

**FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING**

May 18, 2015 - 7:15 p.m.

The Robert C. Gibbons Conference Room
406 Princess Anne Street, Fredericksburg, Virginia
www.fampo.gwregion.org/policy-committee

AGENDA

1. **Call FAMPO Meeting to Order** – Chairman Paul Milde
2. **Determination of Quorum** – Acting FAMPO Administrator Lloyd Robinson
3. **Approval of FAMPO Agenda (ACTION ITEM)**
4. **Public Involvement**
Comments and questions from members of the public are welcome at this time.
5. **Public Hearing**
Comments and questions from members of the public concerning the Draft Fiscal Year 2016 Unified Planning Work Program.
6. **Chairman's Comments**
7. **Action Items**
 - a.) Approval of FAMPO Minutes of April 20, 2015 – Mr. Lloyd Robinson
 - b.) Approval of Resolution No. 15-12, Adopting the Fiscal Year 2016 Unified Planning Work Program (UPWP)
8. **Discussion Item**
 - a.) CTAG Representation on the Policy Committee – Mr. Lloyd Robinson and Mr. Art Snyder, Chairman of CTAG
 - b.) FAMPO Workshop – Mr. Lloyd Robinson
9. **Staff and Agency Reports** – Mr. Lloyd Robinson
10. **Board Member Comments**
11. **Correspondence** – Mr. Lloyd Robinson
12. **FAMPO Committees Meeting Minutes** – Mr. Lloyd Robinson
13. **Adjourn /Next FAMPO Policy Committee Meeting: June 15, 2015**

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).



7a.) Approval of FAMPO Minutes of April 20, 2015



**Policy Committee Meeting Minutes
April 20, 2015**

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

Members Present:

Mr. Paul Milde, County of Stafford (Chair)
Mr. Matt Kelly, City of Fredericksburg
Mr. Billy Withers, City of Fredericksburg
Mr. Tim McLaughlin, Spotsylvania County
Mr. David Ross, Spotsylvania County
Mr. Chris Yakabouski, Spotsylvania County
Mr. Anthony Romanello, Stafford County
Ms. Laura Sellers, Stafford County
Mr. Al Harf, Potomac and Rappahannock Transportation Commission (PRTC)
Ms. Marcie Parker, Virginia Department of Transportation (VDOT)

Others Present:

Mr. Nick Donohue, Deputy Secretary of Transportation
Mr. Hap Connors, Commonwealth Transportation Board (CTB)
Ms. Allison Richter, Virginia Department of Transportation (VDOT)
Mr. Craig Van Dussen, Virginia Department of Transportation (VDOT) (In at 7:35 p.m.)
Mr. Scott Shenk, Free Lance Star
Mr. Rupert Farley, FAMPO Citizen Transportation Advisory Group (CTAG)
Ms. Dawn McGarrity, FAMPO Citizen Transportation Advisory Group (CTAG)
Mr. Donald Hickman, Rinker Design Associates

Staff Members Present:

Mr. Lloyd Robinson, FAMPO
Ms. Marti Donley, FAMPO
Mr. Danny Reese, FAMPO
Mr. Tim Ware, GWRC
Ms. Diana Utz, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chair, Mr. Milde, 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. Sellers, with all in consensus, the agenda was approved as submitted.

PUBLIC INVOLVEMENT

Mr. Farley stated that in regard to the HB2 document that has been made available, he stated that he felt the Policy Committee was taking an inappropriate approach in regard to the document. Mr. Farley also stated that he was dismayed to find the same attitude expressed by the FAMPO Technical Committee. Mr. Farley was speaking as a citizen and was not speaking as a representative from the FAMPO CTAG Committee. Mr. Farley stated that he felt the State has created a document that will treat all regions state-wide in a fair and equitable manner. Mr. Farley stated that he felt that instead of this region going with the flow and dealing with the weighting factors that have been assigned, that instead FAMPO was trying to circumvent the HB2 provisions and make them fit what they want it to say. Mr. Farley stated that he was strongly encouraging the Policy Committee to vote against adoption of Resolution No. 15-11 and instead to focus efforts on congestion relief. Mr. Farley stated that he felt congestion relief should not even be on the list as a determining factor; however, it is included so he would rather see the Policy Committee exert efforts in making the point clear to the General Assembly that congestion relief should not be a factor of consideration.

CHAIRMAN'S COMMENTS

Mr. Milde welcomed Mr. Nick Donohue, Deputy Secretary of Transportation to tonight's meeting and advised that Mr. Donohue would be giving an HB2 update/presentation later in tonight's meeting.

ACTION ITEMS

a.) Approval of FAMPO Minutes of March 16, 2015 – Mr. Lloyd Robinson

Upon motion by Ms. Sellers and seconded by Mr. Kelly, and Mr. Ross abstaining with everyone else in consensus, the minutes from the March 16th meeting were approved as submitted.

b.) Approval of Resolution No. 15-08, Directing that a Public Comment Period & Public hearing be Held Prior to the Adoption of the FY2016 Unified Planning Work Program (UPWP) – Mr. Lloyd Robinson

Upon motion by Mr. Kelly and seconded by Mr. Romaello, with everyone in consensus, Resolution No. 15-08 was adopted.

c.) Approval of Resolution No. 15-09, Allocating FY2016-2021 Congestion Mitigation & Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Funds – Mr. Lloyd Robinson

Upon motion by Mr. Romanello and seconded by Mr. Kelly, with everyone in consensus, Resolution No. 15-09 was adopted.

d.) HB2 Update – Mr. Nick Donahue

Mr. Donahue advised that a HB2 draft was released in March and the State is aware that it requires updates. Mr. Donahue stated that the comments that have been received across the State will be brought before the CTB at their upcoming May meeting. Mr. Donahue relayed that it was felt it was best to keep this as a single document until the public comment period ends and then all changes will be incorporated at one time.

Mr. Donahue advised that the HB2 legislation requires the CTB to adopt a state-wide prioritization process to evaluate projects to receive funding. This process must be developed & implemented into the FY2017-2022 Six-Year Improvement Plan.

Mr. Donahue stated that this process applies to flexible funds that are used to enhance or expand the transportation capacity and does not apply to maintenance, major rehabilitation or specialized programs.

Mr. Donahue advised that the CTB is required to consider six factors when it weights projects state-wide, as follows: congestion mitigation, economic development, accessibility, safety, environmental quality and land use coordination (only for areas with over a population of 200,000). Each project submitted will be weighted and given a separate score in each of the categories mentioned above.

Mr. Donahue stated that significant public outreach has been undertaken that includes him personally having made a presentation to every MPO and many PDCs state-wide. Eighteen CTB hearings have been held; nine regional stakeholder meetings held; meetings have been held with all fourteen Virginia MPO's and many planning districts; presentations are being given at numerous state-wide conferences. Mr. Donahue advised that the public comment period is still open and that the Board will continue to seek additional public feedback over the next month. Mr. Donahue advised that there still are nine additional CTB hearings scheduled over the next four weeks.

Mr. Donahue advised that the State has allocated 4 categories of weighting frameworks state-wide ranging from Category A to Category D. Mr. Donahue stated that currently the Fredericksburg region is assigned to a Category B rating. Mr. Donahue advised that he and the State are aware that the FAMPO region has requested its re-classification be changed from a Category B rating to a Category A rating. (Mr. Robinson advised that there is a Resolution asking for this re-classification that will be brought up before the FAMPO Policy Committee tonight for their endorsement).

Mr. Donahue advised that in the State's project scoring category, project benefits are being examined relative to a project's cost. The Board is considering whether total funding or only HB2 eligible funds should be considered in the final determinations. Mr. Robinson asked what costs are actually being considered – i.e. if a region has a \$100,000 project for consideration and has \$50,000 of funding accrued to go to the project does the project cost get computed at \$50,000 or \$100,000. Mr. Robinson stated that it is felt for regions across the State that do not have money allocated to a project that their project may not be weighted as high because one project could be completed for \$50,000; whereas, another project's cost would be the total \$100,000. Mr. Donahue stated that this is a factor that has not been finalized by the State to date.

Mr. Donahue stated that currently 39 real projects are being rated state-wide and even though the projects are real projects, they are anonymous to the staff so that knowing what a specific project is does not guarantee it will be rated higher based on personal or political feelings toward a project. All projects are either projects completed to a specific phase of development or projects that are under construction.

Mr. Donahue advised that the HB1887 implications have currently developed a percentage chart for district grants state-wide. Currently, the Fredericksburg region has received a 6.9%. Mr. Donahue stated that they are aware that the FAMPO region feels this is a low and inaccurate rating. Mr. Donahue relayed that this chart is a sliding scale, and as new data is continually received you could see changes occur on a regular basis on the current percentages now assigned to a region.

In closing, Mr. Donahue stated that the plan is in no way finalized to date and that each region needs to continue to engage concerns, submit comments, etc. Mr. Donahue advised that in April/May public comment on the draft plan will be sought at the upcoming Six-Year Improvement Program hearings. In May, the CTB will be presented with the pilot test results and process revisions. In June, the CTB will receive the final process from staff and will take final action at that time.

e.) Resolution No. 15-10, Requesting that the Virginia Commonwealth Transportation Board (CTB) Place the FAMPO Region in Category A of the Factor Weighting Frameworks for Project Ratings Under the New HB2 Project Rating System – Mr. Lloyd Robinson

Upon motion by Mr. Kelly and seconded by Mr. Ross, with Mr. Harf & Ms. Parker abstaining and everyone else in consensus, Resolution No. 15-10 was adopted.

f.) Resolution No. 15-11, Requesting that the Virginia Commonwealth Transportation Board (CTB) Reconsider the Forty-Five Minute Commute as the Standard When Evaluating HB2 Projects for Congestion Mitigation – Mr. Lloyd Robinson

During discussion, Mr. Harf suggested that Resolution 15-11 be amended to state that FAMPO recommends the Commonwealth test several commute times, other than just forty-five minutes, in order to demonstrate the effects of these alternative times have on different project ratings throughout the Commonwealth.

Upon motion by Mr. Kelly and seconded by Mr. Harf, with Ms. Sellers voting no and Ms. Parker abstaining and everyone else in consensus, Resolution No. 15-11 was adopted, as amended.

g.) Other HB2 Implementation Issues

Following considerable discussion from committee members it was also the consensus of the Policy Committee that staff drafts a letter reiterating the concerns, comments, and feedback to be submitted to the State & to the CTB. Mr. Robinson was asked to compile the letter, include the bulleted items, distribute to committee members for feedback and edits and then to forward to the FAMPO Chairman for his signature before submitting the letter to the Commonwealth Transportation Secretary and the CTB members.

DISCUSSION ITEM

a.) New Approaches to Solving Transportation Problems Workshop – Mr. Lloyd Robinson

Mr. Robinson advised that staff & VDOT have been diligently working to come up with presentation materials for the Transportation Problems Workshop that was a request made by this committee. To date, after at least two email notifications, staff has only heard back from four2 of its voting members in regard to dates/times that would be convenient for them to participate. Ms. Donley was asked to forward the email out again asking for member replies so that a date for this workshop could be finalized.

FAMPO CORRESPONDENCE

Correspondence is included in packet & self-explanatory.

STAFF REPORT

Mr. Robinson advised that the close-out date for receiving RFP's for on-call consultants ended last Friday and six individual firms submitted a bid. Mr. Robinson stated that a selection committee comprised of FAMPO staff, locality representatives from the Technical Committee, and representation from FRED & VDOT will be reviewing the bids received. The committee will make recommendations on which firms to hire and provide this to the Policy Committee at an meeting for endorsement.

In regard to the regional transportation planner's position that is now open, Mr. Robinson relayed that there were twenty-three resumes received and that the review process will be conducted by FAMPO staff. Both telephone and personal interviews will be scheduled with a short list of people.

In regard to the FAMPO Administrator's position, Mr. Milde advised that the review committee has received five resumes. These too will be reviewed internally, and three of the five will be contacted for further interviews.

MEMBER REPORT

Virginia Department of Transportation (VDOT) - Ms. Parker advised that VDOT's 6-Year Planning Meeting will be held on April 30th at the Germanna Community College satellite location in Spotsylvania County.

Mr. Ross asked Ms. Parker if there is any modeling data available in regard to the HOT lanes. Mr. Ross stated that for him personally, on a daily basis, his commute from Route 126/130 to Route 152 has increased in both the a.m. and p.m. time frames since the HOT lanes have been open. Mr. Ross asked if VDOT has any plans of extending the entrance/exit points further down. Mr. Ross stated that he would like to review data on what the projections were versus what is actually occurring.

Mr. Romanello concurred with Mr. Ross's comments and stated that Stafford County staff has expressed the same concerns. Ms. Parker advised that she will bring data back for review at the upcoming May meeting.

FAMPO COMMITTEE MEETING MINUTES

The FAMPO Technical Committee (FTC) and the Citizens Transportation Advisory Group (CTAG) meeting minutes are included in packet.

ADJOURN

The FAMPO meeting was adjourned at 9:09 p.m. The next meeting will occur on May 18, 2015 at 7:15 p.m.



7b.) Approval of Resolution No. 15-12, Adopting the Fiscal Year 2016 Unified Planning Work Program (UPWP)

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Paul Milde
Chairperson

Lloyd Robinson
Policy Specialist

FAMPO RESOLUTION 15-12

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ADOPTING THE FY2016 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the adoption of the FY2016 Unified Planning Work Program (UPWP) is required in June, and

WHEREAS, FAMPO staff has worked with Virginia Department of Transportation (VDOT), Department of Rail and Public Transportation (DRPT), the FAMPO Technical Committee (FTC), and the Transportation Advisory Group (TAG) to develop the Fiscal Year 2016 UPWP budget and task descriptions of FY2016, and

WHEREAS, a public hearing on the draft Fiscal Year 2016 has been held, and

WHEREAS, the public comment period for the Fiscal Year 2015 UPWP began on April 23, 2015 and ended on May 22, 2015.

NOW THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE FISCAL YEAR 2016 UNIFIED PLANNING WORK PROGRAM (UPWP) IS HEREBY ADOPTED PROVIDED NO ADVERSE PUBLIC COMMENTS ARE RECEIVED BEFORE THE THIRTY DAY PUBLIC COMMENT PERIOD CLOSES ON MAY 22, 2015

Adopted by the FAMPO Policy Committee at its meeting on May 18, 2015

FAMPO Resolution 15-12

Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: _____

UNIFIED PLANNING WORK PROGRAM (UPWP)

Fiscal Year 2016

Adopted May 18, 2015



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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.”

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Preface to the Fiscal Year 2015 Unified Planning Work Program

Continuing on a course established in the past nine years, FAMPO's FY2016 Unified Planning Work Program (UPWP) supports ongoing work in the areas of long range transportation and land use planning, congestion management program, public participation, corridor planning, and other special projects.

According to Weldon Cooper, coming out of the recent deep recession, the George Washington Region (GWRC) grew by just under six percent between the Census in 2010 and July 2014, to a total of about 350,000 residents. This is the second-highest growth rate in the Commonwealth, behind Northern Virginia, which grew at a rate of 7.5% in the same period. Looking at the FAMPO area, staff estimates that it grew by just over 9%, to about 225,000 residents during this period.

Given its proximity to Northern Virginia and Washington DC, the region will continue to experience pressures for both suburban and "exurban" land-uses and their attendant commuting patterns.

With the adoption of the 2040 Long Range Transportation Plan (LRTP) in April 2013, the FAMPO Policy Committee again strongly endorsed the policy of linking land use and transportation planning into the future. That policy is again embraced in this UPWP, as the second round of Regional Land Use Scenario Planning will conclude in FY2016, setting the stage for the update to the FAMPO Long Range Transportation Plan in FY2016-FY2018.

Development pressure, population growth, attenuate increases in traffic, and 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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FY2015 Unified Planning Work Program

I-A 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 dating to the 1970s, 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 transportation 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.

I-B The Unified Planning Work Program

To fund this federally required transportation planning process, FAMPO receives two formula sources of Federal funds 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 State 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.

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:

1. The transportation planning work activities to be carried out during the fiscal year.
2. The end products produced as a result of that work.
3. The funding sources for each activity.

4. The agencies and/or organizations responsible for ensuring that the work is performed and products delivered.

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FY2015 Transportation Planning Activities

II-A FAMPO Accomplishments in FY2015

General:

The number of GWRC staff devoted to transportation planning is set at four and one-half full-time equivalent positions. Currently three and one-half of these authorized positions are filled. Broadly speaking, staff responsibilities include 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 include the planning work that was accomplished in the past year.

FY2015 Transportation Planning Accomplishments:

1. The FY2015 UPWP was developed.
2. FAMPO sponsored a number of 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 the second round of Regional Land Use Scenario Planning in support of the 2045 Constrained Long-Range Plan.
5. Further developed in-house travel demand, land use, and traffic modeling capability.
6. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with the Transportation Planning Board (TPB).
7. Worked with the Virginia Department of Environmental Quality (VDEQ) and the 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.
8. 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.

9. Continued active involvement in the 95 Express Lanes project (formerly named HOV/HOT Lanes).
10. Completed Feasibility Study for new Interstate access at the Jackson Gateway area of Spotsylvania County.
11. Worked 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 Fiscal Years 2016-2021.
12. Continued to provide transportation planning assistance to local governments in the GW Region.
13. Participated in the Northern Virginia Vanpool Incentive Program with the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC).
14. Amended the FY2013-2016 Transportation Improvement Program (TIP).
15. Developed and approved the FY2015-2018 Transportation Improvement Program (TIP).
16. Completed a FAMPO Self-Certification Assessment in conjunction with adopting the FY15-FY18 TIP per 23 CFR 450.334
17. Completed development of the 2014 FAMPO Congestion Management Process (CMP) Update. This CMP Update allowed real time traffic data to be accessed by interested persons on the FAMPO website. While not, in itself, recommending specific projects, the CMP provides the strategic framework for FAMPO selection of projects and programs to ease congestion, including intersection improvements, signal timing, roundabouts, roadway widening, increased transit/TDM, and other congestion-relieving improvements.
18. Updated and revised the RSTP and CMAQ project selection procedures and criteria.
19. Coordinated with VDOT to develop revised scoring criteria to evaluate new Transportation Alternative projects submitted under the new Moving Ahead for Progress in the 21st Century (MAP-21) program.
20. Continued to integrate I-95 Vehicle Probe Project (VPP) INRIX data into FAMPO's planning program.
21. Participated in a Certification Review as required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

HIGHLIGHTS OF THE FY2016 UNIFIED PLANNING WORK PROGRAM

III-A Listing of FY2016 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 second phase of the Regional Land Use Scenario Planning Study. This second phase is focused on updating and enhancing the CommunityViz model to run more efficiently; developing tools to better allocate growth in the interim and horizon year for use in the regional travel demand model; testing alternative transportation scenarios; and finally, performing corridor-level traffic operational analyses for three corridors in the Region (US-1 and VA Routes 2 and 3).

FAMPO will initiate the update of the 2040 Long Range Transportation Plan (LRTP), a two year process.

The MPO will continue to enhance its public involvement activities by including the use of the FAMPO website, press releases, and the provision of graphic visualizations at meetings, the provision of access to the disabled for the meetings; and the availability of alternate language translation to facilitate the participation of non-English speaking populations in the public involvement process. 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, business and community groups, and other interested parties regarding FAMPO's 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 updated PPP, and an annual evaluation will be conducted on the PPP to measure its effectiveness.

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 FY2016 will include the following:

1. Further develop and maintain the new Fiscal Years 2015-2018 TIP to reflect changes in projects and Federal funding obligations.
2. Develop a UPWP for FY2017.
3. Continue to enhance the Geographic Information System (GIS) for a variety of applications.
4. Work with DEQ, 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 enhance the provision of appropriate information through it, including the satisfaction of Federal information visualization requirements.
7. Provide assistance to local jurisdictions regarding transportation projects and grant applications.
8. Enhance member education on the transportation process and regional transportation issues.
9. Continue to integrate the urban and rural transportation planning activities in the George Washington Region.
10. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using CommunityViz software and working with VDOT.
11. Revisit FAMPO's Highway Project Prioritization Methodology and amend/adjust as necessary.
12. Develop and maintain a Livability database (i.e. transportation studies, projects, public participation, economic development, bike pedestrian improvements, safety, etc. that would improve transportation mobility in the region) that can be reported to Federal Highway Administration (FHWA) on an annual basis and to the public on the FAMPO website.
13. Complete Phase II of Regional Land Use Scenario Planning for the Region by further exploring alternatives to existing land use policies that were developed in the first round, and begin to examine alternative transportation investment strategies with each scenario.
14. Maintain the Regional Congestion Management Process (CMP) website.
15. Coordinate, as appropriate, with VDOT in the development of the VTrans and the Virginia Surface Transportation Plan (VTSP) updates; including attendance at meetings and workshops, and providing local data, input, and recommendations in regard to policies and projects of regional significance.
16. Coordinate with VDOT to evaluate Transportation Alternative projects for the GWRC/FAMPO area under the new Moving Ahead for Progress in the 21st Century (MAP-21) program.

17. Work 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 Fiscal Years 2016-2021.
18. Begin the update of FAMPO's 2040 Constrained Long-Range Plan.
19. Work with U.S. DOT and VDOT in developing and implementing various MAP-21 Performance Based Planning Initiatives.
20. Work with the FAMPO Policy Committee, the Commonwealth, and other interest groups to provide meaningful input to the State's new project prioritization requirements.

III-B Air Quality Planning Activities

Effective June 15, 2004, the Environmental Protection Agency (EPA) classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as a moderate ozone nonattainment area under the 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 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 Fiscal Years 2012-2015 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. In order 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'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 8-hour ozone standard, and 2005 was the last year in which the Stafford 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. In order 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 8-hour ozone Maintenance Plan containing revised motor vehicle emissions budgets that were created with EPA's new mobile model called Motor Vehicle Emission Simulator (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, prepares each conformity analysis on FAMPO's TIP and LRTP and presents 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. Any new or amended TIP or LRTP that adds or deletes regionally significant projects will be required to undergo a new conformity review as well.

On May 21, 2012, EPA finalized a rule that designated the Fredericksburg region as in attainment for the 2008 ozone standard and revoked the 1997 ozone standard for purposes of transportation conformity. The attainment designation with the 2008 ozone standard became effective July 20, 2012, and the revocation of the 1997 ozone standard for transportation conformity purposes became effective on July 20, 2013. As a result, transportation conformity requirements are not currently applicable in the Fredericksburg region.

III-C 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 of Population, a portion of North Stafford County became a part of the Metropolitan Washington Urbanized Area and, 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 is designated a part of the Metropolitan Washington Urbanized Area. To facilitate the implementation of TMA planning requirements for North Stafford, 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.

III-D Congestion Management Process

In December of 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010, the CMP measured the level of service (LOS), vehicle crashes, and peak period travel times on various Regional arterials. These measurements were used as a baseline for future CMP updates. In 2015, FAMPO completed development and application of a state-of-the-art web-based system that allowed FAMPO staff to continuously monitor and update congestion levels on an ongoing basis. Planned congestion relieving projects were inventoried and strategies were recommended for each of the principal arterial corridors in the FAMPO Region. The CMP is an integral part of the short and long term planning and project prioritization processes of FAMPO.

III-E 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 with the conventional surface transportation infrastructure on an area wide basis. 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 Fredericksburg 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 in order to implement ITS solutions Statewide. ITS will play a growing role in FAMPO short and long-term congestion management activities going forward.

III-F 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 multi-modal 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 Fredericksburg 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 also included in the 2040 LRTP Update.

III-G 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. Enhanced outreach will be undertaken to involve members of low-income and minority populations in the transportation planning process by implementing the newly developed Title VI Compliance Plan, Limited English Proficiency (LEP) Plan, and the Public Participation Plan (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 disperse information in a timely manner 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.

III-H 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 Public Participation Plan (PPP) requires that members of the public are given a thirty (30) day review and comment period on the draft work program prior to adoption, as well as for any subsequent amendments to the adopted Program. Following the review period, a Public Hearing is held prior to the adoption.

In November 2012, FAMPO updated the PPP. The purpose of the updated PPP is to not only continue to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process, but to also place a stronger emphasis in reaching our Region's Title VI community which includes older adults, persons who are limited English proficient, persons with disabilities, ethnic groups, and low income populations. Effective transportation planning recognizes the critical link between transportation and other societal goals.

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.

IV-A 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: On going

IV-B FAMPO On-Call and Special Studies

Study Area: Entire GWRC Region

Study Background and Objectives: Funding may be made available to provide professional on-call transit and transportation planning services by FAMPO for focused special planning or design issues. Specific studies, and availability, are to be determined. FAMPO will provide general oversight to these study efforts and some design work will be overseen by local government engineering staff. In FY16 FAMPO will complete Phase II of Land Use Scenario Planning and begin a two-year update of the 2040 LRTP. On call consultants will continue to be utilized to support these efforts and may be called upon to complete smaller analyses which arise during the year.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: On going

IV-C Other Studies

Other studies are undertaken by local governments, VDOT, DRPT, 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, facilities plans, and related items. FAMPO works to coordinate with all partners in the Region on an ongoing basis.

DRAFT

FY2016 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 FY2016 and the funding that will be applied to each.

V-A Long-Range System Level Planning

Description: FAMPO staff will undertake the following long-range system level planning activities during FY2016:

1. Conclude Regional Land Use Scenario Planning Phase II. This Phase is more focused on testing different combinations of transportation investment strategies utilizing the outputs from the land use models that were developed in Phase I as inputs to the FAMPO travel demand model, as well as other regional issues as defined by the GWRC and FAMPO. This information will be used to directly feed the FAMPO Travel Demand Model and the socio-economic portion of the 2040 LRTP Update.
2. Conduct regional telephone survey to measure residents in the FAMPO region attitude toward transportation projects and programs.
3. Maintain a database of development trends and population projections for the Region.
4. Collect, organize, and report various system performance data (vehicular and non-vehicular measures as well as transit and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.
5. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
6. In conjunction with VDOT and local governments, conduct travel demand/land use modeling and traffic modeling as required.
7. Work with DEQ, EPA, VDOT, FHWA, and member localities regarding air quality conformity determinations for the TIP and LRTP.
8. Monitor activities of the BRAC process at area military bases and evaluate multimodal alternatives (including transit opportunities) to accommodate the transportation impacts of the increased employment.
9. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the Rappahannock Area Agency on Aging (RAAA) with vehicle programming and planning for mobility impaired persons.
10. Examine effects upon Environmental Justice and safety conscious issues with regard to specific proposed projects in the FY12-15 TIP, new FY15-18 TIP, and the 2040 LRTP and the transportation system as a whole.

11. Provide a means to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the region.
12. 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.
13. Continue to refine land use, travel demand, and traffic modeling in FAMPO and throughout the Region.
14. Amend FAMPO's 2040 Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints
15. Continue to work with VDOT to enhance the regional travel demand model to FAMPO 4.0 which will include a mode split model in order to enhance its transit demand forecasting abilities.
16. In conjunction with VDOT, determine the impacts and apply the new requirements of MAP-21 requirements into the planning process.
17. Work with U.S. DOT and VDOT in developing and implementing various MAP-21 Performance Based Planning Initiatives.
18. Work with VDOT and DRPT to implement the new Statewide project prioritization required under HB2 and to complete the update to the Commonwealth's Vision 2040 Transportation Plan.
19. Continue to enhance the current FAMPO land use modeling using CommunityViz and integrate it with the FAMPO travel demand model (CUBE Voyager).
20. Begin a major update of the FAMPO 2040 LRTP.

End Products:

1. Completion and publication of Phase II of Regional Land Use Scenario Planning (land use and transportation) that will include maps and reports outlining the impacts that land use and different combinations of transportation investments have on the surface transportation network, costs to maintain and upgrade the network, the efficiency and costs of public transportation, and outcomes from other analyses. *
2. Sense of citizens reactions to transportation issues in the FAMPO region.
3. Maintenance of updated transportation and land use databases incorporated into the GIS system. **
4. Analysis of development, mobility, and population trends.
5. Support in the development, advertisement, and publication of the Transportation Air Quality Conformity Report.
6. Improved FAMPO and Regional modeling capabilities. **
7. Meetings and informational exchange discussions regarding procedures to improve transportation planning.
8. An updated Highway Project Prioritization Methodology.

9. Development of Multimodal Corridor Plans, Transit Plans, Interstate Access Studies, Parking Studies.*
10. Further Integration of the Land Use Modeling and Travel Demand Modeling capabilities. **
11. Initiation of a major update of the FAMPO 2040 LRTP.

* Initiative funded with a mix of RSTP (VDOT UPC # 93975), PL Funds and SPR Funds

** Initiative funded with a mix of RSTP (VDOT UPC # 90268) and PL funds

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

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP/STP/State	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New		
\$168,000	\$21,000	\$21,000	\$72,000	\$9,000	\$9,000	\$330,000	\$67,500	\$697,500

V-B Long Range Project Level Planning

Description: FAMPO staff will undertake the following long-range project level planning activities during FY2016:

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 FAMPO region.
3. Continue to update the 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. Implement the new project application process and project scoring criteria for the selection of CMAQ and RSTP funded 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.

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 FAMPO Region.
3. Analysis in response to studies affecting the FAMPO Region.
4. Documentation of activities in support of transportation planning and informational requests.
5. Map and briefing on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.
6. Improved TIP format and on-line interactiveness.
7. An updated, simplified, project application and scoring process for CMAQ and RSTP funded projects.

Participants: FAMPO staff, FAMPO Committees, VDOT, DRPT, Potomac and Rappahannock Transportation Commission (PRTC), TPB, FHWA, FTA, local jurisdictions, consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	
\$8,000	\$1,000	\$1,000	\$4,000	\$500	\$500	\$15,000

V-C Congestion Management

Description: The 2015 CMP was adopted in March 2015, and INRIX data for the process will continually be updated to include new travel time indices, safety, and congestion hotspots. This data will be provided to interested parties via the FAMPO website.

End Products: Updated travel time indices, safety and congestion hotspots, and safety and congestion mitigation strategies, and 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.

Budget & Breakdown by Funding Source:

PL			5303			RSTP	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New		
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000	\$10,000		\$35,000

V-D Public Participation

Description: The old SAFETEA-LU and new MAP-21 legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2015, 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.
3. Continue the use of social media which includes a facebook and a Twitter page.
4. Continue to publish and distribute brochures and other informational items at local libraries and planning offices.
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 to distribute electronic copies via the website, facebook, twitter, and email.
10. Continue to evaluate the effectiveness of the updated PPP.
11. Continue to update as necessary the Transportation Improvement Plan (TIP) webpage and interactive map on the FAMPO website.

12. Upon request, major transportation planning document will be translated into Spanish.
13. Continue the recruitment of additional members to the Citizens Transportation Advisory Group (CTAG) to include a broad spectrum of members in our Title VI community.
14. Incorporate additional visualization techniques.
15. Document minority representation.
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 FAMPO CTAG.
2. A measurable public involvement process that maximizes outreach.
3. An informational and interactive website.
4. Increased public awareness measured by responses to questionnaires/surveys, emails, and written or verbal comments.
5. Improved visualization and/or communication techniques.
6. Timely distribution of MPO meeting notices, agendas, and meeting minutes.
7. Continued development of a social media presence.
8. Support of all committee meetings by generating electronic agendas on the website and continuing to send notifications via email.
9. Compliance with Title VI requirements.
10. File documentation of public involvement activities.
11. Expanded and up-to-date public participation database. ***
12. Completed, analyzed surveys. ***
13. Compliance with Title VI requirements. ***

*** Initiatives 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/STP/State	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$48,000	\$6,000	\$6,000	\$32,000	\$4,000	\$4,000	\$79,530	\$179,530

V-E FAMPO Administration

Description: During FY2016, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2016 UPWP and develop the FY2017 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 summaries 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. Coordination with the 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 (COG) Department of Community Planning staff as part of the Cooperative Forecasting Process.
10. Coordinate and transmit other information and data on an as needed basis.
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 \$20,000.
14. Upgrade existing computer equipment and software as required. This task will have a budget of up to \$30,000.
15. Comply with State and Federal auditing requirements.

End Products:

1. Correspondence and documentation related to all FAMPO committees meetings and activities.
2. Correspondence and documentation regarding any FY2016 UPWP amendments.
3. Production of the FY2017 UPWP.
4. Documentation of public meetings and hearings conducted during FY2016.
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. Development of FAMPO Resolutions, meeting minutes, and other production materials related to FAMPO administrative activities.
8. Develop and publish an annual listing of projects obligated with Federal funding consistent with MAP-21 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 the North 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

Participants: FAMPO staff, other MPOs.

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		
\$56,746	\$7,093	\$7,093	\$19,616	\$2,452	\$2,452	\$5,000	\$100,452

Summary of Financials

Planning (PL) (FY 2015 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY 2015 & 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								
\$168,000	\$21,000	\$21,000	\$72,000	\$9,000	\$9,000	\$330,000	\$67,500	
\$210,000			\$90,000			\$330,000	\$67,500	\$697,500
Long Range Project Level Planning								
\$8,000	\$1,000	\$1,000	\$4,000	\$500	\$500			
\$10,000			\$5,000					\$15,000
Congestion Management								
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000	\$10,000		
\$15,000			\$10,000			\$10,000		\$35,000
Public Participation								
\$48,000	\$6,000	\$6,000	\$32,000	\$4,000	\$4,000	\$79,530		
\$60,000			\$40,000			\$79,530		\$179,530
Administrative								
\$56,746	\$7,093	\$7,093	\$19,616	\$2,452	\$2,452		\$5,000	
\$70,932			\$24,520				\$5,000	\$100,452
Total								
\$292,746	\$36,593	\$36,593	\$135,616	\$16,952	\$16,952			
\$365,932			\$169,520			\$419,530	\$72,500	\$1,027,482



8a.) CTAG Representation on the Policy Committee



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

Paul Milde III
FAMPO Chairman

April 15, 2015

Honorable Paul Milde, FAMPO Chairman
406 Princess Anne Street
Fredericksburg, Virginia 22401

RE: The FAMPO Public Involvement Process and the Transportation Advisory Group's (TAG) Role in that Process

Dear Chairman Milde:

The Transportation Advisory Group (TAG) was created by the FAMPO Policy Committee as a citizen advisory group to the Policy Committee shortly after FAMPO was established in State and Federal law in 1992. From the outset the TAG was envisioned as a group of interested citizens, appointed by local government members of FAMPO and by the Policy Committee to advise the Policy Committee on citizen's views on Regional transportation issues and projects, and to provide public information throughout the Region on FAMPO policies, programs and project priorities.

Over the nearly quarter century since its creation the TAG has worked diligently to fulfill its mission, although in the past TAG membership and meeting attendance were sometimes less than optimal. Today TAG is much more robust than in the past, with a growing membership and a strong record of monthly meeting attendance by very active and sincere members of the Regional community.

Over the past several months the TAG has discussed and debated its role and relevance in FAMPO and its relationship with the Policy Committee. We have been assisted in this effort by FAMPO staff, to provide us with facts about TAGs in general, throughout the country, including State and Federal requirements, the percentage of MPOs with TAGs, their roles, their make-up and their relationships with the Policy Committees they serve. FAMPO staff analysis is attached to this letter.

As a result of our deliberations, the TAG members have agreed to amend our bylaws (attached) and to re-name ourselves the Citizens Transportation Advisory Group (CTAG). We have also agreed to request time on the Policy Committee's May agenda to request two things:

- 1) **that CTAG be given a permanent, non-voting seat on the Policy Committee, to be held by the CTAG Chair or the Chair's designee, and**
- 2) **that CTAG be given a standing item on the Policy Committee agenda to provide CTAG input to the Policy Committee.**

We appreciate your and the Policy Committee's consideration of this request, and we look forward to discussing the matter with you and the entire Policy Committee at your May meeting.

Sincerely,

A handwritten signature in cursive script that reads "Arthur Snyder".

Arthur Snyder, Chair
FAMPO Citizen Transportation Advisory Group

Attachments

CC: FAMPO Policy Committee
CTAG
Lloyd Robinson, FAMPO Policy Specialist
Tim Ware, GWRC Executive Director



8b.) FAMPO Workshop

FAMPO Transportation Workshop

Fredericksburg Residency Visitor Sign-In Sheet

	Name	Reason For Visit	Date	Time In	Time Out
1	MATTHEW KEEM	WORKSHOP	8/11	5:45 AM	
2	Tim Ware	" "	8/11	5:45	
3	BRAD H. JOHNSON	" "	5/11	5:45	
4	STEVE CROUTHAR	Workshop	5/4	5:50	
5	Rupert Farley	"	"		
6	Billy WITTEND	WORKSHOP	5/11	5:55	
7	AL HARR	"	5/11/18	5:55	
8	Laura Sellers	" "	5/11/18	8:55	
9	FRAN LARKINS	WORKSHOP	5/11/18	8:55	
10	Marcie Parker	"	5/11/18		
11	Christopher Rapp	"	5-11-15	5:55	
12	Unwanne Dabney	Workshop	5-11-15	5:58 PM	
13	Joey Hess	workshop	5-11-15	6:00 PM	
14	Sonali Sonéji	Workshop	5/11/15	6:15 pm	
15					
16					
17					
18					
19					
20					



11.) Correspondence



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

Paul Milde
FAMPO Chairman

May 12, 2015

The Honorable Aubrey Lane
Transportation Secretary
Commonwealth of Virginia
1111 East Broad Street
Richmond, VA 23219

RE: FAMPO Recommendations Concerning HB2 Implementation

Dear Secretary Layne:

At its meeting on April 20, 2015 the FAMPO Policy Committee passed a Motion instructing me to write to you about four policy concerns we have in regard to HB2 implementation. These concerns are explained below.

1. **Moving the FAMPO Region from Category B to Category A in the HB2 Project Rating Criteria:** This was endorsed by FAMPO in Resolution 15-10 (attached).
2. **Use of a Forty-five Minute Commute Time in an "Accessibility" Rating for Projects:** Resolution 15-11 (attached) addresses this. FAMPO is concerned that project rating impacts of the forty-five minute commute time standard are not well understood around the Commonwealth and requests that the CTB consider and test a number of differing commute time standards to show their relative rating impacts on potential projects.
3. **Projected Reduction in State Revenue Sharing:** Many FAMPO members expressed concern at the forecast reduction in Revenue Sharing funds from \$195 million a year to \$50 million a year. Current Revenue Sharing funding levels and policy are highly successful in the FAMPO Region, and we request that the CTB reconsider this planned reduction in the program.
4. **Definition of "Project Cost" in the HB2 Project Rating System:** As you know, project cost is critical to the HB2 project rating system, and therefore the definition of "project cost" is itself critical. FAMPO recommends that the CTB adopt a definition of "project cost" which includes the total project costs, regardless of the potential source of revenues to pay for those costs.

We appreciate consideration of these recommendations by yourself and the CTB.

Sincerely,

Paul Milde
FAMPO Chair

Attachments

Cc: FAMPO Policy Committee
CTB Members
Nick Donohue

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Paul Milde
Chairperson

Lloyd Robinson
Policy Specialist

FAMPO RESOLUTION NO. 15-10

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) POLICY COMMITTEE RESPECTFULLY REQUESTING THAT THE VIRGINIA COMMONWEALTH TRANSPORTATION BOARD (CTB) PLACE THE FAMPO REGION IN CATEGORY A OF THE FACTOR WEIGHTING FRAMEWORKS FOR PROJECT RATINGS UNDER THE NEW HOUSE BILL 2 PROJECT RATING SYSTEM

WHEREAS, the new Commonwealth transportation project rating system required under House Bill 2 will rate competing projects as to their economic effectiveness in addressing issues including congestion, economic development, safety, land use and other areas, and

WHEREAS, Commonwealth staff development of this proposed system has to date differentiated the disparate Virginia Regions into several categories, whereby each of these rating factors will be given different weights for different categories of Regions, and

WHEREAS, at present, the Commonwealth staff recommendation is that FAMPO be included in Category B, where congestion is a 15% factor in project scoring, and

WHEREAS, under the Commonwealth staff recommendation Category A projects will be scored with congestion as a 35% factor, and

WHEREAS, under Commonwealth staff recommendations, Category A Regions include Northern Virginia, Richmond and Hampton Roads, and

WHEREAS, the FAMPO Region is an integral part of the I-95 Crescent, along with Northern Virginia, Richmond and Hampton Roads, and

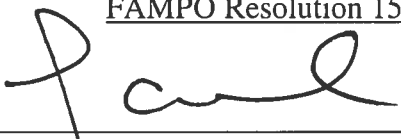
WHEREAS, congestion in the FAMPO Region is of paramount concern for intra-regional travel, for Statewide commerce and for national commerce along the Eastern Seaboard, and

WHEREAS, the FAMPO Policy Committee has reviewed and discussed moving FAMPO from Category B to Category A in the House Bill 2 Factor Rating Framework, and FAMPO staff and Policy Committee members have raised this issue with Commonwealth staff.

NOW, THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG METROPOLITAN PLANNING ORGANIZATION (FAMPO) POLICY COMMITTEE THAT IT HEREBY RESPECTFULLY REQUESTS THAT THE COMMONWEALTH TRANSPORTATION BOARD MOVE FAMPO FROM CATEGORY B TO CATEGORY A IN THE FACTOR WEIGHTING FRAMEWORKS WHEN IT ADOPTS THE HOUSE BILL 2 PROJECT RATING SYSTEM, AND

BE IT FURTHER RESOLVED THAT COPIES OF THIS RESOLUTION SHALL BE PROVIDED TO THE COMMONWEALTH TRANSPORTATION BOARD.

Adopted by the FAMPO Policy Committee at its meeting on April 20, 2015.

FAMPO Resolution 15-10


Chairman
Fredericksburg Area Metropolitan Planning Organization
Date: 4/20/15

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Paul Milde
Chairperson

Lloyd Robinson
Policy Specialist

FAMPO RESOLUTION NO. 15-11

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) POLICY COMMITTEE RESPECTFULLY REQUESTING THAT THE VIRGINIA COMMONWEALTH TRANSPORTATION BOARD (CTB) RECONSIDER THE FORTY-FIVE MINUTE COMMUTE AS THE STANDARD WHEN EVALUATING HB2 PROJECTS FOR CONGESTION MITIGATION

WHEREAS, the new Commonwealth transportation project rating system required under House Bill 2 will rate competing projects as to their economic effectiveness in addressing congestion and other areas, and

WHEREAS, in the “HB2 Implementation Policy Guide” of March 18, 2015, in Appendix D, Commonwealth staff has recommended that reduction of commute congestion be measured in cost-per-person hour of reduction for each project and that commute congestion reduction account for 60% of the total congestion scoring, with non-commute, necessary travel and multimodal connections each accounting for an additional 20% of the scoring, and

WHEREAS, the Commonwealth staff recommendation further recommends on page 57 of the “HB2 Implementation Policy Guide” that an “accessibility tool” for commute congestion be employed, whereby reductions in commute time attributable to a potential project be measured against a forty-five minute commute standard, whereby projects affecting shorter commutes have a scoring advantage over projects affecting longer commutes, and

WHEREAS, if enacted, this policy would utilize transportation project funding to encourage the locations of employment closer to the locations of employees, in other words, more compact land development, and

WHEREAS, more compact land use is a laudable Commonwealth goal, but it is already accounted for as a category separate from congestion in the Commonwealth staff recommendations for HB2 implementation, and

WHEREAS, more compact land use therefore appears to be “double counted” in the Commonwealth staff’s HB2 implementation recommendations under both “land use” and “congestion” criteria, and

WHEREAS, congestion in the FAMPO Region is of paramount concern for intra-regional travel, for Statewide commerce and for national commerce along the Eastern Seaboard, and

WHEREAS, the proposed forty-five minute commute “accessibility tool“ may be unrealistic in the FAMPO Region at this time, as it may be in many other parts of the Commonwealth, owing in part to Commonwealth property rights laws, and


WHEREAS, the forty-five minute commute “accessibility tool” could have a detrimental effect in scoring projects around the Commonwealth.

NOW, THEREFORE BE IT RESOLVED BY THE FREDERICKSBURG METROPOLITAN PLANNING ORGANIZATION (FAMPO) POLICY COMMITTEE THAT IT HEREBY RESPECTFULLY REQUESTS THAT THE COMMONWEALTH TRANSPORTATION BOARD, PRIOR TO ADOPTING THE FORTY-FIVE MINUTE “ACCESSIBILITY TOOL” FROM THE COMMUTE CONGESTION PORTION OF THE HB2 PROJECT RATING SYSTEM, TEST A VARIETY OF COMMUTE TIME ALTERNATIVES TO SHOW THEIR IMPACT ON PROJECT RATINGS THROUGHOUT THE COMMONWEALTH, AND

BE IT FURTHER RESOLVED THAT COPIES OF THIS RESOLUTION SHALL BE PROVIDED TO THE COMMONWEALTH TRANSPORTATION BOARD.

Adopted by the FAMPO Policy Committee at its meeting on April 20, 2015.

FAMPO Resolution 15-11



Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: 5/11/15



12.) FAMPO Committees Meeting Minutes



**FAMPO Technical Committee Meeting Minutes
April 13, 2015**

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

Members Present:

Joey Hess, Chair, County of Stafford
Bassam Amin, City of Fredericksburg
Erik Nelson, City of Fredericksburg
Angeline Crowder, County of Caroline
Dan Cole, County of Spotsylvania
Brad Johnson, County of Stafford
Chris Arabia, Department of Rail and Public Transportation (DRPT) (in at 9:22)
Rodney White, Fredericksburg Regional Transit (FRED)
Diana Utz, George Washington Regional Commission (GWRC)
Allison Richter, Virginia Department of Transportation (VDOT)
Craig Van Dussen, Virginia Department of Transportation (VDOT)
Sonali Soneji, Virginia Railway Express (VRE)

Others Present:

Rupert Farley, Citizen

Staff Members Present:

Lloyd Robinson, FAMPO
Daniel Reese, FAMPO
JoAnna Roberson, GWRC

CALL TO ORDER

The FAMPO Technical Committee meeting was called to order at 9:02 a.m.

APPROVAL OF TECHNICAL COMMITTEE AGENDA

The Technical Committee agenda for April 13, 2015 was approved as submitted.

APPROVAL OF TECHNICAL COMMITTEE MEETING MINUTES OF MARCH 9, 2015

The Technical Committee minutes from the March 9, 2015 meeting were approved as submitted with a minor edit requested by Mr. Van Dussen on page 4, under HB2/1887 update. The amendment was a typo-graphical error and not a content edit.

REVIEW OF FAMPO POLICY COMMITTEE MEETING OF MARCH 16, 2015

Mr. Robinson advised that the minutes are included in today's packet. Mr. Robinson relayed that Resolutions No. 15-04 (adoption of the Congestion Management Process; No. 15-05 (authorization of Request for Proposals for On-Call consultants); No. 15-06 (endorsement of Stafford County's alternative funding grant application); and No. 15-07 (service recognition for Andy Waple) were all unanimously approved.

Mr. Robinson relayed that discussion occurred on the following items: House Bill 2/1887 update; FY2016-2021 Congestion Mitigation and Air Quality/Regional Surface Transportation Program funding allocations; Transportation Problem-Solving Workshop; and FY2016 Rural Transportation Work Program. Mr. Robinson advised that re-cap of each discussion item is included within the minutes in today's agenda packet.

PUBLIC COMMENT

Mr. Farley stated that he had a recommendation for consideration by both the FAMPO Technical Committee and the FAMPO Policy Committee. Mr. Farley stated that his suggestion would result in no costs; however, may have benefit to the citizens who may not completely understand the transportation planning process.

Mr. Farley stated that within all of FAMPO's plans and documents including the Long Range Transportation Plan; the Transportation Improvement Program; the 6-Year Improvement Plan, etc. that a disclaimer statement should be added. Mr. Farley stated that the statement could include such as the following: "FAMPO realizes that the recommended projects included are not long-term solutions for the on-going transportation issues within the region; however, the projects offered are the best that can be considered with the current funding allocations that are available."

ACTION ITEMS

Resolution No. 15-08, Directing that a Public Comment Period and Public Hearing be held prior to the Adoption of the FY2016 Unified Planning Work Program (UPWP) – Lloyd Robinson

Resolution No. 15-09, Allocating FY2016-2021 Congestion Mitigation & Air Quality Improvement Program (CMAQ)/Regional Surface Transportation Program (RSTP) Funds – Lloyd Robinson

There was unanimous consensus from the Technical Committee to forward Resolution No. 15-08 and Resolution No. 15-09 to the Policy Committee for adoption at the upcoming April meeting. It was noted that in regard to Resolution No. 15-08, there was a typo-graphical error that needed to be amended prior to it being forwarded.

Resolution No. 15-10, Requesting that the Virginia Commonwealth Transportation Board (CTB) Place the FAMPO Region in Category A of the Factor Weighting Frameworks for Project Ratings Under the New House Bill 2 Project Rating System – Lloyd Robinson

Mr. Robinson advised that Resolution No. 15-10 comes as the result of the HB2 update meeting that was conducted on March 18, 2015. Mr. Robinson stated that Resolution No. 15-10 is asking that the Commonwealth Transportation Board (CTB) place the FAMPO region into Category A for the factor weighting frameworks for the project ratings under the new HB2 project rating system. Under the first draft proposal, the FAMPO region was weighted into Category B. Mr. Robinson advised that this presentation is included in today's agenda packet and he will re-cap it accordingly.

M. Robinson stated that HB2 update schedule is as follows: March/April – receive public comments on the draft proposal; May – CTB will present the revised process proposal; and June - CTB will finalize and adopt the process.

Mr. Robinson relayed that HB2 re-enacts 33.2-358 which established the highway allocation formulas for the \$500 million dollars of CTB annual allocations. Mr. Robinson stated that funds available for high priority projects and PPTA before 07-01-20 were designated as 50% for high-priority projects and 50% for highway construction district grant programs. However, for FY years after 07-01-20, the new allocations for the remaining funds will revert to the following breakdowns: 45% - state of good repair purposes; 27.5% to high-priority projects; and 27.5% to highway construction district grant projects.

Mr. Robinson advised that the VTrans 2040 needs will now become more consistent with HB2 project ratings. HB2 requires that each project address a transportation need that is identified in the VTRANS 2040 Multimodal Transportation Plan within 1 of the 3 travel markets. These markets are: Corridors of Statewide Significance (COSS) – intercity travel; Regional Networks – intraregional travel; & Urban Development Areas (UDA) – local activity within a region's center market.

Mr. Robinson stated that there are still some grey areas and that more outreach over the next several months will be provided. Mr. Robinson stated that for this region, outreach opportunities will be made to FAMPO's 3 committees as well as asking for both participation from the Chamber and the University of Mary Washington. Mr. Robinson stated that for him personally, even though there still needs to be some issues resolved, that he does not feel that the process is in fact going to be a scary one for the region. Mr. Robinson stated that localities are eligible for submitting projects for funding allocations from all 3 of the categories as long as each jurisdiction has the support from its locality; however, the Metropolitan Planning Organizations (MPOs) and Planning District Commissions (PDCs) can only submit projects for consideration that fall into either the Corridors of Statewide Significance (COSS) or Regional Networks system categories.

In regard to the accessibility measures that were received from feedback from the stakeholders, the current recommendation states that fairness of accessibility will be applied to a 45-minute commute to job sites. Ms. Richter advised that the 45-minute time frame is not realistic within

this region – even if being applied to reverse commute job opportunities. Ms. Richter recommended that the Technical Committee may want to consider removing a specific time frame and make the statement more generic than specific. Ms. Richter relayed that while not trying to override the system; however, at the same time with it being more specific than generic this ultimately could have a negative impact on the region’s ratings. There was considerable committee discussion and all were unanimous in that Resolution No. 15-10 should be amended to reflect the consensus.

As Resolution No. 15-10 is specifically asking that the Policy Committee endorse the region’s category classification from a “B” to an “A” rating, Mr. Robinson asked for and received consensus from the Technical Committee to forward this Resolution to the Policy Committee as it is for their approval. Mr. Robinson also stated that he would compile a new Resolution (No. 15-11) that would be forwarded to the Technical Committee members for their reviews, edits, & consensus that also addresses Ms. Richter’s point of being more generic, rather than specific, on the 45-minute time frame for commuting to job sites. Mr. Robinson advised that after member feedback has been received and the new Resolution amended as needed, that this too would be submitted to the Policy Committee for their endorsement at the upcoming April meeting. Mr. Robinson stated that this is the first cut process so if there are gaps, overlaps, omissions, etc. that the region still has plenty of time to make any necessary corrections prior to the final vote being taken in June by the CTB. Mr. Robinson stated that as there will be state-wide competition for funding allocations that multi-modal projects would improve the categories and ratings.

DISCUSSION ITEM

a.) HB2 Update – Lloyd Robinson

Mr. Robinson advised that this item was discussed above in regard to Resolution No. 15-10 and there was nothing additional to add. Mr. Robinson did relay that Mr. Nick Donohue will be providing an update and presentation to the Policy Committee at the upcoming April meeting.

CORRESPONDENCE

Mr. Robinson advised that correspondence is included in today’s agenda packet and is self-explanatory.

STAFF REPORT

Mr. Robinson advised that he would be attending the Association of Metropolitan Planning Organizations (AMPO) policy committee meeting in Washington, DC on Thursday, April 16th. Mr. Robinson relayed that in regard to the FAMPO Administrator’s position, that 10 applications have been received. Mr. Robinson stated that these applications will be reviewed by Mr. Tim Ware, GWRC Director, and three members from the FAMPO Policy Committee which are: Mr. Matt Kelly, Mr. Tim McLaughlin, and Mr. Paul Milde. Regarding the Regional Transportation Planner’s position, 30 applications have been received and these will be reviewed Mr. Dan Reese, Ms. Marti Donley, and Ms. Diana Utz.

Mr. Robinson advised that this Friday is the deadline for receipt of the Request for Proposals (RFPs) for the on-call consultants. To date, we have not received any; however, Mr. Robinson stated that he has received several calls with specific questions. Mr. Robinson relayed that it is not uncommon to not receive any all along and that historically, they all will be submitted on Friday before the cut-off time expires. Mr. Robinson stated that the last time he thinks we received 8 different proposals and he knows of at least 5 that will be submitting a bid this time. Mr. Robinson stated that he will serve in an advisory capacity for the review of the submitted bids and that the following staff members will be on the review team which are: Ms. Marti Donley; Mr. Dan Reese; and Ms. Diana Utz. Mr. Robinson stated that Mr. Van Dussen will be serving from VDOT and Mr. White from FRED; and that a representative is still needed from each of the localities. The jurisdictional representatives will be: City of Fredericksburg – Mr. Erik Nelson; County of Spotsylvania – Mr. Dan Cole; & County of Stafford – Mr. Joey Hess.

MEMBER REPORTS

City of Fredericksburg: Mr. Nelson advised that the city's VCR trail was in hopes of being ready to open in the spring; however, the opening date has now been moved to the summer. Mr. Nelson stated that the trail is ready to go and usable; however, there is some needed signal equipment to complete the project that will not be ready until later in the year.

County of Spotsylvania: Mr. Cole advised that the VRE project in Spotsylvania is still underway and that the turn lanes and signal modifications have been completed.

Department of Rail and Public Transportation: Mr. Arabia advised that the draft improvement program will be ready to be released soon. Mr. Arabia stated that at the next GWRC meeting a presentation and update will be given to the Commission on the status of the higher speed rail project from Richmond to DC. Mr. Arabia also relayed that the 5303 grant application process is now open and the draft grants can begin being submitted to Olga.

Virginia Department of Transportation - Ms. Richter advised that VDOT's 6-year transportation planning meeting and HB2 update will occur on April 30, 2015 at Spotsylvania's Germanna Community College site.

CORRESPONDENCE

Included in packet and are self-explanatory

NEXT TECHNICAL COMMITTEE MEETING, MAY 11th, 2015/ADJOURN

The next Technical Committee meeting will be held on Monday, May 11th at 9:00. The Technical Committee meeting for April 13th was adjourned at 10:05 a.m.



**Citizens Transportation Advisory Group (CTAG) Meeting Minutes
April 15, 2015**

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

Committee Members Present:

Mr. Claude Dunn, Spotsylvania County
Mr. Bill Milligan, Spotsylvania County
Ms. Michele Trampe, Spotsylvania County
Ms. Dawn McGarrity, Stafford County
Mr. Rupert Farley, At-Large Member (Spotsylvania County)
Mr. Larry Gross, At-Large Member (Spotsylvania County)

Staff Present:

Mr. Daniel Reese, FAMPO
Ms. Marti Donley, FAMPO
Ms. JoAnna Roberson, GWRC

Others Present:

None

CALL TO ORDER

Mr. Reese called the meeting to order at 6:05 p.m.

APPROVAL OF AGENDA

The CTAG agenda for April 15, 2015 was approved as submitted.

APPROVAL OF CTAG MEETING SUMMARY OF MARCH 11, 2015

The minutes from the CTAG meeting from March 11th were unanimously accepted as presented.

REVIEW OF FAMPO POLICY COMMITTEE MEETING – MARCH 16, 2015 – Daniel Reese

Mr. Reese advised that Resolutions No. **15-04** (Adopting Congestion Management Process - CMP); No. **15-05** (Authorizing Request for Proposals – RFP for hiring On-Call Consultants); No. **15-06** (Endorsing Stafford County’s grant application request); & No. **15-07** (Recognition of service award to Andy Waple) were unanimously approved.

Mr. Reese stated that discussion items occurred on the following topics: HB2/1887; FY2016-2021 CMAQ/RSTP Funding Allocations; New Approaches to Solving Transportation Problems Workshop & FY2016 Rural Transportation Work Program (RTW). Mr. Reese stated that specific comments to each of these items are included within the Policy Committee meetings in tonight’s agenda packet.

PUBLIC COMMENT

None

NEW BUSINESS (IF ANY)

None

ACTION ITEMS

a.) Resolution No. 15-08, Directing that a Public Comment Period & Public Hearing be held prior to the adoption of the FY2016 Unified Planning Work Program (UPWP) – Daniel Reese

Mr. Reese advised Resolution No. 15-08 is a federal requirement and essentially a housekeeping task. Mr. Gross asked if this year's UPWP was any different than last year's. Ms. Donley stated that there were only technical updates but the projects and funding were almost identical to last year's version. There was no motion taken by CTAG.

b.) Resolution No. 15-09, Allocating FY2016-2021 Congestion Mitigation & Air Quality Improvement Program (CMAQ/RSTP) Funds – Daniel Reese

Mr. Reese advised that Resolution No. 15-09 was presented to CTAG last month and there are no additions since the previous report. Mr. Farley stated that he did not feel that some of the CMAQ/RSTP projects included truly reflect congestion mitigation efforts or depict transit projects. Mr. Dunn asked Mr. Farley what he thought the purpose of transportation really is. Mr. Farley stated that he feels projects should be constructed that efficiently move and/or improve the current system. There was no motion taken by CTAG.

c.) Resolution No. 15-10, Requesting that the Virginia Commonwealth Transportation Board (CTB) Place the FAMPO Region into Category A of the Factor Weighting Frameworks for Project Ratings Under the New HB2 Project Rating System – Daniel Reese

Mr. Reese advised that Resolution No. 15-10 is requesting that the CTB reconsider allocating the FAMPO region into a Category A rating from the current rating of a Category B. Ms. Trampe asked which regions are currently assigned a Category A rating. Mr. Reese advised that both the Hampton Roads & Northern Virginia areas have received the Category A rating. Mr. Farley stated that he felt the State was working diligently to rate regions on a fair basis and that he did not feel that the FAMPO region should ask for another classification to be considered. Both Mr. Gross & Ms. McGarrity stated that they felt this region's traffic & congestion issues are as severe and are comparable to the Northern Virginia area & that if classification from Category B to A could result in additional funding being allocated to the region then they thought the Resolution was justified. Ms. Trampe asked if staff would be able to provide CTAG with how much regional money is collected from transportation versus actually how much funding is in fact returned back to the region. Mr. Reese advised that he would follow-up with FAMPO staff to get an answer to Ms. Trampe's question. As there are currently unknowns & uncertainties, CTAG did not feel that they had enough information at tonight's meeting to make a motion on Resolution No. 15-10.

d.) Resolution No. 15-11, Requesting that the Virginia Commonwealth Transportation Board (CTB) Reconsider the Forty-Five Minute Commute Time as the Standard When Evaluating HB2 Projects for Congestion Mitigation – Daniel Reese

Mr. Reese advised that Resolution No. 15-11 came as a result of discussion held at the Technical Committee at Monday's meeting. In the current draft HB2 Implementation Policy, (that is included in

tonight's agenda packet), the State has designated a 45-minute time frame in determining accessibility measures (page 25) in regard to how far one commutes from the region to their job site.

Mr. Farley stated that he felt that HB2 should not be penalized with their document as it seems to be a fair appraisal state-wide. Mr. Farley stated that he felt FAMPO is trying to undermine the standards instead of meeting the standards.

Ms. McGarrity stated that families are not in a position to buy a home and raise a family in Northern Virginia so therefore many are forced to live here where it is financially less expensive and commute daily into a work site that is an hour or more from their homes.

Mr. Gross stated that Virginia is not unique with its transportation issues, congestion & funding allocations. Mr. Gross asked where the 45-minute time frame came from – were the MPO's asked to provide data; did the State just arbitrarily pick this number; etc. Mr. Reese stated that to his knowledge that the MPO's were not asked to supply data & the State just set 45 minutes as the state standard.

Ms. Trampe stated that she felt CTAG needed more information before endorsing Resolution No. 15-11. Ms. Trampe relayed that she too would not want to think that FAMPO was undermining the State; however, if the number of 45 minutes is truly unrealistic then she thinks the request for re-consideration is valid.

CTAG asked Mr. Reese if he would attempt to get answers to the following questions:

- 1.) Where/how did the State come up with a 45-minute determination
- 2.) Regionally, with the existing traffic congestion, what is a standard commute time for someone living in Stafford County & commuting to Spotsylvania County for employment
- 3.) Regionally, with the existing traffic congestion, what is a standard commute time for someone living in Spotsylvania County & commuting to Washington, DC
- 4.) Does the length of time regionally include separate totals for local commuting versus long distance commutes or are both of these categories combined for an overall "average" time frame for commuting data

At this time, CTAG made no motion regarding Resolution No. 15-11 due to not having enough information available to make a concentrated decision.

DISCUSSION ITEMS

a.) Citizen's Transportation Advisory Group (CTAG) Analysis – Daniel Reese

Mr. Reese advised that included in tonight's packet is the letter to be submitted to Mr. Paul Milde, FAMPO Chair, on behalf of CTAG. This is to be presented to the Policy Committee at the May meeting for consideration. CTAG is asking that the Policy Committee consider granting them a permanent & non-voting seat on the FAMPO Policy Committee & that CTAG be given a standing item on the Policy Agenda to provide input as needed. There was a majority ruling who supported the document and request so it will be presented to the Policy Committee in May for their endorsement.

CORRESPONDENCE

Mr. Reese advised that there are 2 pieces of correspondence in tonight's agenda packet. The first is a letter from Mr. Ivan Rucker with FHWA in regard to Planning Emphasis Areas (PEA) that will begin

being utilized in FY2016. CTAG asked if staff would get more clarification on exactly what a PEA is & what impact it could have to the FAMPO region. Mr. Reese advised that he would follow-up with this request. The last letter was announcing Mr. Todd Rump as a new CTAG member to serve from the Lee Hill District in Spotsylvania County.

STAFF REPORT

Ms. Donley advised that 5 applicants will be reviewed & interviewed by Mr. Tim Ware, Director of GWRC & 3 Policy Committee members (Mr. Kelly, Mr. McLaughlin, & Mr. Milde) in regard to filling the position as the FAMPO Administrator. Ms. Donley also relayed that 23 applications have been received in regard to the Regional Transportation Planner's position & these applications & interviews will also be conducted in-house. Ms. Donley stated that she & Mr. Robinson met last week with property owners (per their request) from Virginia Heritage housing development in Spotsylvania County. Ms. Donley stated that the meeting was well attended & there were approximately 40-50 residents who participated. Ms. Donley advised that the meeting was to explain FAMPO's purpose, role, etc. as the regional transportation planning department.

MEMBER REPORTS

None

ADJOURN

The April 15th meeting was adjourned at 7:14 p.m. The next meeting will be held on May 13, 2015.

Meeting Minutes completed by JoAnna Roberson