

CITIZENS TRANSPORTATION ADVISORY GROUP MEETING

April 11, 2018 – 6:00 P.m.

406 Princess Anne Street, Fredericksburg, Virginia 22401

www.fampo.gwregion.org

AGENDA

- 1. Call to Order** – Chairman David Swan
- 2. Approval of Citizens Transportation Advisory Group Agenda**
- 3. Approval of Citizens Transportation Advisory Group Meeting Minutes of March 14, 2018**
- 4. Review of Policy Committee Meeting of March 19, 2018**
- 5. Public Comment**
Comments and questions from members of the public are welcome at this time.
- 6. Discussion Items**
 - a.) Resolution No. 18-21, Endorsing a City of Fredericksburg Grant Application to the Virginia Department of Transportation for Transportation Alternatives Program (TAP) Funding – Mr. Nick Quint
 - b.) Resolution No. 18-22, Authorizing Regional Support for the Transportation Improvements Needed to Support the Planned U.S. Department of Veterans Affairs Outpatient Clinic in the FAMPO Region – Mr. Nick Quint
 - c.) Resolution No. 18-23, Adoption of the 2045 Long Range Transportation Plan (LRTP) for the George Washington Region – Mr. Nick Quint
 - d.) Resolution No. 18-24, Directing that a Public Comment Period and Public Hearing be Held Prior to the Adoption of the Fiscal Year 2019 Unified Planning Work Program (UPWP) – Mr. Nick Quint
 - e.) Fiscal Years 2019-2025 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds – Mr. Nick Quint
 - i. Resolution No. 18-25, Allocating Fiscal Years 2019-2025 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds – Mr. Nick Quint
 - f.) Resolution No. 18-26, Amending the FY2018-2021 Transportation Improvement Program to Update the Potomac Creek Drive Turn Lane Project – Mr. Nick Quint

g.) CTAG Bylaws – Mr. Nick Quint

h.) Smart Scale Updated Matrix of Regional Projects – Mr. Nick Quint

7. Correspondence

8. Staff Report

9. Member Reports

10. Adjourn CTAG Meeting / Next Meeting, May 9, 2018, at 6:00 p.m.

The Policy Committee, the FAMPO Technical Committee, and the Citizens Transportation Advisory Group meetings are open to the public. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services (free of charge) should contact the GWRC/FAMPO at 540-373-2890 or fampo@gwregion.org at least four days prior to the meeting. If hearing impaired, telephone 1-800-273-7545 (TDD).

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**3.) Approval of Citizens Transportation Advisory Group Meeting Minutes of
March 14, 2018**



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
March 14, 2018**

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

Committee Members Present:

Mr. Dave Swan, Chair, Stafford County
Mr. Dave McLaughlin, City of Fredericksburg (In at 6:25 p.m.)
Mr. Rupert Farley, Spotsylvania County (At-Large)
Mr. Larry Gross, Spotsylvania County (At-Large)
Mr. Josh Templeton, Spotsylvania County
Mr. Anthony Brooks, Stafford County
Mr. Morgan Burch, Stafford County

Others in Attendance:

None

George Washington Regional Commission (GWRC) Staff:

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

CALL TO ORDER

Mr. Swan called the meeting to order at 6:05 p.m. and welcomed the new CTAG member, Mr. Anthony Brooks, who is representing the Aquia District in Stafford County.

APPROVAL OF AGENDA

Upon motion by Mr. Farley and seconded by Mr. Burch, with all concurring, the March CTAG agenda was approved as submitted.

APPROVAL OF CTAG MEETING SUMMARY OF FEBRUARY 14, 2018

Both Mr. Swan and Mr. Farley submitted revisions to the February 14 minutes. These minutes were grammatical updates and were not content-related revisions.

Upon motion by Mr. Farley and seconded by Mr. Templeton, with all others concurring, the February CTAG committee minutes were accepted, with revisions to be made accordingly after the conclusion of tonight's meeting.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF FEBRUARY 26, 2018

Mr. Quint advised there was lengthy discussion from the Policy Committee members regarding the I-95 Phase 2 Study that is nearing completion from Michael Baker International. Mr. Quint stated that Mr.

Ross had questions/concerns regarding the modeling assumptions that were utilized in the study. Mr. Quint stated staff was asked to provide additional information for discussion at the upcoming Policy Committee meeting. Mr. Quint relayed there was also concern from Ms. Bohmke that the task order supplement cost may not have been the best financial deal for the region.

Mr. Quint advised that as Michael Baker Intl. is one of two consultants FAMPO has on-call, and considering the I-95 Phase 1 & 2 studies have been completed and/or initiated by Michael Baker Intl., FAMPO did not feel rebidding of the contract was necessary.

Mr. Quint also relayed that the Policy Committee was presented with the current roster of CTAG members and asked that appointments be made to fill the open vacancies from each locality. Ms. Donley advised that the three vacant positions in King George County are being filled, and the new members should be at next month's meeting.

Mr. Farley stated it is important for each jurisdiction to be fully represented; however, he asked why it is important that a member specifically represent the voting district they reside in. Mr. Farley stated that if a member from Stafford County is interested in serving on the CTAG, and they reside in a district in Stafford other than where the vacancy occurs, then they should still be considered for appointment.

Mr. Swan stated that he disagrees with Mr. Farley and feels a representative should be appointed from each voting district from each of the GWRC jurisdictions. Mr. Swan stated that now in Stafford County, there are only 3 of the 7 voting districts represented and the CTAG does represent all citizens, so the 3 current Stafford members do technically represent the entire county. However, each district potentially could have different issues so a representative from said district would have more insight to bring to the committee.

Mr. Gross stated that CTAG's purpose is to provide regional perspectives and represent citizen concerns within the FAMPO/GWRC Region. Mr. Quint advised that the at-large positions that FAMPO appoints could be used to appoint someone who is interested in serving but lives outside of where a specific locality vacancy occurs. Mr. Swan stated this is an area within the CTAG bylaws that should be revised to state this clause.

Mr. Swan stated that he felt CTAG thinks more practically – rather than politically. CTAG is independent and is designed to represent all citizens. Mr. Swan stated he feels a better rapport between elected officials and CTAG members should occur. Mr. Swan stated at a future CTAG meeting he would like to see at least one elected official from each jurisdiction attend a CTAG meeting, so the rapport process could begin. Mr. Swan stated that he realizes everyone's schedules are full, but he encouraged all members to attend as many forums, public meetings, etc. they can. Mr. Swan stated that whenever there are big discussion items, regional transportation topics being presented, etc. you always have at least 2 (usually many more) local supervisors in attendance. Mr. Swan stated these events provide good opportunities for CTAG members to unofficially interact with supervisors, etc.

Mr. Farley stated that he has been a member of the advisory group for a long time. There have been many times in the past he felt CTAG did not receive proper recognition or respect for its efforts from some Policy Committee members. Mr. Farley stated he hopes these negative attitudes have now changed.

Public Comment - None

NEW BUSINESS

None

DISCUSSION/ACTION ITEMS

a.) 2045 Long Range Transportation Plan Executive Summary Presentation – Mr. Nick Quint

Mr. Quint advised the 2045 LRTP is the most important document FAMPO is responsible for. Mr. Quint stated it is federally-mandated and covers a minimum of 20 years. Mr. Quint stated the LRTP looks at how the region is expected to grow; amount of local/state/federal funding that will be allocated; what the best projects are the region can complete for the money received; etc.

Mr. Quint advised the George Washington Region includes the City of Fredericksburg and the counties of Caroline, King George, Spotsylvania and Stafford. The FAMPO Region includes the urbanized areas of the City of Fredericksburg and the counties of Spotsylvania and Stafford.

Mr. Quint stated the LRTP addresses all transportation modes, including: highways, bicycles, pedestrians, transit/transportation demand management (TDM), freight, and aviation. Mr. Quint stated the plan is comprised of two parts: needs (not constrained by revenues) and constrained (conforms with forecasted regional revenues).

Mr. Quint advised the Region currently has a population of more than 350,000 and is the fastest growing region in Virginia. Mr. Quint advised the region's forecasted growth out to 2045 is projected to be 86% (652,000 population). The Region will continue to remain the fastest growing in Virginia.

Mr. Quint relayed the 2045 LRTP shows the Region will face significant increases in travel demand needs over the next 27 years. Mr. Quint stated that without improvements to the transportation system, congestion will increase, mobility will be reduced, and the Region's economic competitiveness will suffer. Mr. Quint stated the current forecasted funding levels are insufficient to meet the Region's needs.

Mr. Swan stated he thinks CTAG should spend some time reviewing the 2035 LRTP and comparing it to the 2045 plan. Mr. Swan asked how the process can become smoother and not repeat mistakes from the past. Mr. Swan stated CTAG needs to address with the Policy Committee where we are really going and what we want to see get accomplished.

Mr. Brooks asked what the main attraction is to the Region for the population growth to double and how the population projections are made. Mr. Quint stated the proximity to Washington, DC and the lower housing costs are the main reasons for the increase. Mr. Quint stated the population forecast is based on data from UVA's Weldon Cooper Center for Public Service.

Mr. Quint stated the regional needs plan is not fiscally constrained. Mr. Quint relayed that data for the plan is compiled from existing plans, studies that have been completed or are on-going; and local comprehensive plans for each FAMPO jurisdiction.

Mr. Quint stated the plan shows that even with the completion of fully funded projects, major routes and facilities will continue to struggle to meet travelers demands and congestion will still occur. Mr. Quint relayed that many regional bridges will need rehabilitation or replacement. Mr. Quint stated the highway plan mitigates the majority of regional traffic congestion and other transportation issues. Mr. Quint advised the projects needed carry a cost of \$5.37 billion, which includes \$103 million for bicycle and pedestrian needs.

Mr. Quint advised the region's top highway needs from the I-95 Phase 2 study are:

- I-95 southbound 4th lane from southern terminus of southbound Rappahannock River Crossing to Exit 126 with a Harrison Road bridge replacement project
- Exit 126 on-ramp improvements from Route 1 to I-95 northbound
- Exit 133 and Exit 130 interchange improvements that are not already included in the southbound/northbound river crossing projects

Mr. Quint stated other critical regional highway needs also exist, including:

- US 301/Route 207 capacity and safety improvements that will accommodate future traffic needs
- US 17 business, capacity and safety improvements in Stafford County
- Route 3 capacity and safety improvements in the City of Fredericksburg
- Route 2/US17 business, capacity & safety improvements in both the City of Fredericksburg and County of Spotsylvania
- US 1 capacity and safety improvements in the City of Fredericksburg
- Widening of Harrison Road in Spotsylvania County

Mr. Quint stated the bicycle and pedestrian needs are closely coordinated with the region's highway plan. Mr. Quint stated these needs would increase non-vehicular mobility by making biking/walking safer and more convenient and would provide non-drivers with mobility and autonomy. Mr. Quint stated this plan would also close gaps in the current network, increase residential and commercial connectivity and provide bike/ped infrastructure to communities that currently do not have access to it. Mr. Quint relayed this plan would create a complete system of sidewalks, bikeways, trails and other facilities that will increase the region's attractiveness as a place to live and work and will be a high drawing to the younger population.

Mr. Quint stated that local and commuter transit needs include:

- New commuter bus service (2 new routes from FAMPO to DC);
- New bus route from northern Stafford to Quantico;
- New service from Caroline County to the Spotsylvania VRE station;
- New bus route from Fredericksburg to Dahlgren
- New downtown Fredericksburg circulator route;
- Lee Hill transfer center;
- Additional service to Caroline, Spotsylvania & Fredericksburg;
- New route from King George to Fredericksburg; and
- New route from north Stafford to Quantico

Regarding the TDM needs, Mr. Quint stated the plan identified the following:

- Park & Ride lot capacity expansion
 - Mine Road (Stafford) – expansion of existing lot
 - Commonwealth Drive (Spotsylvania) – new lot
- New Park & Ride lot sites considered are for:
 - US 17 Business (Stafford);
 - Route 3 East (Stafford); and
 - Chatham Heights Road (Stafford)
- Current TDM programs augmented

Mr. Quint advised the total cost for the TDM needs is \$78.1 million. Mr. Swan asked if FAMPO tracks the cost of parking spaces within the Region. Mr. Quint stated that FAMPO uses an estimation of \$10,000 per space; however, the local VDOT office uses a \$20,000 per space cost. Mr. Swan asked why there was such a discrepancy. Mr. Quint stated that VDOT's cost estimates are higher because they assume higher right-of-way costs.

Mr. Quint advised that even if all of the needs plan projects were constructed, there still will be some congestion on I-95 and primary/secondary routes within the urbanized area of the FAMPO Region in 2045. There would be very little congestion in the rural areas.

Mr. Quint stated the total cost of transportation needs is \$5,489,740,322, and the Region is projected to receive \$1,911,700,000 in revenues. Mr. Quint advised that this presents a \$3,578,040,322 shortfall.

Ms. Donley advised the 2045 LRTP public comment period is open and will close on April 11. Ms. Donley relayed a public meeting is scheduled at GWRC on March 15 beginning at 6:00 p.m. Ms. Donley advised that hard copies of the executive summary are available in both an English and Spanish. Ms. Donley encouraged CTAG members to pick these up after tonight's meeting and distribute them to citizens within the Region.

Mr. Dave McLaughlin stated that as the public comment period ends before the April CTAG meeting occurs that as a committee if there are recommendations how do we get these to the Policy Committee for review. Mr. Farley concurred that CTAG should go on record citing either its support or dissension collectively as an advisory committee to the Policy Committee. (Individuals can equally make their own personal comments as well). The CTAG members asked Mr. Farley if he would draft a resolution from CTAG to be forwarded to the Policy Committee. Mr. Farley stated he would prepare a draft and forward it to committee members and FAMPO staff and give ample time for all committee members to respond and then have FAMPO prepare resolution to be forwarded to the Policy Committee.

Mr. Farley stated that an addendum needs to be included within the plan that states the options/projects recommended are only one option/scenario for consideration and that citizens need to know that other alternatives, not included in the plan, could also be considered and moved forward.

Mr. Swan stated there are a lot of studies that are on-going and being completed by consultants, FAMPO, GWRC, VDOT & the localities, and CTAG needs to try and stay on top of these. Mr. Swan encouraged the CTAG members to review the 2045 LRTP thoroughly.

Mr. Swan asked if any CTAG members attended the orientation FAMPO provided in February. Mr. Swan stated this orientation was primarily designed for new Policy Committee members and Ms. Donley relayed the forum was open to everyone.

Mr. Dave McLaughlin stated he attended the orientation session and found it to be very informative and well done. Mr. Dave McLaughlin also advised that he attended a recent session in the City of Fredericksburg that focused on downtown parking needs. Mr. McLaughlin stated that other than 4-5 blocks on Caroline Street, the city is in relatively good shape with parking. Mr. Dave McLaughlin stated the problem is not having parking available but instead not informing the public of where parking lots are located. Mr. Dave McLaughlin stated there were a lot of questions regarding what is being done downtown to encourage bike/ped riders/walkers. Mr. Dave McLaughlin relayed no one on the committee or from City staff/City Council acknowledged any bike/ped initiatives.

Mr. Burch stated the Region is user-friendly for recreational bicycle usage but are not equipped for commuter transportation efforts. Mr. Farley asked if there was discussion on the trend of developing parking garages to get more utilization. Mr. Dave McLaughlin stated this item was not discussed at the recent meeting. Mr. Gross asked Mr. Dave McLaughlin if any discussion occurred on the need for an increase in VRE parking. Mr. Dave McLaughlin stated this item was not addressed in length; however, it was noted that VRE parking demand in the City seems to have subsided since the Spotsylvania VRE Station opened.

b.) I-95 Phase 2 Study Draft Results – Mr. Nick Quint

Mr. Quint relayed two additional task orders have been requested by staff and approved by the Policy Committee. The total cost of the two task orders is \$181,009. The first is for study of the I-95 corridor and will cost \$132,990. The purpose of this study is to conduct additional modeling and technical analysis that now includes the I-95 Northbound Rappahannock River Crossing project. The second task order is a Parking Management/Travel Information supplement costing \$48,019. The purpose of this study is to prepare an ITS parking management/travel information project for the FAMPO/GWRC region to aid its Smart Scale application to be strengthened by including I-95 corridor project applications.

Mr. Quint advised that the first task order will provide additional technical analysis for a new or improved interchange in Spotsylvania County at Harrison Road, Exit 126 (US1), and new Exit 124. Mr. Quint stated that additional technical analysis for the I-95 Rappahannock River Crossing projects at both the southern/northern termini and for Exit 133 (US 17) for interchange improvements. Mr. Quint stated three potential new access points could be recommended as well as improvements to two existing corridors.

Mr. Quint relayed the Parking Management/Travel Information supplement study will develop wayfinding information that will enhance real-time travel information regarding the availability of open parking spaces in the FAMPO Region commuter parking lots and to enhance the transit options of vanpooling/carpooling. Mr. Quint stated that VRE has already begun the implementation of a parking management system at the Spotsylvania VRE Station and will be implementing it the system-wide.

- i. Adopted Resolution No. 18-19, Authorizing Staff to Work with Michael Baker International to Execute the I-95 Phase 2 Highway Study Supplements – Mr. Nick Quint

Mr. Quint advised Resolution No. 18-19, authorizing staff to work with Michael Baker International in executing the I-95 Phase 2 Highway supplement study was adopted by the Policy Committee at the February meeting and is in tonight's agenda packet for informational purposes only.

c.) Smart Scale Update and Project Discussion – Mr. Nick Quint

Mr. Quint advised there have been no changes or updates in the schedule for Smart Scale since presented last month. Mr. Quint advised that on May 14 there will be a regional forum to discuss Smart Scale projects. Mr. Quint stated the meeting would be held at the VDOT District Auditorium at 6:00 p.m., and a meeting reminder will be forwarded to CTAG members closer to the date.

i. Updated Matrix of Regional Projects – Mr. Nick Quint

Mr. Quint advised an updated matrix of potential regional projects for Smart Scale Round 3 is included in tonight's agenda packet. Mr. Quint stated this is still a draft and some projects will likely be removed or amended.

d.) Review of CTAG Bylaws – Mr. Nick Quint

Mr. Quint advised that both the Policy Committee and FAMPO Technical Committee are in the process of reviewing and updating their bylaws. Mr. Quint stated there is no time deadline on when the updates need to be completed. Mr. Quint stated this is an agenda item for the upcoming March Policy Committee meeting, so they could possibly endorse amendments then.

Mr. Quint advised that staff has received some comments from Mr. Swan. Mr. Swan stated that under Article III, Section 1, Officers, it says CTAG should consist of a Chair and Vice-Chair, both serving a term of one year. Mr. Swan stated that currently CTAG does not have a Vice-Chair and feels this should be voted on tonight. Mr. Swan also stated that he thinks a statement needs to be added to the current bylaws that states after serving a one-year term as either Chair or Vice-Chair, this does not preclude one from serving again if majority vote from the committee is given.

Upon motion by Mr. Burch and seconded by Mr. Gross, with all concurring, Mr. Dave McLaughlin was nominated to serve as Vice-Chair.

Mr. Swan stated there should be a positive "exit" procedure and recognition for members no longer serving added to the current bylaws. Ms. Donley stated that Spotsylvania County provides written recognition when a new member is appointed and when their term has expired. Ms. Donley advised that CTAG can also write a letter of recognition, even if the respective locality does not. The CTAG members endorsed this recommendation and asked that staff follow-up with both the City of Fredericksburg and the counties of Caroline, King George & Stafford in making contact to the respective departments for written notification of new members coming on board and previous members leaving to be consistent with the policy in effect by Spotsylvania County.

Mr. Swan stated that he would forward a copy of the existing bylaws with proposed revisions to all members, so it can be reviewed and they can provide feedback. It was committee consensus that the

adoption of the revised bylaws would be put on hold until the Policy Committee has adopted its revised bylaws so CTAG can remain consistent with their decisions.

CORRESPONDENCE

Mr. Quint advised that included in tonight's correspondence are the following items:

- Resolution from Spotsylvania County requesting VDOT to allocate Fred Ex funds to the Exit 126 southbound exit ramp commonly referred to as the "Super Ramp" and the Harrison Road Bridge widening over I-95
- Letter from DRPT advising of new Technical Committee and Policy Committee representatives
- Resignation letter from Marti Donley, who will be retiring on June 30 – Mr. Quint stated that Marti continually does a lot for FAMPO and she will be truly missed

The CTAG committee concurred with Mr. Quint on Ms. Donley's valuable assets to FAMPO and thanked her for her service.

STAFF REPORT

None

MEMBER REPORTS

Mr. Burch stated he attended the recent transportation forum held at Belmont. Mr. Burch stated that at the transportation forum, Mr. Dudenhefer stated he does not believe the Region will solve its issues by adding more infrastructure and that alternatives need to be implemented. Mr. Burch stated that teleworking was stressed as being a major component for consideration within the transportation planning process. Mr. Burch stated that with today's job market, 50% of the workforce is eligible to telework; however, it appears the region is going in the opposite direction with promoting this endeavor. Mr. Burch asked that CTAG submit a letter requesting that the Policy Committee speak to the legislators and ask this be pursued.

Mr. Swan stated this is an item that could be put on next month's agenda for further discussion. He stated that if Mr. Burch would be interested in spearheading this effort and formulating a letter to be submitted to the Policy Committee for consideration, this would be a good start. It was recommended that Mr. Burch compile a letter for consideration, email it to the CTAG members for review, and once endorsed by CTAG, it will be forwarded to the Policy Committee.

ADJOURN

The March meeting concluded at 9:12 p.m. The next CTAG meeting will be held on April 11, 2018 at 6:00 p.m.

Meeting Minutes completed by Joanna Roberson



4.) Review of Policy Committee Meeting of March 19, 2018



Policy Committee Meeting Minutes

March 19, 2018

<http://www.fampo.gwregion.org/committees/policy-committee/>

Members Present:

Mr. Mark Dudenhefer, Chair, Stafford County
Mr. Tim Baroody, City of Fredericksburg
Mr. Matt Kelly, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Ms. Nancy Long, Caroline County (Non-Voting Member)
Ms. Ruby Brabo, King George County (Non-Voting Member)
Mr. Tim McLaughlin, Spotsylvania County
Mr. Kevin Marshall, Spotsylvania County
Mr. David Ross, Spotsylvania County
Ms. Meg Bohmke, Stafford County
Ms. Cindy Shelton, Stafford County
Mr. Chuck Steigerwald, Potomac and Rappahannock Transportation Commission (PRTC)
Mr. Todd Horsley, Department of Rail and Public Transportation (DRPT)
Ms. Marcie Parker, Virginia Department of Transportation (VDOT)
Ms. Michelle Shropshire, Virginia Department of Transportation (VDOT)
Mr. Hap Connors, CTB Representative (Non-Voting Member)

Others Present:

Ms. Susan Gardner, Virginia Department of Transportation (VDOT)
Mr. Stephen Haynes, Virginia Department of Transportation (VDOT)
Mr. Michael Smith, Stafford County
Mr. Dave Swan, Citizens Transportation Advisory Group (CTAG)
Mr. Paul Milde, Chamber of Commerce
Mr. Scott Shenk, Free Lance Star
Mr. Todd Rump, Citizen

Staff Members Present:

Mr. Paul Agnello, FAMPO
Mr. Nick Quint, FAMPO
Ms. Diana Utz, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chair, Mr. Dudenhefer called the meeting to order at 7:15 p.m. and received acknowledgement that a quorum was present.

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Kelly and seconded by Ms. Bohmke, with all concurring, the FAMPO Policy agenda was accepted as submitted.

PUBLIC INVOLVEMENT

None

CHAIRMAN'S COMMENTS

None

CONSENT AGENDA

- a.) Approval of Policy Committee Meeting Minutes of February 26, 2018 – Mr. Paul Agnello

Upon motion by Ms. Bohmke and seconded by Mr. Kelly, and all others concurring, the Consent Agenda was approved as submitted.

ACTION ITEMS/DISCUSSION ITEMS

- a.) Transportation Management Plan (TMP) Update – Mr. Paul Agnello & Ms. Marcie Parker, VDOT

Mr. Agnello stated that with over \$1 billion of transportation improvements upcoming on the I-95 corridor, this will result in major projects being coordinated during the construction periods.

Ms. Parker stated that beginning with the Fred Ex project, VDOT will need to develop a TMP. This will be done to determine how the project will work; how the project will coincide with other projects within the region; what transportation demand management and transit needs will occur; etc. Ms. Parker stated the consultant is expected to be on board in the fall of 2018, and one task will be to formulate and finalize a TMP. Ms. Parker stated VDOT is just underway with this task and as more information is available, it will be presented to the FAMPO committees.

- b.) 2045 Long Range Transportation Plan Executive Summary Presentation – Mr. Paul Agnello

Mr. Agnello advised that the 2045 LRTP addresses the region's future transportation system for all modes of transit that will include: highways, bicycles/pedestrians, transit/TDM, freight and aviation. Mr. Agnello relayed the plan is comprised of two parts: needs (not constrained by revenues) and constrained (conforms to forecasted revenues). Mr. Agnello relayed the Region currently has a total population of more than \$350,000 and it is the fastest-growing region in Virginia. Mr. Agnello stated that by 2045, the Region is expected to grow by 86% and have 652,000 in population.

Mr. Agnello stated the future growth is likely to be low density and largely suburban in nature with pockets of density that have been identified within the local comprehensive plans. Mr. Agnello stated the challenges will become acute and result in the following: limited public transportation choices; increased transportation funding challenges; increased congestion and decreased mobility; and increased auto-orientation.

Regarding land use, Mr. Agnello stated a regional land use scenario planning study was initiated in 2009 and continued into 2014-2015. The purpose of this plan was to explore and debate local and regional growth visions, trade-offs and alternatives.

Mr. Agnello advised five growth scenarios were examined and ultimately it was decided to use the comprehensive plans' land use data. Mr. Agnello advised that even if all of the Region's funded projects are built, by 2045 the following scenario will occur:

- Major routes/facilities will struggle to meet traveling demands (I-95, Rt. 1, US17/301/207, Rt. 2, Rt. 3, Rt. 208 & Rt. 610)
- Many bridges in the region will need rehabilitation or replacement

The I-95 Phase 2 Highway Study showed the top highway needs for the region are:

- I-95 SB 4th lane from southern terminus of sb Rappahannock River Crossing project to Exit 126 with a Harrison Road bridge replacement
- Exit 126 ramp improvements from US1 to I-95 NB
- Interchange improvements at Exit 130 & 133

In conjunction with the highway needs, bicycle/pedestrian needs would be needed to make biking and walking safer and more accessible. These would close gaps within the existing network and create a complete sidewalks, bikeway and trail system.

Mr. Agnello relayed local and commuter transit needs would also be required to include: new commuter bus services; new local bus service; and to provide increased mobility options for non-drivers.

Mr. Agnello advised the TDM needs focus on the I-95 corridor's commuter market and result in increased commuter services; increased park & ride lot capacities; construction of new Park & Ride lots; and increased vanpool, carpool and ridesharing options.

Mr. Agnello stated the total transportation needs will have a cost of \$5.5 billion. The transportation revenues the region can expect to receive will be \$1.9 billion, which leads to a funding shortfall of \$3.6 billion in 2018 dollars.

Mr. Agnello advised the public comment period began on March 13 and will end on April 11. Mr. Agnello relayed public comment can be made via email, website, facebook, twitter, in person at public meetings, mail, phone or fax. Mr. Agnello encouraged everyone in attendance to respond and to utilize the format that best suits their needs.

c.) Congestion Mitigation and Air Quality (CMAQ)/Regional Surface Transportation Plan (RSTP) Update – Mr. Nick Quint

Mr. Quint advised the three submitted CMAQ/RSTP projects were scored by staff accordingly:

- New FRED route from Garrisonville to Quantico (County of Stafford) - 70 points
- Gateway Boulevard extension (City of Fredericksburg) – 50 points
- Mine Road widening (County of Spotsylvania) – 46 points

Mr. Quint relayed the region received budgets on March 14. The final allocations are scheduled for action on April 16.

d.) I-95 Phase 2 Study Modeling Assumptions – Mr. Paul Agnello

Mr. Agnello advised staff was tasked with providing more detailed and specific information regarding the modeling assumptions for the I-95 Corridor Phase 2 Study. Mr. Agnello stated he hoped to answer these questions tonight.

Mr. Agnello stated the study approach is a data driven effort that utilized the latest modeling and GIS tools. Mr. Agnello stated the latest available/data was obtained from the following sources:

- Land Use (Census Data)
- Employment (VEC)
- Traffic Counts (VDOT)
- Highway Network Assumptions (Existing & Committed)
- Travel Survey Data (VDOT, VRE)

Mr. Agnello stated the study area is from Quantico to Thornburg, with a focus between Exit 136 and Exit 126. Mr. Agnello relayed two types of models were used: Regional Travel Forecasting model (Macroscopic) used to predict future travel demand needs based on land use and changes within the transportation network (used for GWRC area but not road specific); and a corridor-specific VISSIM operations model (microscopic) that is used by VDOT/FHWA to analyze performances of traffic flows based on demand volume established by the regional travel forecasting model. Mr. Agnello advised that Mr. Paul Prideaux is running new data on four potential new/modified interchanges and a presentation on the results will be provided at the April Policy Committee meeting.

Mr. Connors stated there is still an issue the CTB will be pursuing with VDOT/the Secretary of Transportation's office. Mr. Connors stated the Commonwealth included weekend travel data within the VISSIM model; however, excludes this data for Smart Scale requirements/processes. Mr. Connors asked Ms. Parker if there was any additional information available from VDOT on this concern. Ms. Parker stated as of now, no new information has been forwarded.

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

Mr. Agnello advised there will be a cooperative meeting between FAMPO/GWRC/VDOT on March 26 to review potential regional projects for Smart Scale Round 3. Mr. Agnello advised the pre-application period ends on June 1, and with the pre-application process there is no limit on the number of projects that can be submitted. However, between June 1 and August 1, each entity needs to submit no more than four applications each. Mr. Agnello stated it will be important to be strategic with the pre-application process and ensure that duplicate projects are not being submitted.

Mr. Agnello advised that recent/upcoming changes to the Smart Scale candidate project list have resulted in the following projects being amended and/or removed:

- Central Park access point removed due to new requirements for a new IJR study (Mr. Agnello stated there is not sufficient time to complete an IJR before August 1)
- Park & ride lot candidate projects removed include the Leeland Road VRE lot and Commonwealth Drive lot. Mr. Agnello stated that both of these were removed because there are existing projects which need to be completed before further expansions can be considered.

- As several studies will be completed over the next few months across the region, several updates are likely. These could involve updates to US 301/Rte 207; US 1; Rte 2/US 17 Bus.; & US 1/Rte 208)

Regarding the preliminary funding the region is expected to receive, Mr. Agnello stated that new estimates from VDOT anticipate \$940 million total for Round 3 of Smart Scale. These allocations will be split evenly between the Statewide High Priority and District Grant programs (\$470 million each). Mr. Agnello stated the Fredericksburg District Grant Program allocation is expected to be \$32-34 million, assuming the Fredericksburg District receives 6.86% of the statewide total. Mr. Agnello stated there is potentially \$2 million in additional District Grant funding that was not utilized in Round 2. Mr. Agnello stated the estimates are subject to change.

i. Updated Matrix of Regional Projects – Mr. Paul Agnello

Mr. Agnello advised the Draft Candidate Smart Scale Round 3 project list is included in tonight's agenda packet. Mr. Agnello stated that it is conceivable that some cost estimates listed now for specific projects could come in lower. Mr. Agnello stated the project list is a continual work-in-progress. Mr. Agnello stated that staff hopes to submit a final project list for approval by the FAMPO Policy Committee in the May/June timeframe.

Mr. Agnello stated that Michael Baker International is completing data and testing on the four potential new/improved I-95 access points, and a presentation of these results will be provided to the Policy Committee in April.

f.) Bylaws Discussion – Mr. Paul Agnello

Mr. Agnello advised that the FAMPO Policy Committee is in the process of reviewing, amending, and updating its bylaws. Mr. Agnello stated the FAMPO Technical Committee & Citizens Transportation Advisory Group are also updating their bylaws so that updates can all be consistent.

Mr. Agnello relayed amendments have been submitted to staff, and these edits are included in tonight's agenda packet. Mr. Agnello stated there is no deadline on when the bylaws need to be approved.

Mr. Ross stated that other than some typos and spacing issues, the current amendments submitted are sound. Mr. Ross stated under Article IV – Voting, Section 3 – Proxy Votes, he concurs that proxy votes should not be permitted. However, he also feels this section should be expanded by stating that only elected officials from the three localities should be listed as voting committee members.

Mr. McLaughlin stated that it was fine to have other representatives serving on the Policy Committee; however, these members should be listed as non-voting members as members from an organization/entity should not trump elected officials when votes on issues are cast.

This item will be discussed in greater detail at the April meeting, and will not be included in this amendment. Mr. Dudenhefer advised the revisions previously received and reviewed could be adopted tonight (and to meet the 30-day review, they would need to be approved after March 27); and additional revisions/amendments could occur at any other time throughout the year.

Upon motion by Mr. Ross and seconded by Mr. Steigerwald, with all concurring, the Policy Committee bylaws were amended as submitted, barring no additional comments by March 27.

g.) The President's Initiative for Rebuilding Infrastructure in America, February 2018 – Mr. Paul Agnello

Mr. Agnello advised that on February 12, the president released a document on the nation's transportation infrastructure goals and challenges. Mr. Agnello relayed this document is included in tonight's agenda packet for informational purposes only.

STAFF AND AGENCY REPORTS

Mr. Agnello advised that effective June 30, Ms. Marti Donley will be resigning from her position at FAMPO. Mr. Agnello stated that Ms. Donley is an asset to FAMPO and prepares the agenda packets for all FAMPO meetings; does the public advertising for meetings, public hearings, etc. and is the Title VI coordinator. Mr. Agnello stated that Ms. Donley has been a valuable employee and will be missed by FAMPO.

MEMBER REPORTS

None

CORRESPONDENCE

In packet and self-explanatory

FAMPO COMMITTEE MEETING MINUTES

Minutes from the Technical Committee and CTAG are included in tonight's agenda packet.

ADJOURN FAMPO MEETING/NEXT MEETING

The meeting was adjourned at 8:50 p.m., and the next meeting will be on April 16, 2018 at 7:15 p.m.



**6a.) Resolution No. 18-21 Endorsing a City of Fredericksburg Grant
Application to the Virginia Department of Transportation for Transportation
Alternatives Program (TAP) Funding**

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Mark Dudenhefer
Chairperson

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 18-21

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ENDORSING A CITY OF FREDERICKSBURG GRANT APPLICATION TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING

WHEREAS, the City of Fredericksburg is applying for \$1,000,000 in previous Transportation Alternatives Program (TAP) funding from the Virginia Department of Transportation for its Downtown Pedestrian Enhancements Project, of which they will provide a \$250,000 local match; and

WHEREAS, the Downtown Pedestrian Enhancements Project includes street light installation, sidewalk reconstruction, crosswalk upgrades to meet ADA standards, and curb bump-outs at various sites; and

WHEREAS, the FAMPO Policy Committee finds that the intended project is worthwhile and consistent with the 2040 Constrained Long Range Plan and would be of general benefit to the Region;

NOW, THEREFORE, BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE CITY OF FREDERICKSBURG'S TRANSPORTATION ALTERNATIVES PROGRAM GRANT REQUEST FOR ITS DOWNTOWN PEDESTRIAN ENHANCEMENTS PROJECT IS HEREBY ENDORSED.

Adopted by the FAMPO Policy Committee at its meeting on April 16, 2018.

FAMPO Resolution 18-21

Chairman

Fredericksburg Area Metropolitan Planning Organization

Date: _____



6b.) Resolution No. 18-22 Authorizing Regional Support for the Transportation Improvements Needed to Support the Planned U.S. Department of Veterans Affairs Outpatient Clinic in the FAMPO Region

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Mark Dudenhefer
Chairperson

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 18-22

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION AUTHORIZING REGIONAL SUPPORT FOR TRANSPORTATION IMPROVEMENTS NEEDED TO SUPPORT THE PLANNED U.S. DEPARTMENT OF VETERANS AFFAIRS OUTPATIENT CLINIC IN THE FAMPO REGION

WHEREAS, the U.S. Department of Veterans Affairs (VA) plans to build an outpatient clinic in Stafford County, Spotsylvania County or the City of Fredericksburg; and

WHEREAS, the facility could be as big as 510,000 square feet, making it among the largest if not the largest VA outpatient clinic in the United States; and

WHEREAS, the clinic will provide state-of-the-art medical care for our nation's military heroes; and

WHEREAS, the facility will provide significant numbers of new jobs and tax revenue for the Region;

NOW, THEREFORE, BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT IT HEREBY ENDORSES THE REGIONAL PURSUIT OF THE VA OUTPATIENT CLINIC, WHEREVER IT MAY LAND IN THE REGION, AND COMMITS TO ADVANCING ROAD CONNECTIVITY, ACCESS AND CAPACITY IMPROVEMENTS AS NEEDED TO SUPPORT ITS BUILDOUT AND BRING NEW IMPROVEMENTS TO THE REGION'S TRANSPORTATION NETWORK FOR BOTH VEHICLES AND PEDESTRIANS.

Adopted by the FAMPO Policy Committee at its meeting on April 16, 2018

FAMPO Resolution 18-22

Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: _____



6c.) Resolution No. 18-23, Adoption of the 2045 Long Range Transportation Plan (LRTP) for the George Washington Region

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

City of Fredericksburg
Spotsylvania County
Stafford County

Mark Dudenhefer
Chairperson

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 18-23

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ADOPTION OF THE 2045 LONG RANGE TRANSPORTATION PLAN FOR THE GEORGE WASHINGTON REGION

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) is responsible for ensuring that the federally required Metropolitan Transportation Planning Process is carried out in the greater Fredericksburg Region; and

WHEREAS, the FAMPO Technical Committee has endorsed the 2045 Long Range Transportation Plan for the George Washington Region which is designed to address the transportation needs of the region through the year 2045; and

WHEREAS, FAMPO has advertised the 2045 Long Range Transportation Plan for the George Washington Region in accordance with Metropolitan Planning Guidelines with a 30-day comment period, provided copies of the 2045 LRTP throughout the region at public libraries, and local jurisdiction planning offices, held a public meeting and public hearing to facilitate public comment. The draft document has been reviewed through the FAMPO Technical Committee (FTC), the Citizen Transportation Advisory Group (CTAG) and the FAMPO Policy Board.

NOW, THEREFORE, BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE 2045 LONG RANGE TRANSPORTATION PLAN FOR THE GEORGE WASHINGTON REGION IS HEREBY ADOPTED.

Adopted by the FAMPO Policy Committee at its meeting on April 16, 2018.

FAMPO Resolution 18-23

Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: _____



6d.) Resolution No. 18-24, Directing that a Public Comment Period and Public Hearing be Held Prior to the Adoption of the Fiscal Year 2019 Unified Planning Work Program (UPWP)

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Mark Dudenhefer
Chairman

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 18-24

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION DIRECTING THAT A PUBLIC COMMENT PERIOD AND PUBLIC HEARING BE HELD PRIOR TO THE ADOPTION OF THE FISCAL YEAR 2019 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the adoption of the FY2019 Unified Planning Work Program (UPWP) is required in June, and

WHEREAS, staff is currently working with Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), the FAMPO Technical Committee (FTC), and the Citizens Transportation Advisory Group (CTAG) to develop the UPWP budget and task descriptions, and

WHEREAS, a public comment period and a public hearing is required prior to the adoption of the UPWP.

NOW THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE DRAFT FISCAL YEAR 2019 UNIFIED PLANNING WORK PROGRAM (UPWP) BE ADVERTISED FOR A PUBLIC COMMENT PERIOD OF THIRTY DAYS TO BEGIN APRIL 19, 2018 AND TO CLOSE ON MAY 18, 2018. A PUBLIC HEARING WILL BE HELD DURING THE POLICY COMMITTEE MEETING SCHEDULED FOR MAY 21, 2018.

Adopted by the FAMPO Policy Committee on April 16, 2018.

FAMPO Resolution 18-24

Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: _____

UNIFIED PLANNING WORK PROGRAM (UPWP)

FISCAL YEAR 2019

Draft for Public Review & Public Comment
April 19, 2018 – May 18, 2018



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GWRC/FAMPO TITLE VI NONDISCRIMINATION STATEMENT

"The George Washington Regional Commission and the Fredericksburg Area Metropolitan Planning Organization fully comply with Title VI of the Civil Rights Act of 1964 and its related statutes and regulations in all programs and activities. For more information or to obtain a Discrimination Complaint Form, please visit www.gwregion.org or www.fampo.gwregion.org or call (540) 373-2890. Para información en español, llame al (540)-373-2890."

DRAFT

PREFACE TO THE FISCAL YEAR 2019 UNIFIED PLANNING WORK PROGRAM

FAMPO’s FY2019 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning and other special projects.

According to the Weldon Cooper Center for Public Service, the George Washington (GW) Region grew by 9% between the 2010 Census and July 2017, to a total of 360,264 residents. This is the second-highest growth rate in the Commonwealth, behind Northern Virginia. Within GWRC, the FAMPO Region grew by about 9.6%, to about 304,893 residents during this period.

Jurisdiction	April 1, 2010 Census	July 1, 2017 Estimate	Change since 2010 Census	
			Numeric Change	Percent Change
Stafford	128,961	145,699	16,738	11.4%
City	24,286	27,645	3,359	12.2%
Spotsylvania	122,397	131,549	9,152	6.9%
Caroline	28,545	29,990	1,445	4.8%
King George	23,584	25,381	1,797	7.1%
GWRC Total	327,773	360,264	32,491	9.0%
FAMPO Total	275,644	304,893	29,249	9.6%

Given its proximity to Northern Virginia and Washington, D.C., the Region will continue to experience pressures for both suburban and “exurban” land-uses and their attendant commuting patterns.

Development pressure, population growth, attenuate increases in traffic and a lack of adequate transportation funds to address congestion and other associated issues will continue to challenge the Region going forward. This UPWP puts strong emphasis on planning and consensus building to identify solutions that will adequately address the long-term problems caused by the Region’s past rapid growth as well as future projected growth. We look forward to working with our local, state and federal partners, and, most importantly, the community members whom we serve, to achieve the lasting results we all desire.

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SECTION 1: FY2019 UNIFIED PLANNING WORK PROGRAM

INTRODUCTION - METROPOLITAN PLANNING IN FREDERICKSBURG

The Fredericksburg area was first identified as an “urbanized area” in the U.S. Census when the results were published in 1992. An “urbanized area” has a legal definition as a place where more than 50,000 people reside, with an average population density of at least 1,000 persons per square mile. Under Federal law, once an urbanized area has been identified in the decennial census, that area is also designated as a “Metropolitan Planning Organization” (MPO) to carry out specified metropolitan planning activities and is also entitled to receive Federal transportation funds. In its capacity as the Region’s transportation planning organization since 1992, it is the Fredericksburg Area Metropolitan Planning Organization’s (FAMPO) responsibility to ensure that a “continuing, comprehensive and cooperative” transportation planning process is conducted in greater Fredericksburg, as also required in Federal law. In 1992, and again under Federal guidelines, FAMPO was created. A Board composed of elected officials and transportation interests was devised, and the three affected municipalities and the Governor agreed to the new governance structure. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County and Stafford County. Under agreement with the FAMPO Board, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO.

THE UNIFIED PLANNING WORK PROGRAM

1. To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding that can only be used for metropolitan transportation planning. These monies are called Planning (PL) and Section 5303 funds. These funds are matched by the Commonwealth of Virginia as well as the City of Fredericksburg, Spotsylvania County, and Stafford County through GWRC. As in previous years, FAMPO intends to supplement the formula planning funds with other federal and state formula funds, to provide a more comprehensive and representative transportation planning and project development work program for the rapidly-developing GW Region. These include Planning (SPR) funds provided by the Commonwealth of Virginia to support transportation planning activities in the rural portions of the Region (Caroline County and King George County).
2. Prior to spending funds on transportation planning activities, all MPOs are required to annually adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP is to identify:
 - a. The transportation planning work activities to be carried out during the fiscal year;
 - b. The end products resulting from that work;
 - c. The funding sources for each activity;
 - d. The agencies and/or organizations responsible for ensuring that the work is performed, and products delivered; and
 - e. Transportation planning activities.

FAMPO ACCOMPLISHMENTS IN FY2018

The number of GWRC staff devoted to FAMPO transportation planning is set at six full-time equivalent positions. Broadly speaking, staff have responsibilities in the areas of administration, systems planning, project planning, modeling, public involvement and congestion management. Staff is assisted with on-call transportation planning consultants for a variety of planning support needs, as well as consulting teams hired for specific projects. Within these broad categories, the following planning work was accomplished in the past year:

1. Developed the FY2019 UPWP.
2. Sponsored several meetings and public hearings regarding multimodal (bicycle, pedestrian, transit, and vehicular) transportation planning, air quality conformity and related matters.
3. Continued coordination with officials from member jurisdictions and adjacent rural localities regarding alternative measures – transit facilities and services, vehicular system improvements, bicycle and pedestrian system improvements, and land use and growth policy considerations – to improve regional transportation.
4. Continued to maintain and support Regional Land Use Scenario Planning efforts.
5. Prepared project applications for Smart Scale Round 3 consideration.
6. Further developed in-house travel demand, land use and traffic modeling capability.
7. Worked with VDOT to develop new version 5.15 travel demand model.
8. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with the Transportation Planning Board (TPB).
9. Worked with the Department of Environmental Quality (DEQ) and Virginia Department of Transportation (VDOT) officials regarding the development and dissemination of Air Quality and Conformity Review materials and discussions of pending Environmental Protection Agency (EPA) policy decisions.
10. Assisted localities with a variety of transportation planning issues including consideration of comprehensive corridor improvements to facilitate improved accommodation for high-occupancy vehicles and transit services; intersection analyses; expansion of park-and-ride facilities; feasibility of regional trail facilities; and improvements to interstate access.
11. Continued active involvement in the 95 Express Lanes project.
12. Worked with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO Committees, to allocate Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for FY2019-2025.
13. Continued to provide transportation planning assistance to local governments in the GW Region.
14. Amended and maintained the FY2018-2021 Transportation Improvement Program (TIP).
15. Completed a FAMPO Self-Certification Assessment in conjunction with adopting the FY2018-2021 TIP per 23 CFR 450.334
16. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO's planning program.
17. Continued using Streetlight data in FAMPO's planning program.
18. Completed Lafayette Blvd Intersection Study.
19. Completed Fredericksburg Bike Share and Bicycle Pedestrian Infrastructure Study.

20. Completed the 2045 Long Range Transportation Plan (LRTP).
21. Completed the I-95 Phase 2 multimodal study as part of 2045 LRTP effort.

DRAFT

SECTION 2: HIGHLIGHTS OF THE FY2019 UNIFIED PLANNING WORK PROGRAM

LISTING OF FY2019 ACTIVITIES

FAMPO will continue to work to integrate land use and multimodal transportation planning and decision-making through comparative analysis within a project to conduct land use scenario planning throughout the GW Region.

FAMPO will continue to support the Virginia Association of Metropolitan Planning Organizations (VAMPO) through participation on committees and attendance at quarterly meetings.

GWRC/FAMPO will complete the 2050 Constrained Long-Range Plan as an update to the existing 2045 Plan to fully meet Map-21/FAST Act requirements for performance based planning. The Region's Congestion Management Process (CMP) will be updated as part of this effort.

A multimodal study effort for Lafayette Blvd will be initiated and the transit study component completed.

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media implementing public notices and press releases, providing graphic visualizations at meetings when needed, insuring the access to the disabled community for all public meetings; and providing alternate language translation to facilitate the participation of non-English speaking populations when requested. All FAMPO committee meetings will continue to be open to the public.

Public comment periods for work products will be maintained, and the FAMPO staff will continue to respond to inquiries from citizens, local governments, businesses and community groups, as well as other interested parties regarding FAMPO's draft transportation plans, actions, and activities. Title VI compliance will continue to be a priority for the MPO. The MPO will exercise the outreach strategies incorporated into the Public Participation Plan (PPP), and an annual evaluation will be conducted to measure the effectiveness of the PPP.

FAMPO will continue to work with member governments and VDOT to promote context sensitive design in transportation projects, seeking greater compatibility between the multimodal transportation infrastructure and its surrounding environment. In addition, multimodal corridor studies will be undertaken as funding becomes available. These studies will include examination of transit-oriented redevelopment, traffic calming, transit services and facilities and bicycle and pedestrian access. Details on specific program areas are provided at the end of this section.

Key planned activities for FY2019 include the following:

1. Further develop and maintain the FY2018-2021 TIP to reflect changes in projects and Federal funding obligations through June 2019.
2. Develop a UPWP for FY2019.
3. Continue to enhance the Geographic Information System (GIS) for a variety of applications.

4. Work with Department of Environmental Quality (DEQ), Environmental Protection Agency (EPA) and VDOT regarding the air quality program and air quality conformity procedures for the Region.
5. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
6. Maintain the FAMPO website in a timely manner and continue to provide up-to-date information through social media.
7. Review contract procurement and task order procedures.
8. Assist local jurisdictions with transportation projects and grant applications.
9. Enhance member education on the transportation process and regional transportation issues.
10. Continue to integrate the urban and rural transportation planning activities in the GW Region.
11. Work with VDOT to complete new version 5 travel demand model.
12. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using Community Viz software and working with VDOT.
13. Review FAMPO's Prioritization Methodologies and amend/adjust as necessary.
14. Maintain and review FAMPO and transportation element of GWRC website and make updates as necessary.
15. Support Commonwealth of Virginia efforts to improve integration between transportation and economic development in GWRC/FAMPO.
16. Coordinate with VDOT and local governments to promote Transportation Alternatives (TA) projects for the GWRC/FAMPO area under the MAP-21 and FAST Act programs.
17. Work with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO Committees, to allocated Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for FY2020-2025.
18. Work with the FAMPO Policy Committee, the Commonwealth and other interests to provide applications for discretionary funding for transportation projects under the Smart Scale Round 3 Program and other potential State and Federal funding opportunities.
19. Continue to support regional bicycle and pedestrian planning efforts including the Bicycle Pedestrian Action Committee (BPAC) and regional bicycle/pedestrian data collection efforts
20. Coordinate with VDOT on STARS study efforts within FAMPO or GWRC.
21. Coordinate with VDOT on the US 301/Rte. 207 Study effort results.
22. Conduct I-95 and US Route 1 studies as requested by the FAMPO Policy Committee.
23. Coordinate, as appropriate, with OIPI in the development of the VTrans and the Virginia Surface Transportation Plan (VSTP) updates; including attendance at meetings, workshops and providing local data, input and recommendations regarding policies and projects of regional significance.
24. Work with U.S. DOT and OIPI in developing and implementing various MAP-21/Fast Act Performance Based Planning Initiatives. Develop CLRP/TIP documents that are fully compliant with Map-21/FAST Act requirements.
25. Complete 2050 Long Range Transportation Plan for the FAMPO and GWRC regions including an update of the Congestion Management Process (CMP).

AIR QUALITY PLANNING ACTIVITIES

Effective June 15, 2004, the EPA classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as a moderate ozone nonattainment area under the 1997 8-hour Ozone National Ambient Air Quality Standard (NAAQS). Subsequently, and based on an improvement in ozone monitoring data, the Fredericksburg ozone nonattainment area was re-designated into attainment with the 1997 8-hour ozone standard effective January 23, 2006. At that time, a State Implementation Plan (SIP) revision, including a maintenance plan was approved that outlined how the region would continue to attain the 8-hour ozone standard over the next ten-year period. Included in the maintenance plan are Motor Vehicle Emissions Budgets (MVEBs) that need to be used in transportation conformity determinations. Transportation conformity using the new MVEBs was last demonstrated on the Region's FY2012-2015 TIP and 2040 LRTP, and approved by Federal Highway Administration (FHWA), on March 29, 2013.

Prior to 2004, FAMPO's air quality planning activities had been limited to Stafford County's inclusion in the Northern VA-DC-MD severe 1-hour ozone nonattainment area. To comply with the transportation conformity regulations, FAMPO and the National Capital Region Transportation Planning Board (TPB) entered into an agreement to submit descriptions of Stafford County's transportation projects to the TPB, so that they could be evaluated for conformity review. The 1-hour ozone standard, however, was superseded by the 1997 8-hour ozone standard, and 2005 was the last year in which the Stafford County project descriptions were required to be submitted to the TPB. However, coordination with TPB on air quality issues continues today.

In order to meet the EPA requirement that non-attainment areas be brought back into attainment with air quality standards, a State Implementation Plan (SIP) revision must be prepared for each affected region and submitted to the EPA by the Governor. To advise the Governor of the most appropriate air quality control measures to implement in this region, the George Washington Air Quality Committee (GWAQC) was formed. At the request of the governing bodies of the FAMPO local jurisdictions, the elected officials serving on FAMPO were also appointed to the GWAQC. Air quality personnel from the Virginia Department of Environmental Quality (VDEQ) serve as staff to the GWAQC.

In July 2011 FAMPO endorsed an updated 1997 8-hour ozone Maintenance Plan containing revised motor vehicle emissions budgets that were created with EPA's new mobile model called MOVES. EPA issued a final approval of the updated Maintenance Plan on October 29, 2012.

In August 2004, FAMPO approved Interagency Consultation Procedures to address the consultation requirements in the Federal transportation conformity rule. These procedures also outline the membership of the Interagency Consultation Group (ICG), an entity that convenes to approve the models, methods, and assumptions that are used in regional transportation conformity determinations.

The transportation conformity rule requires that all transportation projects identified in FAMPO's TIP and LRTP be shown to conform prior to final approval and adoption. Only those projects determined to be regionally significant need to be explicitly included in the regional emissions analysis and modeled for conformity. The VDOT Environmental Division, utilizing project information and data approved by FAMPO

and the ICG, prepare each conformity analysis on FAMPO's TIP and LRTP and present the results for FAMPO approval.

FAMPO's TIP and LRTP have been found to conform on each occasion that conformity was run, and Federal conformity findings were subsequently issued by FHWA.

Effective April 6, 2015, EPA finalized a rulemaking for the implementation of the 2008 ozone standard that designated the Fredericksburg region as being in attainment with the standard and revoked the 1997 ozone standard in its entirety. As a result, the Fredericksburg region is currently in attainment with all the NAAQS, and therefore transportation conformity requirements no longer apply in the Fredericksburg region. FAMPO will continue to work with VDOT, DEQ, and FHWA to monitor transportation conformity requirements and provide information as requested.

TRANSPORTATION MANAGEMENT AREA REQUIREMENTS

Transportation Management Area (TMA) is a term in federal law used to denote an urbanized area with a population of more than 200,000 persons. TMAs have federally-imposed planning requirements, including planning for congestion management, over and above the federal planning requirements for smaller urbanized areas.

As a result of the 2000 Census, a portion of northern Stafford County became a part of the Metropolitan Washington Urbanized Area and was consequently included in the Washington, DC-MD-VA, TMA. This meant that additional planning responsibilities would be required, and either TPB or FAMPO would have to perform them. In September of 2004, the FAMPO Policy Committee agreed to enter into an agreement with the TPB that assures the performance of the planning requirements of a TMA for the affected portion of Stafford County. This agreement principally requires the coordination of planning activities between the TPB and FAMPO and the development of a Congestion Management System covering the affected part of Stafford County. The agreement remains in effect as long as Stafford County is designated a part of the Metropolitan Washington Urbanized Area. To facilitate the implementation of TMA planning requirements for North Stafford County, a proportionate share of TPB's Federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and TPB will continue to assure the TMA requirements are being satisfied.

In the 2010 Census, the Fredericksburg Urbanized Area did not meet the population threshold to qualify it as its own TMA. Therefore, North Stafford County remains part of the Washington DC-MD-VA TMA, and FAMPO will continue to satisfy and carry out the provisions set forth in the 2004 TPB/FAMPO Agreement.

CONGESTION MANAGEMENT PROCESS

In December 2004, the FAMPO Policy Committee adopted the Congestion Management System (CMS) program for the FAMPO Region. This program initially examined the North Stafford County area. The Congestion Management System, referred to as a Congestion Management Process (CMP) in the Safe,

Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010 CMP measured the level of service (LOS), vehicle crashes and peak period travel times on various regional arterials. These measurements will be used as a baseline for future CMP updates. In 2015, FAMPO updated the 2010 CMP and completed development and application of a state-of-the-art web-based mapping system that allows FAMPO staff to continuously monitor and update congestion levels. This mapping system is also available for public use and can be accessed via the FAMPO website. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO Region. The CMP is an integral part of FAMPO's short-term and long-term planning and project prioritization processes. In FY2019, FAMPO will update its CMP as part of the 2050 LRTP effort.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) AND SMART TRAVEL PROGRAMS

Intelligent Transportation Systems (ITS) are a key component of the CMP described above. ITS components may include the coordination of high technology, variable message signs, and improvements in information systems, communications and sensors within the conventional surface transportation infrastructure. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives (IVI), which include hands-free vehicle navigation, collision avoidance and intelligent cruise control are just a few examples of ITS. Recently VDOT has also extended a 511 information program for interstate conditions throughout the state, including the I-95 corridor through the FAMPO Region.

Under what is known as Rule 940, federal regulations require planning for ITS projects to be incorporated into the traditional transportation planning process. VDOT has established an ITS protocol consistent with Rule 940 to implement ITS solutions statewide. ITS will play a growing role in FAMPO's short- and long-term congestion management activities going forward.

FREIGHT PLANNING

One of the emphasis areas of the federal planning requirements is an improved understanding of freight patterns and future demands on state and regional multimodal networks. VDOT released a statewide study effort of freight in Virginia in 2010. FAMPO has complemented this statewide effort by developing information about freight origins and destinations and truck traffic volumes in the FAMPO Region. Going forward, FAMPO will identify transportation system deficiencies that impact the movement of freight, develop short term improvements that will improve the movement of freight, and develop a coordination structure to obtain input from and disseminate information to the Region's major freight stakeholders. A Freight Section was included in the 2045 LRTP and will be updated as part of the 2050 LRTP effort in FY2019.

ENVIRONMENTAL JUSTICE/TITLE VI

Environmental Justice (EJ) ensures that no plans, program, or specific projects disproportionately and adversely impact low income or minority populations and to ensure that the process of planning transportation improvements is structured to include the groups and/or agencies which normally represent their interests and concerns. Title VI outreach will continue to involve members of low-income and minority populations in the transportation planning process by implementing the Title VI Compliance Plan, Limited English Proficiency (LEP) Plan and the PPP. By utilizing socioeconomic maps, each outreach strategy will be tailored toward the EJ/Title VI/LEP populations identified for each specific planning study. Also, by partnering with the Title VI agencies within the GW Region, FAMPO will be able to timely disperse information to those affected by the planning study. Various tools will be implemented to narrow the communication gap for LEP populations which include, but are not limited to, "I Speak" cards, smart phone applications for language translations, and planning document fact sheets translated, upon request, into Spanish.

FAMPO will continue its work in complying with the Environmental Justice regulations by utilizing data provided by the American Community Survey and the 2010 Census and the socio-economic data base developed for the LRTP update. The transportation system's effectiveness in serving the Region's minority, disabled, elderly and low-income groups is being evaluated by using this data in the development of maps that show concentrations of these populations in the FAMPO Region. The Title VI Compliance Plan was updated in February 2016 and is due for another update in FY2020.

PUBLIC PARTICIPATION

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs which includes the UPWP. The PPP requires that members of the public are given a thirty-day review and comment period on all draft work programs prior to adoption, as well as for any subsequent amendments to the adopted program, except for the PPP which requires a forty-five (45) day review and comment period. Following the review period and prior to adoption, a public hearing is held.

In 2017, FAMPO adopted the PPP which focused on updating FAMPO's Title VI Community Resources Directory to ensure that the Region's Title VI Community was effectively reached. The purpose of the PPP is to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process. Effective transportation planning recognizes the critical link between transportation and other societal goals.

SECTION 3: MAJOR TRANSPORTATION PLANNING STUDIES IN THE FAMPO REGION

Several transportation studies are underway or expected to soon commence in the FAMPO study area. FAMPO staff is actively engaged in the development of many of these studies and will provide any necessary assistance to other organizations and their consultants in those studies for which the staff is not directly responsible.

VDOT ON-CALL AND SPECIAL STUDIES

Study Area: Entire GWRC Region

Study Background and Objectives: Funding may be made available to provide professional on-call transportation planning services by VDOT for focused special planning or design issues. Such work cannot include engineering activities, although it can lead to the selection of alternatives for detailed engineering work. Specific studies, and availability, are to be determined. FAMPO will provide support to these study efforts.

Budget: Various

Responsible Entity: VDOT

Estimated Completion: Ongoing

FAMPO ON-CALL AND SPECIAL STUDIES

Study Area: Lafayette Boulevard

Study Background and Objectives: To conduct a study of potential transit improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and planned Lee Hill Transfer Station. Work cooperatively with DRPT, FRED, the City of Fredericksburg, and Spotsylvania County, and other FAMPO members on the study effort.

Budget: \$125,000

Responsible Entity: FAMPO

Estimated Completion: June 2019

Study Area: 2050 Long Range Transportation Plan

Study Background and Objectives: To update the 2045 Long Range Transportation Plan to be fully compliant with new Federal requirements for Map-21/FAST Act Performance Based Planning and potentially also for new Air Quality Conformity regulations. Additionally update the plan based on the latest planning assumptions and results from the FY 19-24 SYIP and Smart Scale Round 3.

Budget: \$250,000

Responsible Entity: FAMPO

Estimated Completion: June 2019

Study Area: I-95 in FAMPO

Study Background and Objectives: To conduct additional study analysis of interchanges, arterials, and congestion mitigation in the I-95 corridor in FAMPO at the direction of the FAMPO Policy Committee.

Budget: \$210,000

Responsible Entity: FAMPO

Estimated Completion: June 2019

Additional studies are possible, subject to Policy Committee direction.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: Ongoing

OTHER STUDIES

Other studies are undertaken by local governments, VDOT, DRPT, the Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Railway Express (VRE), Fredericksburg Regional Transit (FRED), the Stafford Regional Airport and other entities. These include comprehensive plan updates, project studies, transit service analyses, facility plans and related items. FAMPO works to coordinate with all partners in the Region on an ongoing basis.

STAFFORD COUNTY FY2019 TRANSPORTATION PLANNING

Stafford County staff will update the 1996 Bicycle/Pedestrian Facilities Plan, which is a component of the Comprehensive Plan.

Budget: N/A

Responsible Entity: Stafford County

Estimated Completion: FY2019

SPOTSYLVANIA COUNTY FY2019 TRANSPORTATION PLANNING

US Route 1 / Route 208 Corridor Study: The corridor study will be a comprehensive evaluation of Route 1 & 208 by including all modes of transportation to account for the growth in the area and improve the mobility and safety of all road users. It will examine opportunities for accommodating future growth, addressing current traffic congestion and mobility, and potential opportunities to improve safety. It will seek opportunities to maximize alternate modes of transportation and provide more efficient routes for local circulation. The study will also include the evaluation of a possible roadway connection between Germanna Point Dr. and Spotsylvania Ave., which requires crossing Massaponax Creek. The County is seeking a feasibility study of this crossing/connection to evaluate the impacts on traffic in the area. Specifically, the study will assess the potential for reducing congestion of Route 1, and it will provide conceptual plans, cost estimates, and environmental assessments. This roadway connection and the multimodal considerations in the corridor study have the potential to link the communities north and south of Massaponax Creek (including Germanna Community College, Spotsylvania Regional Hospital, etc.) through both vehicular and non-vehicular modes, which should reduce traffic on surrounding roadways.

In addition to the new roadway connection, the study will also focus on Routes 1 and 208 within the context of the broader land corridor bounded by two limited access roadways, I-95 (to the east), and Route 17 (to the south). The study will also consider the impacts of the improvements proposed in the Smart Scale applications for "I-95 Exit 126, Route 1 Southbound onto Southpoint Parkway" and the intersection of "Courthouse Road & Hood Drive Improvements."

A total of nine (9) intersections identified by the County will be included in the corridor study, as follows: Rte. 17 and Germanna Point Dr.; Spotsylvania Ave. and Market St.; Rte. 1 and Market St.; Spotsylvania Ave. and Mine Rd. (recently improved); Rte. 1 and Mine Rd/Hood Dr.; Rte. 208 and Hood Dr. (Smart Scale application approved); Rte. 208 and Southpoint Pkwy/Rollingwood Dr.; Rte. 1/Jefferson Davis Hwy and Rte. 208-Courthouse Rd/Lafayette Blvd; Lafayette Blvd. and Falcon Dr./Mall Dr.

The study is funded in part through the Virginia Department of Transportation (VDOT) Revenue Sharing Program, and it will be completed by Johnson, Mirmiran & Thompson, Inc. (JMT), one of the County's on-call consultants.

Budget: \$400,000

Responsible Entity: Spotsylvania County

Estimated Completion: FY2019

Route 2/US 17 Business (Tidewater Trail) Corridor Study: The corridor study under this Task Order will be a comprehensive evaluation of Route 2/US 17 Business from the Caroline County Line to the City of Fredericksburg, and the study will include all modes of transportation. It will examine opportunities for accommodating future growth, addressing current traffic congestion and mobility, and potential opportunities to improve safety. It will seek opportunities to maximize alternate modes of transportation and provide more efficient routes for local circulation. The study will also address the feasibility of

connecting two Industrial Parks within the City of Fredericksburg and the County. The focus of the study will be on the Route 2/US 17 Business roadway within the context of the broader land corridor bounded by the Rappahannock River (to the east) and the CSX railroad (to the west).

A total of nine (9) intersections identified by the County will be included in the corridor study: Mills Drive & Benchmark Road, Mills Drive & Jim Morris Road, Mills Drive & Tidewater Trail, Tidewater Trail & Jim Morris Road, Tidewater Trail & Benchmark Road, Tidewater Trail & Mansfield/Shannon Park Drive, Tidewater Trail & Joseph Mills/Lee Hill Drive, Tidewater Trail & Lansdowne Road and Tidewater Trail & Shannon Drive. One additional intersection has added (Benchmark Road & Mine Road) to the study.

The study is funded in part through the Virginia Department of Transportation (VDOT) Revenue Sharing Program, and it will be completed by Johnson, Mirmiran & Thompson, Inc. (JMT), one of the County's on-call consultants.

Budget: \$400,000

Responsible Entity: Spotsylvania County

Estimated Completion: FY2019

CITY OF FREDERICKSBURG FY2019 TRANSPORTATION PLANNING

The Planning staff is working with a consultant to study the transportation patterns around James Monroe High School. They want to evaluate the potential for turning several one-way streets back to their original two-way configuration. The one-way streets were initially established to move automobile traffic through a pre-automobile community, but new street networks have moved traffic elsewhere and new ways of developing communities puts more emphasis on livability and walkability. In this context, reestablishing the two-way pattern may provide a greater degree of neighborhood cohesiveness and safety, and this potential is going to be evaluated.

In the coming year, attention will also be directed to downtown Fredericksburg as part of a broad re-examination of the City's Comprehensive Plan. Within a substantial market analysis, the one-way street pattern in the urban core will be examined to determine if any modifications can be made to enhance existing and new land uses. Previous studies in this regard have concluded that the two-way pairs in downtown Fredericksburg effectively support economic development because alleys and loading zones are lacking or inadequate to being able to support freight deliveries. Still, the Planning Office wants to take a fresh look at the issue.

Budget: Various

Responsible Entity: City of Fredericksburg

Estimated Completion: FY2019

VDOT FY2019 TRANSPORTATION PLANNING

VDOT conducts many studies statewide every year and has several planned or proposed studies within the FAMPO or GWRC Region in FY2019. As of April 2018, there are not any committed or proposed studies. However, VDOT Fredericksburg District may initiate a STARS or Arterial Preservation/Access Management study on a new segment(s) of US 1 south of Route 3, at the discretion of the Commonwealth of Virginia.

Budget: Various

Responsible Entity: VDOT

Estimated Completion: FY2019 or FY2020

PRTC FY2019 TRANSPORTATION PLANNING

I-95/395 Express Lanes Transit/TDM Plan: PRTC will continue to work cooperatively with FAMPO, GWRC, and other identified stakeholders under the lead of DRPT in the development and implementation of the I-95/395 Express Lanes Transit/TDM Plan. The plan identifies strategies for transit and TDM improvements in the I-95/395 corridor in the post-construction Express Lanes environment. PRTC would also participate in any planning activities for I-395 Express Lanes TMP as appropriate.

FRED FY2019 TRANSPORTATION PLANNING

Fredericksburg Regional Transit Route and Schedule Analysis: A full comprehensive routing analysis is needed given the significant growth in the region, particularly in Stafford and Spotsylvania Counties. A comprehensive route and schedule analysis would be helpful to further refine FRED's route network. FRED plans to begin work on this project by evaluating whether to purchase route planning software to complete the analysis of the routes and schedules or hiring a consultant to complete this work. This planning initiative will evaluate changes to routes, schedules, and operations to enhance service, efficiency, and the passenger experience. Additional weekend service and schedules will also be evaluated along major corridors in the region.

Budget: \$85,000

Responsible Entity: FRED

Estimated Completion: June 2019

DRPT FY2019 TRANSPORTATION PLANNING

DC2RVA: DRPT is leading the effort to complete an environmental impact statement (EIS) for the 123-mile corridor between Washington, D.C. and Richmond that will address current rail capacity issues with the goal of improving passenger and freight operations and enabling higher-speed passenger rail service.

Budget: \$55,000,000

Responsible Entity: DRPT

Estimated Completion: FY2019

Additional DRPT studies are possible during FY2019, at the discretion of the Commonwealth of Virginia.

VRE FY2019 TRANSPORTATION PLANNING

VRE Transit Development Plan (TDP) Update: The goal of the VRE TDP is to highlight projects and policies that will be prioritized in the next six years in order to implement the long-range vision of the VRE System Plan. The TDP provides an overview of all the major projects and initiatives, outlines VRE's service needs, identifies service and capital improvements to meet those needs, and outlines a financial plan for the required resources. The updated VRE TDP will encompass a six-year (FY 2020-2025) fiscally-constrained plan, and a ten-year minimum (FY 2020-2029) fiscally-unconstrained plan identifying longer-term capital and operating needs.

The Virginia Department of Rail and Public Transportation (DRPT) requires VRE to update its TDP in accordance with their Transit Development Plan Minimum Requirements, dated February 2017, as a condition of receiving state funding. The TDP allows DRPT to better understand the needs, service changes, required funding, and priorities of local transit service providers and the level of state resources necessary to help meet near and long-term transit requirements throughout the Commonwealth.

Budget: \$190,000

Responsible Entity: VRE

Estimated Completion: November 2018

SECTION 4: FY2019 FAMPO UNIFIED PLANNING WORK PROGRAM ACTIVITIES BY TASK

This section will detail the transportation planning activities that will be carried out by FAMPO staff and its committees in FY2019, and the funding that will be applied to each.

LONG-RANGE SYSTEM LEVEL PLANNING

Description:

FAMPO staff will undertake the following long-range system level planning activities during FY2019:

1. Continue and complete the 2050 LRTP Update.
2. Collect, organize and report various system performance data (vehicular and non-vehicular measures), as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.
3. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
4. Monitor activities of the Base Realignment and Closure (BRAC) process at area military bases and evaluate multimodal alternatives (including transit opportunities) to accommodate the transportation impacts of the potential increased employment.
5. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the Healthy Generations Agency on Aging (HGAA) with vehicle programming and planning for mobility-impaired persons.
6. Examine effects upon Environmental Justice and safety-conscious issues regarding specific proposed projects in the current TIP and LRTP and the transportation system as a whole.
7. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
8. Continue to integrate freight planning into the regional planning process. In conjunction with VDOT and local review (through FAMPO Technical Committee) of data and information related to Virginia freight initiatives, including identifying the location and classification of freight activity zones and responding to freight surveys prepared by VDOT.
9. Maintain TAZ-based land use projections for the Region.
10. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.
11. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.
12. Continue to work with VDOT to update the regional travel demand model to FAMPO 5.15 which will include a mode split model to enhance its multimodal forecasting abilities.
13. Amend FAMPO's Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints

14. In conjunction with VDOT, apply the new requirements of MAP-21 and the FAST Act into the planning process.
15. Work with U.S. DOT and VDOT to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.
16. Continue to enhance the current FAMPO land use modeling using Community Viz and integrating it with the FAMPO travel demand model (CUBE Voyager).

End Products:

1. Completion of 2050 LRTP for FAMPO and GWRC.*
2. Improved FAMPO and regional modeling capabilities in FY2019.*
3. Meetings and informational exchange discussions regarding procedures to improve transportation planning in FY2019.*
4. Review project prioritization methodology and update as needed in FY2019*.
5. Development of multimodal corridor plans, transit plans, interstate access studies and parking studies, as required.*
6. Further integration of the land use and travel demand modeling capabilities in FY2019.*

* Initiative funded with a mix of RSTP, PL and Section 5303 funds

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, VDRPT, PRTC, TPB, FHWA, FTA, FRED, VRE and consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP	VDOT	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New/Existing	Rural/Match	
\$192,000	\$24,000	\$24,000	\$72,000	\$9,000	\$9,000	\$250,000	\$52,500	\$632,500

LONG RANGE PROJECT LEVEL PLANNING

Description:

FAMPO staff will undertake the following long-range project level planning activities during FY2019:

1. Solicit and document feedback from representative jurisdictions on the critical freight issues on local and regional transportation systems.
2. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low-income residents within the Region.
3. Continue to update a regional multimodal database of available and planned transportation facilities and services.
4. Continue to develop understanding of and expertise in the VDOT programming system.

5. Continue to revise the FAMPO TIP format to make it more user-friendly and interactive.
6. Review and improve the application process and project scoring criteria for the selection of CMAQ and RSTP eligible projects.
7. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines.
8. Prepare applications for funding under the Smart Scale Program.
9. Initiate a Multimodal Lafayette Blvd Corridor Study and complete a Lafayette Blvd Transit Study that will be part of the larger Multimodal Study effort.
10. Initiate I-95 Corridor Study for new interchange access points

End Products:

1. Analyses regarding the effect of the provision of transportation services to low income and minority residents.
2. GIS and other products as may be required in the support of transportation projects in the Region.
3. Analysis in response to studies affecting the Region.
4. Documentation of activities in support of transportation planning and informational requests.
5. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.
6. Improved TIP format and online inter-activeness.
7. An updated, simplified, project application and scoring process for CMAQ and RSTP eligible projects.
8. Completed Smart Scale applications.
9. Completed Lafayette Blvd Transit Study.

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, TPB, FHWA, FTA, VRE, and consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP and State	VDOT Rural/Match	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000	\$345,900	\$15,000	\$385,900

CONGESTION MANAGEMENT

Description: FAMPO will update its CMP as part of its 2050 LRTP effort. INRIX data and other available sources for traffic congestion data will be used to enhance the CMP process and information will be provided to interested parties online, via the FAMPO website.

End Products: Updated travel time indices, safety and congestion hotspots and safety and congestion mitigation strategies development of recommendations for specific multimodal corridor improvements.*

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, FHWA, FTA, local jurisdictions, consultants.

Schedule: Ongoing throughout the fiscal year.

*Initiative funded with a mix of PL and Section 5303 funds.

Budget & Breakdown by Funding Source:

PL			5303			RSTP New/Existing	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$8,000	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000		\$20,000

PUBLIC PARTICIPATION

Description: MAP-21 and the FAST Act legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2019, FAMPO staff will execute the following activities in Public Participation which also includes activities planned for Title VI Civil Rights:

1. Maintain and update the database of contacts to assure that interested parties have reasonable opportunities to comment.
2. Maintain and expand the website to disseminate the most current information and collect feedback from the public. Review and update the website to enhance public involvement.
3. Continue the use of social media.
4. Continue to publish and distribute brochures and other informational items around the Region.
5. Continue public and media awareness by distributing press releases electronically.
6. Continue to send mass email notifications on various planning activities and upcoming meetings.
7. Develop, distribute, collect and analyze survey material to evaluate effectiveness.
8. Continue to hold public informational workshops and public hearings in Americans with Disability Act (ADA) accessible locations to provide information and obtain input on transportation issues.
9. Continue to distribute hard copies of the draft transportation planning documents to libraries, planning offices, etc. for public comment, as well as the continued distribution of electronic copies via the FAMPO website, electronic mail, and social media.

10. Continue to develop and update as necessary an interactive Transportation Improvement Plan(TIP) webpage.
11. Translate major transportation planning document flyers into Spanish, upon request.
12. Continue the recruitment for members to the Citizens Transportation Advisory Committee (CTAC).
13. Incorporate additional visualization techniques, when needed.
14. Document minority representation at public meetings/hearings
15. Continue to document demographic information from members of the public attending public meetings/hearings.
16. Continue to update the Title VI Community Resources Directory.
17. Evaluate and improve the public participation process to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

End Products:

1. Staff support for the Citizens Transportation Advisory Committee (CTAC).
2. A measurable public involvement process that maximizes outreach.
3. Increased public awareness measured by responses to questionnaires/surveys, emails and written or verbal comments.
4. Improved visualization and/or communication techniques.
5. Timely distribution of MPO meeting notices, agendas, and meeting minutes.
6. Continuation of a social media presence.
7. Expanded contact databases.
8. Support of all committee meetings by generating agendas, uploading to the FAMPO website and sending notifications via email, printed advertisements and social media.
9. Compliance with Title VI requirements.*
10. File documentation of public involvement activities.
11. Completed, analyzed surveys.*
12. Compliance with Title VI requirements.*

*Initiative funded with a mix of RSTP (VDOT UPC # 102626) and PL funds

Participants: FAMPO staff, FAMPO Committees, VDOT, local governments, stakeholders, consultants and the public.

Schedule: Ongoing throughout the fiscal year.

PL			5303			RSTP New/Existing	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$56,000	\$7,000	\$7,000	\$32,000	\$4,000	\$4,000	\$105,000	\$245,000

FAMPO ADMINISTRATION

Description: During FY2019, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2019 UPWP and develop the FY2020 UPWP.
2. Develop Planning and Section 5303 funding agreements and contracts. Prepare progress, financial and associated supportive reports along with other required documentation.
3. Provide staff support to all FAMPO committees. Develop and distribute agendas, supporting materials and minutes to FAMPO committees.
4. Prepare and transmit, to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.
5. Coordinate activities with adjacent metropolitan planning organizations, planning districts and other transportation planning organizations when necessary.
6. Coordinate with the National Capital Transportation Planning Board (TPB), per the TPB/FAMPO 2004 Memorandum of Understanding (MOU).
7. Formally transmit products and documents as specified in the TPB Agreement.
8. In coordination with VDOT staff, review and update project information regarding capacity changes for all new highways, HOV and transit projects affecting travel modeling and air quality conformity for the Washington DC-VA-MD TMA.
9. Provide population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning as part of the Cooperative Forecasting Process.
10. Coordinate and transmit other information and data, as needed.
11. Arrange for and attend all FAMPO meetings.
12. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.
13. Attend transportation conferences and planning/training courses as needed. This Task will have a budget of up to \$15,000.
14. Upgrade existing computer equipment, communications equipment, and software as required. This task will have a budget of up to \$25,000.
15. Comply with state and federal auditing requirements.

End Products:

1. Correspondence and documentation related to all FAMPO committee meetings and activities.
2. Correspondence and documentation regarding any FY2019 UPWP amendments.
3. Production of the FY2020 UPWP.
4. Documentation of public meetings and hearings conducted during FY2019.
5. Contracts and correspondence related to the administration of Planning (PL), Section 5303, State Planning and Research (SRP) and RSTP funds.
6. Production of materials for FAMPO committee meetings.
7. FAMPO Resolutions, meeting minutes and other production materials related to FAMPO administrative activities.

8. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.
9. Improved staff training and exposure to state and national best practices.
10. State-of-the-art hardware and software to meet work requirements and client needs.
11. Annual financial audit to meet state and federal requirements.
12. Improved coordination and communications between FAMPO and the TPB for northern Stafford County per the TPB/FAMPO Agreement, dated November 17, 2004.
13. A coordinated update cycle for the respective Long-Range Transportation Plans and the Transportation Improvement Programs.
14. The Unified Planning Work Program (UPWP)

Participants: FAMPO staff, other MPOs/PDCs.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$53,937	\$6,742	\$6,742	\$15,504	\$1,938	\$1,938	\$5,000	\$91,801

SECTION 5: SUMMARY OF FINANCIALS

Planning (PL) (FY2018 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY2018 & Carryover) Includes 10% State Match/10% Local Match			RSTP/STP/State	VDOT Rural Plus Match	Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
Long Range System Level Planning								
\$192,000	\$24,000	\$24,000	\$72,000	\$9,000	\$9,000	\$250,000	\$52,500	
\$240,000			\$90,000			\$250,000	\$52,500	\$632,500
Long Range Project Level Planning								
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000	345,900	\$15,000	
\$15,000			\$10,000			345,900	\$15,000	\$385,900
Congestion Management								
\$8,000	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000			
\$10,000			\$10,000					\$20,000
Public Participation								
\$56,000	\$7,000	\$7,000	\$56,971	\$7,121	\$7,121	\$125,000		
\$70,000			\$71,214			\$125,000		\$266,214
Administrative								
\$53,937	\$6,742	\$6,742	\$15,504	\$1,938	\$1,938		\$5,000	
\$67,421			\$19,380				\$5,000	\$91,801
Total								
\$321,937	\$40,242	\$40,242	\$160,474	\$20,060	\$20,060	\$720,900	\$72,500	
\$402,421			\$200,594					\$1,396,415



**6e.) Fiscal Years 2019-2025 Congestion Mitigation and Air Quality (CMAQ)
and Regional Surface Transportation Program (RSTP) Funds**

CMAQ & RSTP UPDATE

Citizens Transportation Advisory Group

CMAQ Budget

	FY 2018-2023	FY 2019-2024	Difference
FY2019	\$2,331,231	\$2,331,886	\$655
FY2020	\$2,383,569	\$2,383,569	\$0
FY2021	\$2,424,726	\$2,424,726	\$0
FY2022	\$2,424,726	\$2,424,726	\$0
FY2023	\$2,424,726	\$2,424,726	\$0
FY2024		\$2,567,534	-

RSTP Budget

	FY 2018-2023	FY 2019-2024	Difference
FY2019	\$1,560,038	\$1,668,581	\$108,543
FY2020	\$1,626,433	\$1,703,730	\$77,297
FY2021	\$1,646,888	\$1,650,116	\$3,228
FY2022	\$1,678,350	\$1,681,634	\$3,284
FY2023	\$1,710,349	\$1,713,688	\$3,339
FY2024		\$1,746,286	
Total			\$195,691



6ei.) Resolution No. 18-25 Allocating Fiscal Years 2019-2025 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Mark Dudenhefer
Chairperson

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 18-25

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ALLOCATING FISCAL YEARS 2019-2025 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING

WHEREAS, FAMPO receives a yearly allocation of Federal Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding with a state match; and

WHEREAS, it was requested by VDOT that all MPOs receiving CMAQ and RSTP funding allocate their funds for the next six years, so project allocations can be shown in the fiscal years (FY) 2019-2024 Six-Year Improvement Program (SYIP); and

WHEREAS, FAMPO staff, working with the FAMPO Technical Committee (FTC) and consulting the VDOT Fredericksburg District staff, have reviewed candidate projects and developed a strategy for allocating the funds over the next seven years in preparation for Smart Scale Round 3; and

WHEREAS, the attached documentation identifies the recommended allocations of CMAQ and RSTP for FY2019-2025;

NOW, THEREFORE, BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT IT HEREBY ALLOCATES FISCAL YEARS 2019 THROUGH 2025 CMAQ AND RSTP FUNDING, PER THE ATTACHED SPREADSHEET.

Adopted by the FAMPO Policy Committee at its meeting on April 16, 2018.

FAMPO Resolution 18-25

Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: _____



6f.) Resolution No. 18-26, Amending the FY2018-2021 Transportation Improvement Program to Update the Potomac Creek Drive Turn Lane Project

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Mark Dudenhefer
Chairperson

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 18-26

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION AMENDING THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM TO UPDATE THE POTOMAC CREEK DRIVE TURN LANE PROJECT

WHEREAS,the FY2018-2021 Transportation Improvement Program (TIP) was adopted by FAMPO on May 15, 2017; and

WHEREAS,the Virginia Department of Transportation (VDOT) has requested that FAMPO amend its TIP to update UPC 111753, the Jefferson Davis Highway at Potomac Creek Drive Turn Lane Project;and

WHEREAS,this TIP amendment will allow VDOT to expedite the schedule for the preliminary engineering, right of way and construction phases;

NOW, THEREFORE, BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE FY2018-2021 TIP IS HEREBY AMENDED TO UPDATE THE POTOMAC CREEK DRIVE TURN LANE PROJECT, AS SHOWN IN THE ATTACHMENT TO THIS RESOLUTION.

Adopted by the FAMPO Policy Committee at its meeting on April 16, 2018

FAMPO Resolution 18-26

Chairman

Fredericksburg Area Metropolitan Planning Organization

Date:_____

Fredericksburg MPO

Primary Projects

UPC NO	111753	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Stafford County	OVERSIGHT	NFO	
PROJECT	#HB2.FY17 - ROUTE 1 at POTOMAC CREEK DR TURN LANE			ADMIN BY	VDOT	
DESCRIPTION	FROM: 0.151 miles S. of Potomac Creek Drive (SR761) TO: 0.167 miles N. of Potomac Creek Drive (SR761) (0.3180 MI)					
PROGRAM NOTE	TIP AMD - add \$84,800 (CM) FFY18 PE phase; add \$108,251 (CM) & \$314,686 (NHPP) RW phase FFY18; add \$890,931 (NHPP) FFY19, add \$53,069 (AC-NHPP) FFY19, add \$53,069 (ACC-NHPP) FFY20 CN phase.					
ROUTE/STREET	JEFFERSON DAVIS HIGHWAY (0001)			TOTAL COST	\$1,800,000	
	FUND SOURCE	MATCH	FY18	FY19	FY20	FY21
PE	Federal - CM	\$21,200	\$84,800	\$0	\$0	\$0
RW	Federal - CM	\$27,063	\$108,251	\$0	\$0	\$0
	Federal - NHS/NHPP	\$0	\$314,686	\$0	\$0	\$0
RW TOTAL		\$27,063	\$422,937	\$0	\$0	\$0
CN	Federal - AC CONVERSION	\$0	\$0	\$0	\$53,069	\$0
	Federal - NHS/NHPP	\$0	\$0	\$890,931	\$0	\$0
CN TOTAL		\$0	\$0	\$890,931	\$53,069	\$0
CN AC	Federal - AC	\$0	\$0	\$53,069	\$0	\$0
MPO Note						



6g.) CTAG Bylaws



BYLAWS OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION CITIZENS TRANSPORTATION ADVISORY COMMITTEE

ARTICLE I – PURPOSE

The Citizens Transportation Advisory Committee (CTAC) is an advisory committee to the Policy Committee and consists of citizens appointed by the Policy Committee, local governments, and local organizations. The CTAC functions to encourage citizen participation during the transportation planning process and to advise the Policy Committee of the citizens’ perspective on transportation planning, programs and projects.

ARTICLE II – MEMBERSHIP

SECTION 1 – APPOINTEES – The CTAC consists of members appointed by organizations listed in Article II, Section 2. At-large members are appointed by the Policy Committee for two-year terms, with the option to be reappointed, as stated in the Policy Committee Bylaws.

SECTION 2 – NUMBER OF APPOINTEES – The CTAC shall have up to 33 members as follows:

<u>APPOINTING ORGANIZATION</u>	<u>NUMBER OF APPOINTMENTS</u>
Policy Committee (at-large)	6
City of Fredericksburg	7
Spotsylvania County	7
Stafford County	7
Caroline County	3
King George County	3
Total	33

ARTICLE III – OFFICERS

SECTION 1 – OFFICERS – The CTAC Officers shall consist of a Chair and a Vice-Chair with a term of one year.

SECTION 2 – ELECTION OF OFFICERS – The nomination and election of officers will be in June or at the next scheduled meeting, and those members elected to office shall assume their duties at the next scheduled meeting. A



majority vote of the current voting membership shall be required for election to any office. The Chair and Vice-Chair shall not be from the same appointing organization.

SECTION 3 – ABSENCE OF OFFICERS – At any given meeting when both officers are absent, FAMPO staff will conduct the said meeting.

SECTION 4 – VACANCIES – When a vacancy occurs in the Chair position, the Vice-Chair will move up, and a new election for Vice-Chair will be conducted. A new election for both positions will take place as stated in Section 2.

ARTICLE IV – DUTIES OF OFFICERS

The Chair will preside at all CTAC meetings. In the absence of the Chair, the Vice-Chair shall preside. In addition, the Chair or the Chair's designee will serve as a non-voting member of the FAMPO Policy Committee and will represent the CTAC in that capacity.

ARTICLE V – MEETINGS

SECTION 1 – REGULAR MEETINGS – The CTAC shall have regular meetings.

SECTION 2 – SPECIAL MEETINGS – The FAMPO Administrator may call special meeting of the CTAC.

SECTION 3 – PUBLIC PARTICIPATION – All CTAC meetings shall be open to the public.

SECTION 4 – REMOVAL OF MEMBERS – Only the appointing organization shown in Article II, Section 2 can remove CTAC members. Any member missing three consecutive meetings shall have its appointing organization notified.

ARTICLE VI – VOTING

The CTAC shall operate by majority vote of those members present during the meeting in its recommendations.

ARTICLE VII – RECORDING OF MEETINGS MINUTES

Meeting minutes shall be presented at the next CTAC meeting for review and approval before being forwarded to the Policy Committee. After the meeting minutes have been duly approved, they will be made available to the public on the FAMPO website.

ARTICLE VIII – AMENDMENTS

Any amendment to these Bylaws shall be made by a majority vote of CTAC members present at the CTAC meeting.

ARTICLE IX – PUBLIC INVOLVEMENT

SECTION 1 – PUBLIC ACCESS –

Each CTAC member agrees to have their name, address and telephone number published in a manner that will allow widespread dissemination of information and community outreach.

SECTION 2 – OUTREACH –

It is the obligation of each CTAC member to solicit public comment within their respective communities.



6h.) Smart Scale Updated Matrix of Regional Projects

Draft Candidate Smart Scale Round 3 Projects for GWRC/FAMPO Consideration

4/10/2018

ID	Primary Improvement	Type	Cost Estimate	Potential Secondary Improvements					Comments
				Highway	Transit	TDM	Bike/Ped	ITS	
A	I-95 SB widening from 3 to 4 lanes between Mpt 128.7 and Exit 126	Highway	\$15,000,000					X	
B	Exit 126 interchange improvements	Highway	\$25,000,000	X			X	X	VDOT Exit 126 STARS Study improvement will be ready for Rte 1 NB to I-95 NB ramp movement. Other improvements identified in previous studies
C	I-95 SB widening from 3 to 4 lanes between Mpt 128.7 and Exit 126, I-95 NB widening from 3 to 4 lanes between Exit 126 and Exit 130, Exit 126 STARS Study improvements, and Harrison Rd bridge replacement	Highway	\$100,000,000	X			X	X	I-95 NB widening might require replacing the Harrison Rd bridge
D	US 17 Bus. STARS Study improvements and US 17 PNR lot improvements	Highway	\$25,000,000			X	X	X	From 2016/2017 VDOT STARS Study. PNR lot needed due to expected growth from Exit 133 being new southern terminus for 95 Express Lanes
E	US 17 Bus. STARS Study improvements and US 17 PNR lot improvements plus US 1 ITS and Enon Rd intersection improvements	Highway	\$45,000,000	X		X	X	X	Would replace signal controllers on US 1 from Prince William Cty. Line to Falmouth intersection to improve traffic operations. Improved signal coordination possible.
F	Rte 3 STARS Study improvements and I-95 NB to Rte 3 EB ramp improvement	Highway	\$17,000,000				X	X	From 2016/2017 VDOT STARS Study. Rte 3 interchange improvement dropped from interchange safety project.
G	Rte 3 STARS Study improvements, I-95 NB to Rte 3 EB ramp improvement, and Gateway Blvd extension from Rte 3 to Cowan Blvd	Highway	\$35,500,000	X	X		X	X	
H	PNR lot improvements not included in other candidate applications: Chatham Heights Rd & Rte 3 East	TDM	?			X	X	X	PNR needs identified from I-95 Phase 2 Study. Some could be packaged with highway improvements
I	US 301/Rte 207 Corridor Study improvements	Highway	?		?	?	?		Several projects to be identified from VDOT Study

Tentative Smart Scale Projects from FAMPOMembers

City of Fredericksburg

1. Lafayette Boulevard intersection improvements
2. US 1 STARS Study improvements (e.g., US 1 @ Fall Hill Ave)
3. Route 2 & Lansdowne Road intersection improvements
4. Gateway Boulevard extension and NB I-95 off-ramp improvement - \$25 million

Spotsylvania County

1. Germanna Point Drive extension
2. Harrison Road widening and bridge replacement (Salem Church Rd to Kingswood Blvd) - \$51 million
3. US 1/Rte 208 Study improvements

Stafford County

1. Enon Road/US 1 intersection improvements - \$10.2 million
2. Winding Creek Road widening - \$6,672,660
3. Eskimo Hill Road improvements - \$7.92 million
4. Stefaniga Road and Mountain View Road intersection improvements - \$4.4 million

King George County

1. Route 3 & US 301 intersection improvements
2. Rte 206 and Rte 218 right turn lane
3. US 301 and Commerce Drive pedestrian crossing
4. US 301/Rte 207 Study improvements

Caroline County

1. US 301/Rte 207 Study improvements

FRED

2. Transit shelters, benches and trash cans at 25 bus stops
3. FRED Central parking expansion
4. Electronic fare boxes implementation
5. Solar panels at FRED Central



7.) Correspondence

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 20th day of March, 2018:

<u>MEMBERS:</u>	<u>VOTE:</u>
Meg Bohmke, Chairman	Yes
Gary F. Snellings, Vice Chairman	Yes
Jack R. Cavalier	Yes
Thomas C. Coen	Yes
L. Mark Dudenhefer	Yes
Wendy E. Maurer	Yes
Cindy C. Shelton	Yes

On motion of Ms. Shelton, seconded by Mrs. Maurer, which carried by a vote of 7 to 0, the following was adopted:

A RESOLUTION AUTHORIZING SUBMISSION OF THE STAFFORD COUNTY DISTRICT GRANT PROJECTS UNDER THE THIRD ROUND OF SMART SCALE FUNDING

WHEREAS, the Smart Scale program directs the Commonwealth Transportation Board (CTB) to develop and implement a statewide process to identify, score and select projects for funding by July 1, 2019, and to allocate funds in the FY2024-FY2025 of Six-Year Improvement Program (SYIP); and

WHEREAS, all submitted Smart Scale applications will be screened by the Virginia Department of Transportation (VDOT) to determine if a need identified in the VTrans2040 Needs Assessment Plan (VTMP) is met; and

WHEREAS, in order to meet a need of the VTMP, a project must either be located within a Corridor of Statewide Significance or within a Regional Network, or promote improvements within an Urban Development Area (or UDA-like), or address an identified safety need; and

WHEREAS, only those Smart Scale applications meeting a need identified in the VTMP qualify to be scored and selected under the District Grant Program; and

WHEREAS, the District Grant Program will compete for Fredericksburg District Grant funds which are estimated between \$25 to \$30 million; and

WHEREAS, the Board desires to endorse and request County staff to submit the following Smart Scale applications under the District Grant Program:

1. Route 1/Enon Road Intersection and Roadway Improvements;
2. Winding Creek Road Widening;
3. Eskimo Hill Roadway Improvement; and
4. Stefaniga and Mountain View Road Intersection Improvement.

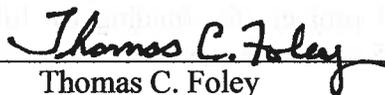
NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors, on this the 20th day of March, 2018, that it be and hereby does indicate its desire to have the following Smart Scale applications submitted to Virginia Department of Transportation (VDOT) in order to meet Smart Scale application requirements and be considered by the State for potential selection and funding for District Grant Funds under the Smart Scale Funding Program and in the FY2020-FY2025 SYIP:

1. Route 1/Enon Road Intersection and Roadway Improvements;
2. Winding Creek Road Widening;
3. Eskimo Hill Roadway Improvement; and
4. Stefaniga and Mountain View Road Intersection Improvement.

; and

BE IT FURTHER RESOLVED that a certified copy of this Resolution be forwarded to Fredericksburg Area Metropolitan Planning Organization's Transportation Administrator.

A Copy, teste:



Thomas C. Foley
County Administrator

TCF:KCD:cjh

Public Hearings

Funding the Right Transportation Projects

You are invited to share comments on transportation projects that have been recommended for funding in the FY2019-2024 Six-Year Improvement Program (SYIP). Additionally, pursuant to §33.2-202, comments will be accepted for new projects valued in excess of \$25 million. The Commonwealth Transportation Board will take your comments into consideration as it develops the FY2019-2024 Six-Year Improvement Program. The program allocates public funds to highway, road, bridge, rail, bicycle, pedestrian and public transportation projects. All federally eligible projects in the SYIP will be included in the Statewide Transportation Improvement Program to document how Virginia will obligate its federal funds.

Meeting materials will be available at <http://www.ctb.virginia.gov/planning/springmeetings/default.asp> beginning April 16, 2018.

Public meetings begin at 4:00 p.m. in each of the locations except as noted below:
A formal comment period will be held at these meetings.

<p>Monday, April 16, 2018 Hampton Roads - Hampton Roads Transportation Planning Organization, 723 Woodlake Drive Chesapeake, VA 23320</p>	<p>Thursday, April 19, 2018 Lynchburg - VDOT Lynchburg District Office Ramey Memorial Auditorium 4303 Campbell Avenue Lynchburg, VA 24501</p>	<p>Tuesday, April 24, 2018 Richmond - Hilton Garden Inn 800 Southpark Boulevard Colonial Heights, VA 23834</p>
<p>Monday, April 30, 2018* Northern Virginia - Northern Virginia District Office Potomac Conference Room 4975 Alliance Drive Fairfax, VA 22030</p> <p>*meeting begins at 5:30 p.m.</p>	<p>Thursday, May 3, 2018 Staunton - Holiday Inn and Conference Center 152 Fairway Lane Staunton, VA 24402</p>	<p>Monday, May 7, 2018 Culpeper - Culpeper District Auditorium 1601 Orange Road Culpeper, VA 22701</p>
<p>Tuesday May 8, 2018 Fredericksburg - Germanna Community College Workforce and Technology Center 10000 Germanna Point Drive, Fredericksburg, VA 22408</p>	<p>Thursday, May 10, 2018 Salem - Holiday Inn Valley View 3315 Ordway Drive NW Roanoke, VA 24017</p>	<p>Monday, May 14, 2018 Bristol - Southwest Virginia Higher Education Center One Partnership Circle Abingdon, VA 24210</p>

You can also submit your comments by email or mail by May 30, 2018:

For roads and highways: Six-YearProgram@VDOT.Virginia.gov, or Infrastructure Investment Director, Virginia Department of Transportation 1401 East Broad St., Richmond, VA 23219.

For rail and public transportation: DRPTPR@drpt.virginia.gov, Public Information Office, Virginia Department of Rail and Public Transportation 600 East Main Street, Suite 2102, Richmond VA, 23219.

The Commonwealth is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. If you need further information on these policies or special assistance for persons with disabilities or limited English proficiency, please contact the Virginia Department of Transportation's Title VI Compliance Officer at 804-786-2730 or the Virginia Department of Rail and Public Transportation's Title VI Compliance Officer at 804-786-4440 (TTY users call 711).