRPT look at the feasibility and practicality of incorporation of an MPO’s TIP into the STIP. This request also asked for the material to be readily available to the public and local officials and that it is transmitted into a user-friendly electronic document. Mr. Rucker relayed that currently as a result of rural areas being included into an MPO’s TIP, but not included in the current STIP, that it results in confusion and inconsistencies of both plans. Mr. Rucker stated that in order to eliminate this confusion that the request was made to have everything included into an MPO’s TIP, but not included in the current STIP, that it results in confusion and inconsistencies of both plans. Mr. Rucker stated that in order to eliminate this confusion that the request was made to have everything included into an MPO’s TIP, but not included in the current STIP, that it results in confusion and inconsistencies of both plans. In regard to the continuation of the discussion on the Vanpool National Transit Database (NTD) program, Mr. Robinson stated that this has been discussed at length at all of the FAMPO Committees. Even though conceptually all committees are in agreement, there are still uncertainties that remain. It was request from the Policy Committee that this item not be endorsed by the Policy Committee at this time. It was their request that additional information be provided on how the 5307 revenues would be allocated within the region.

**PUBLIC COMMENT**

None

**ACTION ITEMS**

a.) **Resolution No. 11-36, Amending the FY2012-2015 Transportation Improvement Program (TIP) to Transfer Funds from VDOT UPC #91855 to UPC # 102626 for General Public Involvement Activities**

Mr. Robinson advised that Resolution No. 11-36 has resulted in contact with the CTB. It is their recommendation to move this item forward for approval by the FAMPO Policy Committee. Mr. Waple relayed that revisions have been made that provide for cross-reference into the general public involvement category. These amendments
have been administrative in nature and are now reflected also in the UPWP, the LR, and the PPP. There was consensus from the Technical Committee to move this forward for adoption by the Policy Committee.

b.) Resolution No. 11-37, Directing that a Public Comment Period and Public Hearing be Held Prior to Amending the 2035 Long Range Transportation Plan (LRTP)

Mr. Waple relayed that Resolution No. 11-37 has resulted in the following amendments and internal modifications to the 2035 Long Range Transportation Plan (LRTP). These include the following: request from VDOT for the construction year of the High Occupancy Toll Lanes (HOT) be changed from 2014 to 2018; request from FHWA for financial constraint clarification purposes that any project that is partially funded into the Constrained Highway Plan be labeled as “PE and NEPA Study only”; and a request from Stafford County to amend the US-1 widening project description from Hope Road to Hospital Center Drive to retain a 4-lane cross section that will ensure consistency with the county’s comprehensive and redevelopment plans. There was consensus from the Technical Committee to move this forward for adoption by the Policy Committee.

c.) Resolution No. 11-38, Endorsing FAMPO’s Priorities

Mr. Robinson relayed that at this time, there is no actual Resolution for Resolution No. 11-38 included in today’s packet. However, as a number of the six-year projects that were previously rated as “priority” within the region have now been fully funded – i.e.: Route 1/Stafford; Fall Hill Avenue/City; and the Route 630 Interchange/Stafford that the list needs to be revised. Mr. Robinson stated that the Committee needs to determine which projects should come next. Mr. Robinson relayed that the project list remaining will be circulated to all members for their feedback to staff. Once this information has been received, Resolution No. 11-38 will be drafted. Mr. Robinson advised that this information needs to be submitted to the CTB for their review by December 21st and the information submitted will also include a copy of the Resolution.

d.) Resolution No. 11-39, Authorizing a Task Order for Parsons Brinckerhoff (PB) to Conduct Title VI (Civil Rights) Compliance Support Services and to Assist With the Update of the FAMPO Public Participation Plan

Mr. Robinson advised that as a result of the recent Certification Review process of FAMPO, FHWA, and FTA that it was recommendation that FAMPO needed one Recommend Action to the current Public Participation Plan and three Corrective Actions were recommended in regard to the Title VI Compliance Plan. Mr. Robinson relayed that staff has completed the required training for the Title VI Compliance Plan. Mr. Robinson advised that the Title VI Compliance Plan has been completed and submitted to FHWA for their review and endorsement. Mr. Robinson relayed that currently outstanding is the development of an assessment of the Title VI population data and the impacts it will have in the Long Range Plan and the TIP. Mr. Waple relayed that the demographic profile data has been completed and the final report should be available for distribution in January. Mr. Robinson stated that time wise, we are okay as we have one year to complete the plan and then six months after the completion of the review process for obtaining approval. Mr. Robinson advised that after staff discussion and negotiations, that recommendation has been made to hire the on-call consultant, Parsons Brinckerhoff, to provide assistance for the remaining components of the scope. Mr. Robinson stated that the specific Scope of Work is provided in today’s packet for review by the Technical Committee members. There was consensus from the Technical Committee to contract the remaining tasks out to the consultant and to forward this to the Policy Committee for their endorsement.
DISCUSSION ITEMS

a.) Long Range Transportation Plan (LRTP) Update

Mr. Waple advised that included in today’s packet is a draft that will incorporate the freight transit component into the next Long Range Transportation Plan Update. Mr. Waple relayed that this will be the first time that this category has been included in the Plans. Mr. Waple stated that also to be included this year will be a small category that addresses Aviation. Mr. Waple advised that staff will work with the Technical Committee to develop a Freight Steering Committee and this will begin to be underway after the first of the year.

b.) Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Projects

Mr. Robinson advised that the CMAQ project list will be finalized and submitted to VDOT in March of 2012 for CTB approval. Mr. Waple stated that over the next forty-five days, each locality needs to submit its list of new projects for consideration in the years of 2013-2017. Mr. Waple relayed that all existing projects currently received do not need to be re-submitted. Ms. Jamie Brown-Porter stated that if the project completion cost estimates and/or the original scoping of the project has changed, then the existing projects submitted do need to be updated but otherwise the list just needs to include brand new projects for review.

c.) Options for Rural Transit Mobility in King George and Caroline Counties

Mr. Robinson advised that the Board of Supervisors in both Caroline and King George counties have expressed that FRED services were too costly. Mr. Robinson stated that in order to provide alternate options for transit services in the rural transportation areas within the region, meetings have been conducted with FRED, RAAA, Rappahannock Area Disability Resource agency, the Virginia Regional Transit office, and Bay Transit in the Northern Neck area. Feedback from all of these agencies is still pending; however, Mr. Robinson indicated that it is not the region’s desire to completely eliminate service options. Mr. Robinson stated that included in today’s packet is a hand-out in regard to the Volunteer Service program that is currently being implemented by the local RAAA office. Mr. Robinson advised that it is possible to implement a similar program within the region. Mr. Robinson stated that this is still in the initial phases of discussion and the hand-out included is strictly for review by the Technical Committee members. Mr. Robinson stated that as this is still a preliminary discussion item, that there is nothing at this time that needs endorsement. As more information is researched and finalized, this will again be a future agenda item for further discussion.

STAFF REPORT

Mr. Robinson advised that staff will be attending the annual conference in Norfolk on December 7th – 9th. Mr. Robinson relayed that there have been no new information available on the hiring of a new Executive Director. Mr. Robinson advised that there will be a meeting with the George Washington Toll Road Authority committee on December 5th. Mr. Robinson stated that discussion of the RFP’s will be a topic as two of the three representatives from Spotsylvania County were defeated in the November election so he is not sure at this time how this will factor into the committee’s goals and objectives. Mr. Lee advised that data on the Park & Ride lot study has been completed and submitted. Mr. Lee stated that he received comments back from the City of Fredericksburg and the County of Spotsylvania so if there are any additional comments to submit to please get this information to him as soon as possible.
MEMBER REPORTS

DRPT – Mr. Foster advised that the Department of Rail & Public Transportation Commission Grantee Workshops are underway with the first one being held today in Richmond.

FRED – Mr. Levine advised even with the fare increase, that ridership on Fred has increased by 7% from last year. Mr. Levine stated that proposals have been received for the construction of the maintenance facility and that the plans are still in place that construction will begin in early spring and finalized by year end of 2012. Mr. Levine relayed that budget-wise, FRED has prepare two separate budgets – one that includes the entire region and one that includes just the City of Fredericksburg and the Counties of Spotsylvania and Stafford. Unless the Board of Supervisors reacts differently, FRED services to the counties of Caroline and King George will cease effective December 18th. Mr. Levine stated that the draft budget will be completed in December and action for approval will occur in January. Mr. Levine stated that as status of service to both Caroline and King George is still undetermined at this time, that several options could be a final result:

1 – Nothing changes
2 – FRED phases out of rural services completely to Caroline & King George counties and that expansion of local AAA routes increases
3 – FRED phases out of private vendor expansion
4 – Hybrid FRED service continues but transitions to other agencies
5 – Do nothing – Mr. Levine stated that this option is by far the least likely to be accepted and they are continually looking for other alternatives

Mr. Levine stated that FRED is still compiling data on cost structures for private vans and use of AAA vans. Mr. Levine relayed that 5311 funding on the local, state, and federal levels are still available as a resource and that all compilation of data is being done in-house by FRED staff.

CORRESPONDENCE

None

NEXT TECHNICAL COMMITTEE MEETING, JANUARY 9, 2012/ADJOURN

The next Technical Committee meeting will be held on Monday, January 9th. The Technical Committee meeting for November 14th was adjourned at 10:00 a.m.
Committee Members Present:
Rupert Farley, Chairman, Spotsylvania County
Larry Gross, Spotsylvania County
Janet Lieber, Spotsylvania County
Allen Ludwig, Spotsylvania County

George Washington Regional Commission (GWRC) Staff:
Marti Donley, FAMPO
Andy Waple, FAMPO

CALL TO ORDER
Chairman, Rupert Farley, called the meeting to order at 6:30 p.m.

APPROVAL OF AGENDA
The Transportation Advisory Group agenda for November 16, 2011 was approved as submitted.

APPROVAL OF TAG MEETING SUMMARY OF OCTOBER 13, 2011
The TAG Meeting Summary of October 13, 2011 was approved as submitted.

REVIEW OF POLICY COMMITTEE MEETING ON OCTOBER 17, 2011
Mr. Waple advised that the following Resolutions were addressed by the Policy Committee:

Resolution No. 11-31, Adopting Principles for Federal Surface Transportation Reauthorization – This Resolution was adopted by majority with Mr. Elliott abstaining after an amendment given from Mr. Al Harf, Executive Director of PRTC. Mr. Harf recommended that the first principle included within the Resolution should state that “funding for highways and transit should, at a minimum, modestly exceed the SAFETEA-LU levels in current law, so as to keep pace with inflation, and so as to provide meaningful Federal partnerships with efforts being undertaken at the State, Local and Regional levels.”

Resolution No. 11-32, Amending the FY2012-2015 Transportation Improvement Program (TIP) to Transfer Funds from Virginia Department of Transportation (VDOT) UPC#’s 87008, 94208, and 93978 to VDOT UPC #93136 (Morris & Mudd Tavern rd./US-1 Intersection Improvement) – This Resolution was adopted by majority with Mr. Elliott abstaining. Mr. Waple advised that three project bids had been received in at a lower cost estimate than originally planned for. The three projects all were in Spotsylvania County and resulted in a surplus of $1,138,422; which resulted in $740,307 in Congestion Mitigation and Air Quality Improvements (CMAG) funds and $398,115 in Regional Surface Transportation Program (RSTP) funds. Under the current state policy, if the funds are not obligated to a specific project within a certain time period, then there is the risk of these funds being lost to the region. The TIP amendment was a request from VDOT to ensure that funds would be re-allocated to another project that meets the criteria. The surplus funds will be transferred from the Mine
Road/Lansdowne Road project, the Plank Road/Spotswood Furnace Road project, and the Plank Road/Andora Drive project. Mr. Farley inquired as to whether the project at Plank Road/Andora Drive would complete the left-hand turn lanes and Mr. Waple advised that it would.

**Resolution No. 11-33, Commenting on the I-95 Transit and Transportation Demand Management (TDM) Program** – This Resolution was unanimously adopted. Mr. Waple advised that both Mr. Robinson and Ms. Utz have worked on a steering committee to develop a plan for transit and a TDM plan for the Hot Lane proposals. Mr. Waple stated that some of the items included within the Resolution were concerns for staff. Mr. Farley commented that basically the TDM element that was being proposed did not currently have funding associated with it. Mr. Waple agreed and stated this was the first component of concern for staff. The second component was the capital and operating costs of commuter buses. The “assumption” is that these expenses would be incurred by the private sectors. The Plan also stipulates 12,000 additional service hours, even though it is not funded and again would fall to private sectors to provide the necessary finances. Lastly, the Plan currently provides no funding for TDM support throughout the corridor. Upon the recommendation from staff for approval of the Resolution being amended to include the following items listed above, there was unanimous approval from the Policy Committee for adoption.

**Resolution No. 11-34, Endorsing Stafford County’s Grant Application to the Virginia Department of Transportation (VDOT) for Transportation Enhancement Funds** – Mr. Waple advised that this Resolution endorses Stafford County’s grant application for funding up to $1,000,000 for the continuation of the Belmont-Ferry Farm Trail project. Two segments of the project have been completed and two others are still outstanding. Mr. Waple relayed that the project is consistent with the 2035 Constrained Long Range Plan (CLRP) and is a project of regional significance. This Resolution was unanimously adopted by the Policy Committee.

**Resolution No. 11-35, Amending the Transportation Improvement Program (TIP) to Transfer Funds From VDOT UPC #91855 to a New UPC Number for Title VI, Environmental Justice and General Public Outreach** – Mr. Waple advised that over the past four years, FAMPO has conducted public involvement activities such as surveys, printings, etc. Previously, the funding for these items has come from the Regional Surface Transportation Program (RSTP) from VDOT UPC #91855. The Federal Highway Administration (FHWA) has requested that FAMPO staff work with VDOT to close out the original UPC number and to transfer the remaining funds to a new UPC number. The new code number will be utilized to redefine the Title VI, the Environmental Justice and Public Involvement outreach activities that are specifically referenced in FAMPO’s annual Unified Planning Work Program (UPWP). Mr. Waple relayed that this Resolution was tabled until the November Policy Committee meeting. This will allow for the transfer of the funds to be approved by FAMPO’s Commonwealth Transportation Board member. Mr. Waple stated that this is essentially just a record-keeping issue to make the Resolution better reflect the accuracy of new UPC numbers that coincide with specific UPC activities.

Mr. Waple relayed that the following Discussion Items were addressed: **Statewide Metropolitan Planning Organization (MPO) Processes and Vanpool National Transit Database (NTD).**

In regard to the state-wide metropolitan planning processes, a report has been submitted by FHWA that looks at MPO processes state-wide. The Transportation Improvement Program (TIP) for each individual MPO and State Transportation Improvement Program (STIP) wanted better coordination and synchronization of both plans. To take our TIP for example, our TIP is enhanced more with language that is user-friendly. However, other MPO’s may do things differently. Thus when the State receives each of these TIPS, by law, each one is to be included into the STIP as it is submitted. The current method the State has utilized includes only the “bare bones” project listing from each MPO that is incorporated into the STIP. The previous inclusion did not include any additional paperwork, any graphics, any maps, etc. Mr. Waple stated that for us personally, this change...
will have little impact because we already include all the additional support paperwork within our TIP. However, this could result in additional work to VDOT in compiling all of the MPO’s TIPS and developing a format that would be compatible state-wide. Mr. Gross stated that he felt one way of making the TIPs more user-friendly to the average citizen would be to include an actual map that coincides with each project description so the citizen could not only read about the project but actually see where it is proposed to occur. Mr. Waple relayed that since GWRC just got its new web site, that staff is now working on a google map that will be included with all of the projects listed from within this MPO. In regard to the Vanpool National Transit Database (NTD), this item has been discussed at length in the past but is currently not ready for endorsement by the Policy Committee.

In regard to the staff report, Mr. Waple advised that GWRC had attended the VDOT Fall Transportation meeting. Mr. Farley inquired as to whether there was discussion on transportation reform and Mr. Waple indicates that it was not. Mr. Waple relayed that a meeting was held in the GWRC conference room to select a consultant for the GEC Toll Road Authority project. Mr. Waple stated that there were approximately fifty consultants in attendance. This resulted in the submission of the RFP’s. From this meeting, we received four proposals from the RFQ’s. These four firms will be interviewed with a selection being presented to the Policy Committee in January. Currently, the only project within the Toll Road Authority board is the current Corridor 5 project that is already included.

The FAMPO Policy Committee Meeting Summary of October 17, 2011 can be found at the following address: http://www.fampo.gwregion.org/fampocommittees.html

PUBLIC COMMENT

There was no public comment.

ACTION ITEMS

a.) Resolution No. 11-36, Amending the FY2012-2015 Transportation Improvement Program (TIP) to Transfer Funds From VDOT UPC #91855 to UPC #102626

Mr. Waple stated that Resolution 11-36 is per request from FHWA that would specifically state which projects would be funded through PL, RSTP, and Transit respectively. Mr. Waple relayed that this new requirement to FHWA does not involve any new money, new projects, etc. but is simply an internal recordkeeping amendment.

b.) Resolution No. 11-37, Directing that a Public Comment and Public Hearing be Held Prior to Amending the 2035 Long Range Transportation Plan (LRTP)

Mr. Waple advised that Resolution No. 11-37 directs that a Public Comment Period and Public Hearing be held prior to the amendment of the LRTP. To date, there have been three requests for amendments to the 2035 LRP. Mr. Waple stated that the projects are requests from FHWA and VDOT collectively; one project from FHWA; and one project from Stafford County. The amendments are as follows:

1.) VDOT has requested that the year of construction for the Hot Lanes be changed from 2014 to 2018 which will also trigger within the LRTP an Air Quality Conformity analysis because it is now a fully funded project. The construction year has shifted so that a new Air Quality Conformity model could be re-run. The review passed as this is just the actual recordkeeping portion of the amendment in the LRTP to reflect the change.
2.) FHWA requested that with any of the projects from the attached project listing that are not fully funded through the Construction Phase, that these be better defined as to what the money allocated to the project was actually used for. The recommendation was to label them as Preliminary Engineering (PE) projects or National Environmental Protection Act, (NEPA) study projects only. This change will reflect that a project is not fully funded through the Construction Phase.

3.) On Page #91 of the attached tables, #7 down, the Jefferson Davis Highway/US Route 1 widening for the length of Stafford County was amended. Initially, this project was listed as US Route 1 being six lanes all the way through Stafford County. Since this has been adopted, Stafford County has amended its own Comp Plan and Re-Development Plan. The revisions now allow for a small section of Jefferson Davis Highway, approximately .8 of a mile, to now remain as four lanes right in front of the courthouse area. This project is not fully funded through construction so it does not affect the Air Quality Conformity model.

Mr. Waple stated that the last two of the three amendments are strictly administrative amendments because the fiscal restraints and/or the air quality components are not affected. Mr. Farley inquired to the committee that now the project listing is now in a user-friendly format would the members like to use the project list as a “report card” and rate the projects accordingly. If the committee is interested in doing this, at the January meeting each member’s feedback can be reviewed for consensus in which ones TAG would like to see presented to the Policy Committee for their endorsement.

Mr. Waple advised that the new plan will be adopted in January, 2013 so any projects in the current plan that are completed will not be included into the 2013 update. A schedule is included as to when projects, lists, etc. will be completed.

c.) Resolution No. 11-38, Endorsing FAMPO’s Priorities

Mr. Waple advised that Resolution No. 11.38 is not included in tonight’s packet; however, it will be finalized by Monday’s upcoming Policy Committee meeting. Mr. Waple stated that what this involves is that FAMPO was asked by VDOT to submit a Resolution that states the MPO’s regional priorities in terms of road-way projects that will be included into the next six-year program update. Mr. Waple relayed that the priorities have not changed since last year. The priority projects that will again be included will be the Spotsylvania VRE Station and two interchange projects (Route 630 in Stafford County and the US/Route 1 at Mudd Tavern Road in Spotsylvania County). The changes will include removal of projects fully funded from last year to include: Fall Hill Avenue, Route 17, the Park & Ride expansions, etc.

d.) Resolution No. 11-39. Authorizing a Task Order for Parsons Brinkerhoff (PB) to Conduct Title VI (Civil Rights) Compliance Support Services and to Assist with the Update of the FAMPO Public Participation Plan (PPP)

Mr. Waple stated that Resolution No 11-39 authorizes the task order for FAMPO’s on-call consultant to provide assistance with updates to our Public Participation Plan (PPP). The consultant will also be tasked to do some work for our Title VI plan that is currently under development. Mr. Waple stated that as a result of our federal re-certification reviews from a year ago, that one of the recommendations FAMPO received was to have an official written Title VI and Non-Discrimination Plan in force. This review was conducted by both FHWA and FTA. The task order will involve four tasks which are: development and coordination of a plan; development of a Community Resources Inventory for a Title VI directory and formulate a Title VI focus group; Public Participation Plan update; and assist in the development of FAMPO’s comprehensive Title VI Compliance Plan. Mr. Waple relayed that data for statistics regarding public participation will be gleaned from the MWCOG data and the Commission of Northern Virginia.
DISCUSSION ITEMS

a.) Long Range Transportation Plan (LRTP) Update

Mr. Waple advised that the LRTP Update is broken down into major tasks regarding each of the elements included in FAMPO’s LRTP. Mr. Waple relayed that the following categories will be updated:

Socioeconomic Forecasts  
Land Use Element  
Travel Demand  
Revenue Forecasting  
Highway Plan  
Bicycle and Pedestrian Plan  
Transit/TDM Plan  
Freight Plan  
Public Involvement  
Plan Adoption

Socioeconomic:

Both base year estimates and horizon year 2040 forecasting for both regional and local control totals have been completed. Currently, concurrence from the local governments is underway. FAMPO has projected the January 2012 Policy Committee meeting as the time frame to receive adoption on the base and horizon year forecasting.

Land Use and Travel Demand:

Mr. Waple relayed that all modeling for the land use and travel demand elements are being done in-house. The revision to the Land Use Model; the updates on future residential development; and the update on future non-residential development are now underway and expect to be finalized by January 2012. The development of the TAZ Allocations for the horizon year of 2040 will be from Mid-February to April 2012. The integration with the Travel Demand model and linkage of community VIZ based land use scenarios will occur between January and March of 2012. During the March to April 2012 time frame, staff will be seeking concurrence from the local governments on the base year and horizon year TAZ allocation data. From May to August 2012, the Measure of Effectiveness (MOE) and Analysis reports will be compiled. The Measure of Effectiveness and the Analysis Reports will be submitted to the FAMPO Policy Committee meeting for their endorsement at the July or August 2012 meeting. The Travel Demand Modeling schedule is that the highway network data will be finalized during the November, 2011 to January, 2012 time frame. In January, 2012, FAMPO will test the 3.0 data within the new horizon years. Future year forecasting will occur during January to February 2012. The integration of the Land Use model will occur from January to March, 2012.

Revenue Forecasting:

Mr. Waple relayed that the revenue Forecasting projects will go out to year 2040. Mr. Waple stated that the update will specifically provide break downs on how much money will be designated to Interstate projects; Primary Road projects; Secondary Road projects, etc. Mr. Waple relayed that staff will obtain data from both the State and the Federal government on revenue projections from VDOT in March of 2012. During March and April of 2012, staff will be working with the local governments in determining local revenue forecasts. The
The development of a Funding Allocation Strategy will occur between April and May of 2012. In May of 2012, the Funding Allocation Strategy will be presented to the FAMPO Policy Committee for their endorsement.

**Highway Plan:**

Mr. Waple advised that the inventory currently programmed is for projects that are funded in both the TIP and the six-year program. Mr. Waple relayed that this component is complete and was done in-house. In regard to the Needs Plan Projects, revision is currently underway. There may be some new projects coming through from Stafford County, however, all of the other localities had minimal or no changes. This data is reflective of data included in each locality’s Comprehensive Plan. Staff is working on updates on environmental, historic, and environmental justice screenings and is updating project cost estimates. A draft Highway Needs Plan will be compiled during the February to April time frame. The project prioritization list will be submitted during April to June of 2012. A briefing to both the Fredericksburg Technical Committee and to the FAMPO Policy Committee on the project rankings is scheduled for June 2012. Mr. Waple relayed that the project listing will include a large number of projects that will come from the Comp Plans from each locality, the projects already programmed for the near years, and then the mitigation projects through the year 2040. Mr. Waple stated that the mitigation projects will be new projects and are currently not in the local governments comprehensive plans. All projects will be scored and ranked by staff accordingly to the modeling methodologies. The FTC and Policy Committee should receive this for review in June of 2012; and with adoption in July of 2012. Mr. Waple advised that the costs have to be inflated and select projects for the Constrained Plan completed by August of 2012. In September of 2012, the Draft Constrained project list will be submitted for review by both the FAMPO Policy Committee and the Fredericksburg Technical Committee with approval in October, 2012. In November, 2012, GWRC will have the Air Quality Conformity Analysis kickoff. Both the Air Quality Conformity and the Draft Highway Plan will be submitted for review to the Policy Committee and the Technical Committee in November of 2012, with an endorsement received by January, 2013.

**Bicycle and Pedestrian Plan:**

Mr. Waple relayed that work is being done internally which includes field work, project inventory listing, etc. Mr. Waple stated that the following are underway: the BPAC; the Literature and Plan Review; the Inventory and Analysis of Existing Conditions for Data Collection. Goals and objectives will be re-defined in November of 2011. Projects, routes, and cost estimates will be revisited in the December, 2011 to the February, 2012 time frame. Also currently underway, is the revisitation of the 3-E (Education, Encouragement and Enforcement) strategies. The Implementation Strategies will be defined between February and April of 2012. Mr. Waple stated that a draft plan will be presented to the Technical Committee and to the Policy Committee in June of 2012. Endorsement by FAMPO will occur between July and August of 2012 and the plan will be endorsed by FTC in September of 2012.

Mr. Waple stated that in regard to this portion of the plan updates, that staff is utilizing a “walk-score” website report for the entire region. A “walk-score” website allows you to type in an address and it will show you how walk able the neighborhood is. Through this site, there is a list of computer codes that can also be transferred into our GIS software that will load all parcels within the region and analyzes and scores each parcel. Mr. Waple stated that when this project has been completed, you will have a map that depicts safe walking paths throughout the entire region. Mr. Waple relayed that even though this web-site is a free site, it is a very time consuming project because you can only utilize 1,000 parcels a day and our region has a total of 150,000 parcels. Mr. Waple stated that come January or February of 2012; it is staff’s request to re-establish the Bicycle/Pedestrian Committee. This committee is comprised of members from local governments, VDOT, citizens, and organizations such as the Sierra Club, Friends of the Rappahannock, the Spotsylvania Greenways, etc.
Transit/TDM Plan:

Mr. Waple stated that the Transit and Travel Demand Management portion of the plan is currently underway. One of GWRC’s on-call consultants is working on this data. The consultant is the same contact who completed the previous scope of work. Last time the work was started from scratch and was quite extensive. This time we will be build on the work already completed which will reduce efforts, work, and expenses to the consultant. Mr. Waple stated that a draft Transit Plan will be submitted to FTC and to the Policy Committee in February of 2012 and a request for adoption in March of 2012.

Freight Plan:

Mr. Waple relayed that this will be the first plan that will have a freight category included. It will not have any hard recommendations that will be project specific. Mr. Waple advised that Mr. Lee is internally overseeing this category. Mr. Waple relayed that the following components have been completed: the development of freight goals and objectives; a summary of regional freight data; and formulated recommendations on how to improve the freight flow throughout the GWRC region. Mr. Waple advised that a Draft LRTP Freight element will be presented to the FTC in November of 2011 and endorsement requested in January of 2012.

Public Involvement:

Mr. Waple stated that based on the assumption that the draft 2040 LRTP will be ready for public review in September, 2012, a public hearing for adoption will occur in November of 2012. The public comment period will begin on December 24, 2012 and will run for thirty days. Both the Public Hearing and the Public Comment periods will end on January 23, 2012. This date is also the same night that the FAMPO Policy Committee meets so barring no adverse comments received, it will be presented to the Policy Committee for adoption on the same night. Mr. Waple stated that the Air Quality Conformity Analysis will be submitted for approval in April of 2013.

b.) Options for rural transit Mobility in King George and Caroline Counties

Mr. Waple relayed that there is currently no documentation in tonight’s packet regarding the rural transit Mobility options. However, Mr. Robinson is working on this item. Mr. Waple stated that the issue arose because King George County had expressed concern in regard to finding other options for transit services other than the FRED bus system. King George Board of Supervisors had expressed concern that FRED services were too expensive. Mr. Waple stated that staff has met with FRED and the Rappahannock Area on Aging (RAA) to explore some other options of providing transit services to both the counties of Caroline and King George. Mr. Waple relayed that our local RAA currently has an extensive fleet of vans already in use. Currently there are three options being explored:

Volunteer Driving program – this is a program where interested individuals use personal vehicles with federal mileage reimbursement to provide transportation to disabled or senior citizens within the region. This program would be utilized only as an “on-call” basis and would not run any type of daily routes, etc.

The Rappahannock Area Agency on Aging (RAAA) to provide contracted services to the two rural areas, however, currently RAA is maxed out on their fleet and operator availability

Combination of the two services – to form a mixture of services being provided to the rural areas by both FRED & RAA
Mr. Waple stated that there is $311 money available for rural transportation issues but as of now all information received is preliminary at best. Mr. Waple relayed that in January of 2012, a matrix report will be available for review. This report will contain information in regards to cost, types of services available, locality fees, etc. Mr. Waple also relayed that this report will coincide with the budget season for each of our local government offices. Mr. Waple advised that all drivers who become a part of this program, whether through RAA, Volunteers, and/or FRED, will all be screened to verify they have safe driving records, valid insurance plans, etc.

**STAFF REPORT**

No additional reports were given

**MEMBER REPORTS**

Mr. Ludwig mentioned that in the Chancellor district there will be new representation from the Board of Supervisors beginning January 2012 and these new appointments could result in new faces on the GWRC committees. Mr. Waple relayed that each local Board of Supervisors’ body picks its members to serve on various committees and that FAMPO does not have any input into this process. Currently, as a result of three of the previous supervisors in Spotsylvania County not being re-elected, that there will be new representation for one member on the FAMPO committee; two members on the Toll Road Authority committee; and one member to GWRC.

Mr. Gross stated that the original outer connector project had approximately $5 million dollars allocated for the NEPA study. The current proposal indicates $12 million dollars and Mr. Gross asked for clarification on why there was a substantial increase. Mr. Waple relayed that each local Board of Supervisors’ body picks its members to serve on various committees and that FAMPO does not have any input into this process. Currently, as a result of three of the previous supervisors in Spotsylvania County not being re-elected, that there will be new representation for one member on the FAMPO committee; two members on the Toll Road Authority committee; and one member to GWRC.

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Mr. Waple concurred and relayed that remainder of the expenses will be for Preliminary Engineering design and Financial Analysis. Mr. Waple stated that the only funding stipulated now for the Jackson gateway will be to cover the portion of road development from Route 17 to the new Spotsylvania interchange at Thornburg.

Mr. Farley stated that he missed the October TAG meeting as he was attending the UDA meeting in Spotsylvania County. Mr. Farley stated that the meeting presented a “glimmer of hope” as it did not perpetuate sprawl. The meeting was in conjunction with what the UDA authors and the county planners were hoping for.

Mr. Gross inquired in regard to a newspaper article that stated the VRE system may begin running routes here in the opposite direction – i.e. Northern Virginia to Fredericksburg. The article stated that this was a method to pursue in an attempt to bring more employment to the region. Mr. Farley stated that this issue was mentioned, but not in length.

**CORRESPONDENCE**

None

**ADJOURN**

The meeting was adjourned at 8:03 p.m. The next meeting will be held on January 11, 2012.