



Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, Virginia 22401
(540) 373-2890
Fax (540) 899-4808
www.fampo.gwregion.org

Tim McLaughlin
FAMPO Chairman

Paul Agnello
FAMPO Administrator

June 7, 2019

RE: Request to Meet with FHWA/FTA management to discuss Mr. Ivan Rucker's additional recommendations to FAMPO and VDOT

Dear FHWA/FTA partners:

We are writing to request a meeting with FHWA/FTA management for the DC-MD-VA TMA Certification Review to discuss FAMPO concerns regarding Mr. Ivan Rucker's additional recommendations to FAMPO and VDOT in his presentation to FAMPO on May 20, 2019.

We are concerned that Mr. Rucker's recommendations cover several issues not discussed in any of the DC-MD-VA TMA Planning Certification Review meetings or previously discussed with FAMPO management. Several of Mr. Rucker's recommendations delve into FAMPO/GWRC issues which are in the process of being resolved with a targeted deadline of June 30, 2019. Mr. Rucker told the FAMPO policy committee on May 20, 2019 that he developed these additional recommendations from conversations with only one GWRC staff person and one GWRC board member. FHWA/FTA have recommended that the planning process for FAMPO outside of the TPB TMA area be reviewed as part of a finding (23 CFR 450.314(g), 23CFR450.314(b)) that is part of the review and approval of the STIP by FHWA and FTA. As a result, we feel it would be more appropriate to wait until this review process to investigate any issues beyond those identified in the DC-MD-VA TMA Certification Review with the exception of the 3-C agreement update and removal or the Rural Work Plan from the FAMPO UPWP which FAMPO is in the process of doing.

We take our metropolitan planning process responsibilities seriously and welcome FHWA/FTA assistance based on the DC-MD-VA TMA Planning Certification Review in improving processes to ensure our processes are consistent with federal law and regulations.

We would like to meet with you to discuss our concerns via web meeting or teleconference before June 17th. Please contact Mr. Paul Agnello, to set up this meeting at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim McLaughlin', with a long horizontal flourish extending to the right.

Honorable Tim McLaughlin
FAMPO Chairman



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Tim McLaughlin
FAMPO Chairman

Paul Agnello
FAMPO Administrator

June 27, 2019

RE: Response to Mr. Ivan Rucker's additional recommendations to FAMPO and VDOT

Dear FHWA/FTA partners:

As a follow up to our meeting on June 17, 2019, we are writing to document our concerns regarding Mr. Ivan Rucker's seven additional recommendations to FAMPO and VDOT in his presentation to FAMPO on May 20, 2019.

We concur with the first recommendation regarding the 3-C agreement and the fourth recommendation regarding the removal of the Rural Work Plan from the FAMPO Unified Planning Work Program (UPWP). Both of these items are scheduled to be completed by July, 2019.

As discussed at our June 17th meeting, we are concerned with the remaining five recommendations from Mr. Rucker which cover issues not discussed in any of the DC-MD-VA TMA Planning Certification Review meetings, not previously discussed with FAMPO management, and that do not appear to pertain to the DC-MD-VA TMA Planning Certification Review as confirmed by Ms. Sandra Jackson at our June 17th meeting. These five recommendations are numbers 2, 3, 5, 6, and 7 and are listed below:

#2: FHWA recommends that GWRC review the Agreement for the Utilization of Federal and State Funds to Support Metropolitan Planning in the Fredericksburg Area and ensure proper internal controls and reporting structure exist to deliver on requirements contained in the agreement. VDOT should conduct a comprehensive review as necessary (FHWA available to assist)

#3: FHWA requests that VDOT provide copies of quarterly FAMPO performance reports for Federal PL, SPR, and RSTP funds that contain:

- a) Comparison of actual performance with established goals;*
- b) Progress in meeting schedules;*

- c) *Status of expenditures in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;*
- d) *Cost overruns or underruns;*
- e) *Approved work program revisions; and*
- f) *Other pertinent supporting data (as determined by Policy Board or VDOT).*

#5: FHWA requests that VDOT, as part of the next Title VI Review of the GWRC and in consideration of the statewide and metropolitan planning regulations, GWRC agreements with the VDOT, and the GWRC Title VI Assurance, review all MOUs between the GWRC and FAMPO for appropriateness.

#6: FHWA recommends that the GWRC's Fiscal Agent, in cooperation with the VDOT District office, provide enhanced oversight and review of the accounting of federal and state matching funds contained in the FAMPO UPWP.

#7: The FAMPO has an adopted project selection and scoring methodology process for the use of RSTP and CMAQ funds. As part of the VDOT and FHWA FY2020 UPWP approval process, FHWA requests a meeting with VDOT and FAMPO staff and Fiscal Agent, to better understand the MPO's project selection and scoring methodology process and subsequent RSTP-funded planning tasks and activities contained in the FY2020 UPWP.

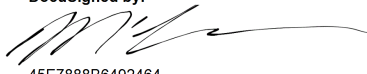
These five recommendations from Mr. Rucker delve into FAMPO/GWRC issues which are in the process of being resolved in FY-20 by either the development of a new FAMPO/GWRC Memorandum of Understanding (MOU) clarifying FAMPO and GWRC roles and responsibilities or FAMPO selecting a new fiscal agent. Mr. Rucker presented these recommendations to the FAMPO policy committee on May 20, 2019 as directives and said that he developed these additional recommendations from conversations with the GWRC Executive Director and one GWRC board member without any discussion with FAMPO. We are also concerned that Mr. Rucker has made these recommendations despite having not been an active participant in the FAMPO process over the last four years.

FHWA/FTA have recommended that the planning process for FAMPO outside of the TPB TMA area be reviewed as part of a finding (23 CFR 450.314(g). 23CFR450.314(b)) that is part of the review and approval of the STIP by FHWA and FTA. As a result, we feel it would be more appropriate to table these five recommendations at this time and wait until after this review process to investigate any additional issues beyond those identified in the DC-MD-VA TMA Certification Review.

We take our metropolitan planning process responsibilities seriously and welcome FHWA/FTA assistance based on the DC-MD-VA TMA Planning Certification Review to ensure consistency with federal law and regulations.

We would like to meet with you to discuss our concerns documented in this letter via web meeting or teleconference in July. Please contact Mr. Paul Agnello to set up this meeting at your earliest convenience.

Sincerely,

DocuSigned by:

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Honorable Tim McLaughlin
FAMPO Chairman

From: Rucker, Ivan (FHWA) <Ivan.Rucker@dot.gov>
Sent: Thursday, August 01, 2019 11:47 AM
To: Matthew Kelly <kelly058@verizon.net>; Linda Millsaps <millsaps@gwregion.org>; Nelson, Thomas (FHWA) <thomas.nelson@dot.gov>; Fedora, R.Wayne (FHWA) <R.Wayne.Fedora@dot.gov>; Sundra, Ed (FHWA) <Ed.Sundra@dot.gov>; Simkins, John (FHWA) <John.Simkins@dot.gov>; Haynes, Stephen <stephen.haynes@vdot.virginia.gov>; Shropshire, Michelle, PE (VDOT) (Michelle.Shropshire@VDOT.Virginia.gov) <Michelle.Shropshire@VDOT.Virginia.gov>; 'marcie.parker@vdot.virginia.gov' <marcie.parker@vdot.virginia.gov>
Cc: Fiol, Marsha C. (VDOT) (Marsha.Fiol@VDOT.Virginia.gov) <Marsha.Fiol@VDOT.Virginia.gov>; Paul Agnello <agnello@gwregion.org>
Subject: Meeting with FAMPO Chair, GWRC Executive Director, Staff and VDOT
Importance: High

Good Morning Mr. Kelly,

We are available to meet with you and Linda at VDOT's Fredericksburg District Conference Room on Monday, August 5, 2019, at 1:30PM. This meeting is a follow-up to your staff's request to meet with us.

At this meeting, please be prepared to walk us thru the FAMPO Policy Board's correspondence to FHWA and FTA offices. Also, please feel free to bring any additional staff that you feel is appropriate.

If this date/time does not meet your schedule, please apprise.

Thank you.

Ivan



Ivan Rucker | *Planning/Environment/Freight*
U.S. Department of Transportation
Federal Highway Administration | Virginia Division Office
400 N. 8th Street, Suite 750 | Richmond, VA 23219
804.775.3350 Ivan.Rucker@dot.gov



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Matthew Kelly
FAMPO Chairman

Paul Agnello
FAMPO Administrator

July 22, 2019

Paul Szatkowski, P.E.
Assistant Division Administrator
Operations and Emergency Management Division
Virginia Department of Transportation

Dear Paul:

This letter is to express the Fredericksburg Area Metropolitan Planning Organization's (FAMPO's) support for the Virginia Department of Transportation's (VDOT's) application for a 2019 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant. We are especially appreciative that the ATCMTD grant application will include an expansion of the predictive parking available using AI for VRE locations in Stafford, Fredericksburg and Spotsylvania; and, that it will expand the decision support system to Fredericksburg.

Transportation infrastructure represents an investment in capital assets that benefit citizens, businesses and non-profit organizations in the region by providing access to markets and opportunities. Capital assets carry a high fixed cost when they are constructed. Therefore, it is imperative to find ways to improve safety, efficiency, system performance and infrastructure return on investment by applying state-of-the-art congestion management, and artificial intelligence (AI) technologies; so that, we can get the best productivity out of the transportation infrastructure in which we have already invested.

The combination of AI-based technologies and crowdsourcing information to more effectively predict parking availability status on the streets and in the lots will benefit citizens by removing a common barrier to economic efficient transportation decisions, namely parking availability. It will also promote ridesharing and public transportation for improved mobility in the region. Finally, the expansion of the decision support system (DSS) to Fredericksburg will allow us to better address non-recurring congestion due to incidents and events. This type of congestion is especially disruptive to supply chains, commuters and business activity due to its unpredictable and unreliable nature. Unlike, recurring congestion it is unanticipated and can't be baked into habits and plans such as leaving at a different time or taking an alternate route. Expansion of the DSS will allow the FAMPO region to minimize the disruption of this type of congestion and allow citizens, commuters and businesses minimum impact to their productive activities.

Thank you for leveraging the already successful Northern Virginia Regional Multi-Modal Mobility Program (RM3P) initiative that was recently approved by the Commonwealth Transportation Board (CTB) and extending it to the localities served by FAMPO through this ATCMTD grant application. Please let me know if FAMPO can be of further assistance in this effort.

Sincerely,



Matthew Kelly
FAMPO Chairman



National Capital Region
Transportation Planning Board

August 8, 2019

The Honorable Matthew J. Kelly
Chair
Fredericksburg Area Metropolitan Planning Organization
406 Princess Anne Street
Fredericksburg, VA 22401

Re: Responding to Federal Metropolitan Transportation Planning Process Recommendations

Dear Chairman Kelly:

As you are aware, the National Capital Region Transportation Planning Board (TPB) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) are two adjacent metropolitan planning organizations (MPOs) which have a special relationship as defined in the “2004 Agreement for Cooperatively Conducting the Metropolitan Transportation Planning and Programming Process in the Portion of the Metropolitan Washington Urbanized Area within the Fredericksburg Area Metropolitan Planning Organization’s Boundaries” (2004 TPB/FAMPO MOU). Simply put, FAMPO assists the TPB by conducting the metropolitan transportation planning process for the urbanized portion of Stafford County on behalf of the TPB.

The TPB’s metropolitan transportation planning process has recently been reviewed and certified by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The FHWA and FTA have strongly recommended that the 2004 TPB/FAMPO MOU be updated by June 4, 2020. Further, FHWA and FTA recommend that specific written provisions for fulfilling the federal Performance Based Planning and Programming (PBPP) requirements be executed between TPB, FAMPO, and providers of public transportation by June 4, 2020.

This letter serves to inform FAMPO that the TPB intends to fulfill the above recommendations in a timely manner and requests FAMPO’s assistance in executing these tasks.

BACKGROUND

The purpose of the 2004 TPB/FAMPO MOU was to identify roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area (UZA). This became necessary when the TPB’s urbanized area boundary (UZA) expanded with the 2000 census. The U.S. Census Bureau defines urbanized areas and after the 2000 census, it was determined that the northern Stafford County area had become urbanized and connected to the Washington UZA.

At that time, Stafford County had a choice regarding its metropolitan transportation planning process: join the TPB (the designated MPO of the expanded UZA) or become part of a new MPO for the expanded UZA. Stafford County expressed a desire to remain part of FAMPO, the MPO for the adjacent Fredericksburg UZA. FAMPO indicated its willingness to accept the additional responsibilities to conduct the metropolitan planning process for the portion of Stafford County found to be contiguous with Washington UZA. TPB responsibilities are slightly different and include more tasks than what FAMPO’s responsibilities are for the rest of its planning area.

Based on discussions with its membership and input from its federal partners, and having determined FAMPO's ability to provide for the planning process for the urbanized portion of Stafford County, the TPB supported the County and FAMPO's request. The MOU outlines these provisions.

2019 FEDERAL CERTIFICATION REVIEW

Every 4 years, the large MPOs must be certified by FHWA and FTA. This certification involves a close examination of all products and processes produced and conducted by the MPO to certify if the federal regulations are met. As defined by the 2004 TPB/FAMPO MOU, FAMPO is conducting planning on behalf of the TPB for northern Stafford County. Therefore, FAMPO products and processes were also part of the review.

While the 2004 TPB/FAMPO MOU has been reviewed on a periodic basis through the 4-year certification review cycle in 2006, 2010, and again in 2014, no updates were made. However, the most recent federal transportation authorization (FAST Act) has made changes to MPO requirements, including the addition of a new requirement to provide written provisions on PBPP implementation. Since the 2004 TPB/FAMPO MOU does not yet reflect these additional requirements, the FHWA and FTA have recommended the following be executed by June 4, 2020.

1. The 2004 TPB/FAMPO MOU be updated to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that on-going roles and responsibilities are consistent with regional, State, and Federal expectations.
2. The TPB, FAMPO, State, and providers of public transportation, develop agreed upon specific written provisions for cooperatively developing and sharing information related to PBPP requirements, including transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System.

PROCESS TO IMPLEMENT FEDERAL RECOMMENDATIONS

TPB staff anticipates that the following coordination and actions will be taken to implement the recommendations in a timely manner. Also attached is a summary of the TPB.

Board Member Coordination: There will be presentations and notifications to both TPB and FAMPO Board members, through the regular board meetings, correspondence such as this letter, and other means as necessary. Given that the area in question is within Stafford County, the County will be expected to play a major role as the details are worked through.

TPB and FAMPO Staff: TPB and FAMPO staff will coordinate work activities, draft each document and work with the legal staff to ensure compliance.

Virginia Department of Transportation (VDOT) and Virginia Department of Rail and Public Transportation (VDRPT): State departments of transportation, including VDOT, VDRPT, the Maryland Department of Transportation and the District of Columbia Department of Transportation will participate through their role as MPO oversight agencies.

The Honorable Matthew J. Kelly
August 8, 2019

Execution: Upon satisfactorily addressing the objectives for conducting the metropolitan planning process for the portion of Stafford County within the TPB's urbanized areas, the TPB and FAMPO will be expected to execute the agreement. For TPB, this means that a final agreement will be presented to the TPB no later than April 16, 2020, with an anticipated approval date of May 20, 2020 (all major actions by the TPB take 2 months – information is presented the first month and then action is taken the second month). Please note that this means that in order for the federal deadline to be met, the documents must essentially be finalized by March 2020.

FHWA/FTA: TPB will transmit the final executed agreements to FHWA and FTA prior to June 4, 2020.

Thank you for your cooperation in implementing these important recommendations. If you have any questions or concerns, please do not hesitate to contact the TPB's Director, Kanti Srikanth at 202-962-3257 or Lyn Erickson, the TPB's Plan Development and Coordination Program Director, at 202-962-3319. We look forward to carrying on our strong relationship and conducting an outstanding transportation planning process that is continuing, cooperative and comprehensive.

Sincerely,



Martin E. Nohe
Chair

Attachment

cc: Mr. Paul Agnello, FAMPO Administrator
Mr. Kanathur Srikanth, TPB Staff Director
Ms. Lyn Erickson, TPB Staff
Ms. Sandra Jackson, FHWA
Mr. Dan Koenig, FTA



About the Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the Washington region. MPOs must carry out transportation planning activities for the US Census declared Urbanized Area. The Washington Urbanized Area encompasses portions of the State of Maryland, portions of the Commonwealth of Virginia, and the District of Columbia.

- 3,000 square miles in area
- Home to more than 5 million people and 3 million jobs
- 17 million person-trips per day
- 44 members include:
 - State transportation agencies: Maryland Department of Transportation, Virginia Department of Transportation, District of Columbia Department of Transportation, VDRPT
 - 23 local jurisdictions
 - State and DC legislatures
 - WMATA
 - MWAA
 - NPS
 - FHWA
 - FTA

ROLES AND RESPONSIBILITIES

- Is a federally-mandated and federally-funded transportation policy-making organization that must follow the Federal Metropolitan Transportation Planning Process as regulated by the latest federal transportation authorization (FAST Act)
- Is made up of representatives from local governments and governmental transportation authorities.
- Carries out the “3C Process” – “Continuing, cooperative, and comprehensive” consultation process in cooperation with the state DOT(s) and transit operators.
- Leads the regional transportation process in cooperation with the state DOT(s) and transit operators.
- Develops plans and programs that consider all transportation modes and support metropolitan community and economic development
- Works in conjunction with state air and transportation agencies to meet federal Clean Air Act standards

All federally funded projects and other regionally significant transportation projects must be included in the MPO’s long-range transportation plan and the Transportation Improvement Program (TIP)

Long-Range Metropolitan Transportation Plan: The LRP which serves as the vision for the region and includes all the transportation improvements where funding is reasonably expected to be available over the next 20 years. Major updates are scheduled every 4 years. The latest TPB long-range plan is called Visualize 2045 and was approved by the board in October 2018.

Transportation Improvement Program (TIP): Each MPO develops a short 4-6-year program for project implementation. Projects in the TIP must show that funding in the first 2 years is available and

committed. Major updates to the TIP are scheduled every two years with regular amendments as needed.

REGIONAL COORDINATION

- The TPB serves as a regional forum for transportation planning.
- As individual projects go through the project development process, projects must be included in the plan and/or TIP for federal approval of key project milestones (ex NEPA) and in order to use federal funding.
- We have a robust public involvement process and often conduct public outreach activities.
- The TPB has 14 committees to help disseminate data, information and TPB products, to make sure the TPB is on track with our members' needs.

FUNDING

The MPO planning activities are federally funded. The MPO spends on average about \$13-\$15 million a year to conduct the metropolitan transportation planning process.

The Transportation Alternatives Set Aside allocates federal reimbursable aid for capital improvements considered alternative to traditional highway construction. Large MPOs, like the TPB, are responsible for project selection on an annual basis for a sub-allocated portion of TA Set Aside Funds. The TPB works with the District of Columbia, Maryland, and Virginia to coordinate each state's application process in the region. The TPB strongly encourages applications that support priority criteria, Safe Routes to School, bicycle/pedestrian facilities, and non-motorized transit access improvements. The TPB has selected 82 projects since 2014 for a total of over \$30 million.

COG/TPB has also been designated by the governors and the mayor as the designated recipient for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Every two years the TPB selects and awards the federal grant funding to projects throughout the region aimed at improving mobility for older adults and persons with disabilities. This year, \$6 million in funding was awarded for 17 local and regional grants. Since 2007, the TPB has solicited, selected and implemented over 100 projects totaling over \$65 million.

The MPO has project selection authority over all regionally significant projects through its TIP and long-range plan. However, fiscal constraint must be demonstrated through local approval processes prior to inclusion into the plan and TIP. Therefore, the TPB tends to rely on the local implementing agencies for their expertise and approval.

STATUTORY REQUIREMENTS

The mission is defined by federal law. It is to implement the Federal Metropolitan Transportation Planning Process. At the TPB, board interests are synchronized with those federal regulations. We are a regional forum for transportation planning. We prepare plans and programs that enable federal funds to flow to metropolitan Washington. We provide technical resources for decision-making.