June 2020

FAMPO

Fredericksburg Area Metropolitan Planning Organization

Public Comment Period Report

- **2045 Long Range Transportation Plan (LRTP) Amendment**
- **Draft Air Quality Analysis Report for the 2045 LRTP Amendment**
- **Fiscal Year 2020 Unified Planning Work Program (UPWP) Amendment**
- **Fiscal Year 2021 Unified Planning Work Program (UPWP)**

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Executive Report

Four FAMPO documents were available for public comment from May 20, 2020 through June 19, 2020:

1. Draft 2045 Long Range Transportation Plan (LRTP) Amendment
2. Draft Air Quality Conformity Analysis (AQCA) Report for the 2045 LRTP Amendment
3. Draft Fiscal Year 2020 Unified Planning Work Program (FY20 UPWP) Amendment
4. Draft Fiscal Year 2021 UPWP (FY21 UPWP)

Public notice of the comment period and the public hearing held on June 15, 2020 was posted to online local news calendars, the FAMPO website, social media, a paper edition of the local newspaper, and distributed through mass emails and a press release. The comment period was featured in a Fredericksburg Today online news story.

Due to COVID-19 social distancing requirements, the public comment period featured all virtual outreach efforts. Separate webpages were created for each document and these pages included a copy of the documents, directions on how to review and comment, video resources and links to online surveys which made giving targeted feedback easy, even for those who struggled to comprehend the rather technical documents.

FAMPO staff received 14 survey responses in total which provided feedback on overall public priorities related to each document. Of the 14 surveys, 6 were received for both the FY21 UPWP and the 2045 LRTP Amendment. The FY20 UPWP Amendment and the AQCA both received one survey response. The "Public Feedback" section of this document contains a visual depiction of each survey finding alongside a brief notation of the significance of each finding.

Additionally, staff received a total of 28 comments. 21 comments were received for the 2045 LRTP Amendment, with over half expressing support for a citizen's proposal for a parallel route to I-95. One comment was received expressing support for the AQCA. No comments were received for the FY20 UPWP Amendment but six were received for the FY21 UPWP. These comments are contained in the "Public Comments" section of this document.

Comments for the 2045 LRTP Amendment express a desire for improved public transit, alternative modes of transportation, a new parallel road to I-95, and a request for funding clarity within the document. VDOT comments provide updates to estimates and project descriptions.

Comments related to the FY21 UPWP generally express staffing concerns, a desire for increased public involvement, a suggestion to detail RSTP/STBG funding, and a request for the addition of work tasks.

Outreach Efforts

Public Notice

Public notice of the open comment period and virtual public hearing on June 15, 2020 was distributed through a variety of communication channels for the 2045 Long Range Transportation Plan (LRTP) Amendment, Draft Air Quality Conformity Analysis (AQCA) for the 2045 LRTP Amendment, Fiscal Year 2020 Unified Planning Work Program (FY20 UPWP) Amendment, and the Fiscal Year 2021 Unified Planning Work Program (FY21 UPWP). Notice was posted to two online local news calendars, Fredericksburg.com and Fredericksburg Patch. An ad was placed in the paper edition of the Free Lance Star on May 20, 2020. Additionally, the FAMPO homepage and several other FAMPO webpages displayed a notice.

FAMPO's Twitter and Facebook accounts featured 11 related tweets and 12 related Facebook postings which were shared by our followers, including VDOT Fredericksburg, Spotsygov, and community representatives. A locally targeted social media advertisement ran for five days on Facebook and Instagram about the 2045 LRTP amendment, which reached over 1,700 social media users and resulted in 127 post engagements.

Further, a mass email and a follow up email were sent to 425 and 379 email subscribers respectively, including community representatives for Title VI protected groups, local environmental advocates, local government staff, and other transportation stakeholders.

A press release was sent to various local news organizations which resulted in one online news story about the comment period by Fredericksburg Today on June 3, 2020, which can be viewed here, https://fredericksburg.today/2020/06/03/fampo-looking-for-public-input-on-transportation-decisions/.

For public notice examples, see Appendix A.

Virtual Resources

Due to COVID-19 social distancing requirements, the public comment period featured all virtual outreach efforts. Separate webpages were created for each document which were linked to the main Public Involvement webpage and homepage. These pages included a copy of the documents, directions on how to review and comment, video resources that walked viewers through the various documents, and links to online surveys.

Online surveys asked a series of questions to learn about the public's priorities related to each document and gave ample space for written comments. The survey was available in both English and Spanish. Questions were structed so that even those who had not reviewed the technical documents could give targeted feedback. A total of 14 surveys were completed with six submissions for the FY21 UPWP, six for the LRTP amendment, one for the AQCA, and one for the FY20 UPWP amendment.

Importantly, the surveys were optional. The FAMPO website contained directions on how to give comments through email, over the phone, via social media, or at the public hearing.

Public Hearing

A virtual public hearing was held on June 15, 2020 at 7:15 pm using the platform GoToMeeting. Virtual joining instructions were posted on the FAMPO website. Participants could join via phone call or by using a computer, smart phone, or tablet. No members of the public attended the hearing. One public comment related to the FY21 UPWP was read by staff at the hearing and it has been included in this report.

Public Feedback

Online surveys were offered for each document out for public comment. These surveys facilitated public participation. Questions were structured so that even those who may not have understood the technical documents could still provide targeted feedback. FAMPO staff received 14 survey responses in total which provided feedback on overall public priorities related to each document. Of the 14 surveys, 6 were received for both the FY21 UPWP and the 2045 LRTP Amendment. The FY20 UPWP Amendment and the AQCA, both received one survey response.

This section contains information gathered from the online surveys. It contains a collection of visuals that depict public priorities related to each document as well as a short description to convey the significance of each graph. Written public comments were also collected during the survey process but are not included in this section. You will find all written comments in the "Public Comment" chapter.

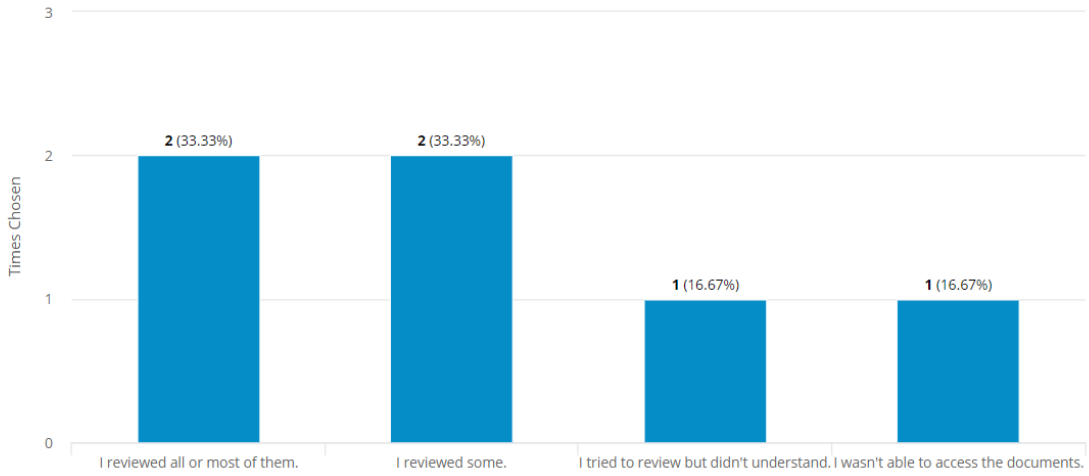
2045 Long Range Transportation Plan (LRTP) Amendment

The following graphs depict public priorities and feedback collected through an online survey related to the proposed 2045 LRTP amendment. A short description is provided to convey the significance of each graph. Six surveys were completed for the 2045 LRTP Amendment.

- The following graph shows that some participants struggled to review the proposed amendment to the 2045 LRTP.

You may take the survey either way, but it is helpful to know if you were able to review the proposed changes to the project and study lists you are about to provide feedback on?

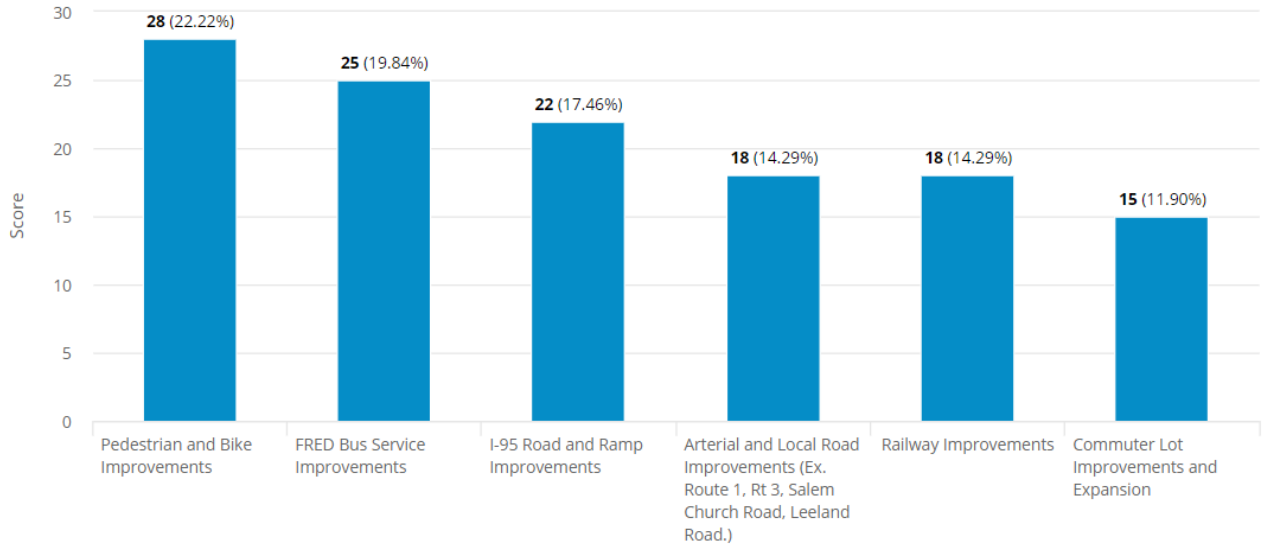
Number of responses: 6



- The graph below shows that the top three public transportation priorities are bike and pedestrian improvements, FRED bus service improvements, and I-95 road and ramp improvements. Decision makers should consider whether additions to the 2045 LRTP will help further these public priorities.

Please rank the following types of transportation improvements in order of importance to the region and residents. Consider your transportation needs and observations.

Number of responses: 6



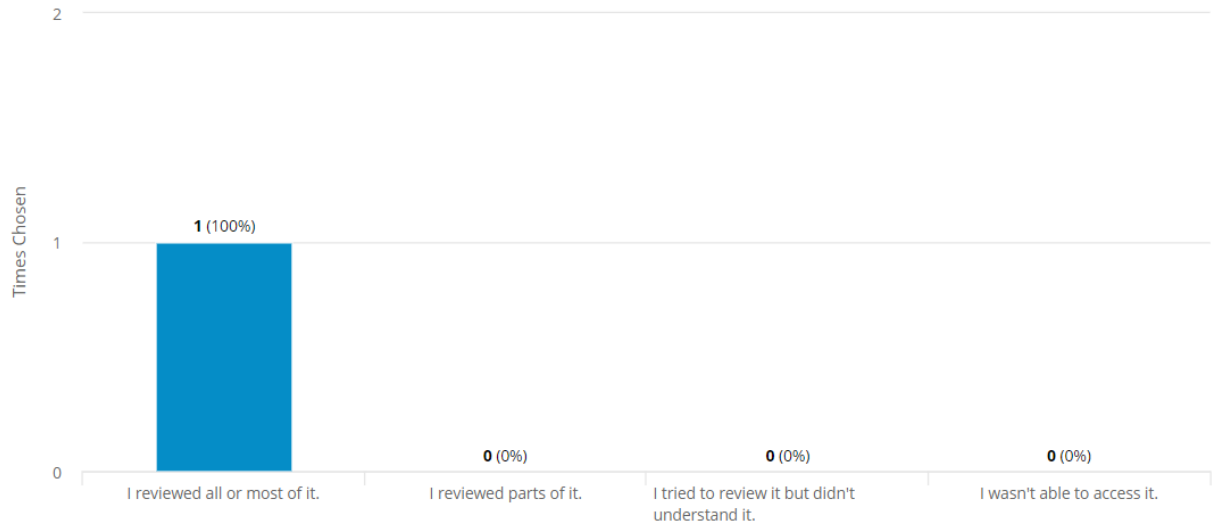
Draft Air Quality Conformity Analysis (AQCA) Report

The following graphs depict public feedback collected through an online survey related to the draft AQCA report for the 2045 LRTP Amendment. A short description is provided to convey the significance of each graph. There was only one survey participant, which is not unusual for an AQCA report.

- The following graphs show that the AQCA survey participant reviewed the document and understood the report's conclusion. This person left a comment in support of the AQCA conclusion.

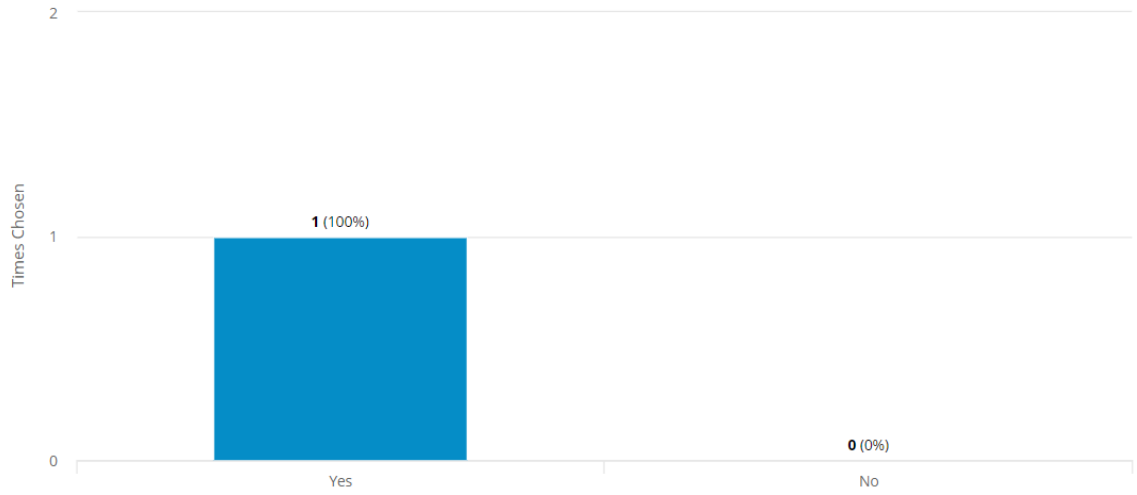
You may take the survey either way, but it is helpful to know if you were able to review the air quality analysis report?

Number of responses: 1



Do you understand the conclusion of the air quality analysis? "This report documents that the FAMPO Amended 2045 LRTP and FY 2021-2024 TIP has met all applicable federal (40 CFR Parts 51 and 93), state and local requirements relating to transportation conformity and, accordingly, a finding of conformity for the LRTP and TIP is supported. "

Number of responses: 1



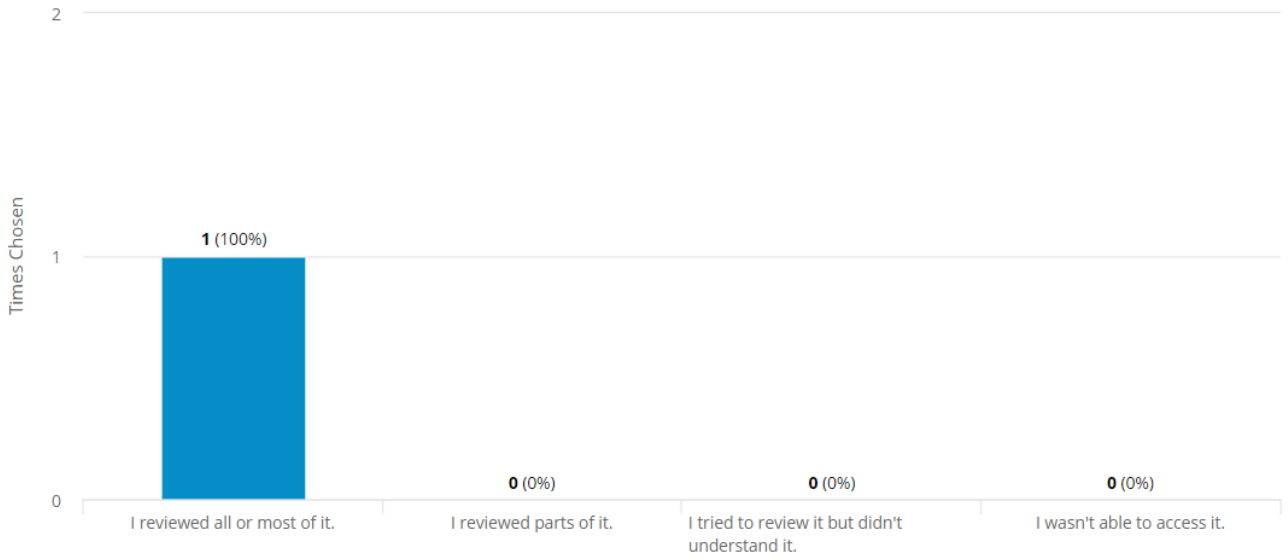
FY20 Unified Planning Work Program (UPWP) Amendment

The following graphs depict public feedback collected through an online survey related to the FY20 UPWP Amendment. A short description to convey the significance of each graph is also provided. There was only one survey participant.

- The following two graphs show that the FY20 UPWP Amendment survey participant reviewed the document and understood that the amendment was asking for a specific carryover of funds. This person did not leave a comment expressing support or a concern.

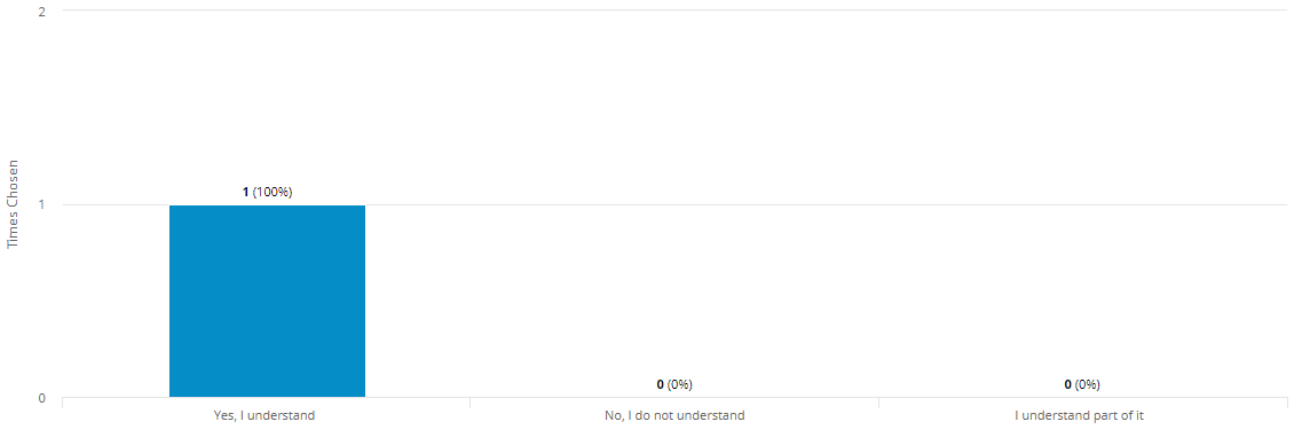
You may take the survey either way, but it is helpful to know if you were able to review the information on the proposed amendment?

Number of responses: 1



Do you understand that with this amendment, FAMPO is asking to carry over $126,700 in Federal Highway Administration Planning (PL) funds not used in fiscal year 2020 for use in fiscal year 2021, which begins in July. PL funds are metropolitan planning funds used for the region's transportation planning needs. They originate with the Federal Highway Administration and require a 10% state and 10% local match. The break down of the $126,700 in PL funds is $112,622 in federal funds, $14,078 in state funds.

Number of responses: 1



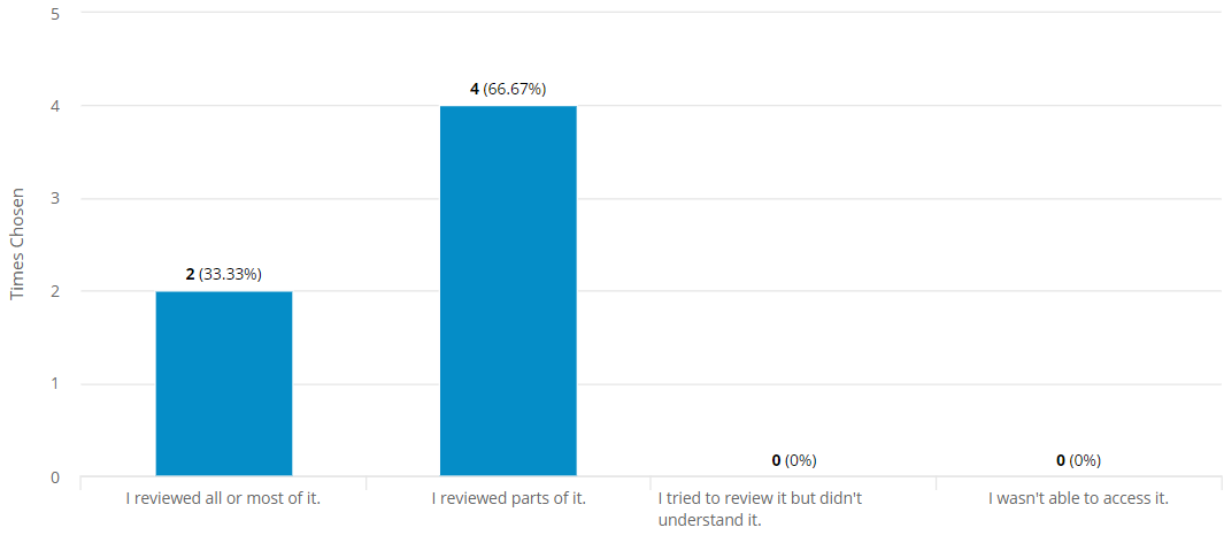
FY21 Unified Planning Work Program (UPWP)

The following graphs depict public priorities and feedback collected through an online survey related to the FY21 UPWP. A short description is provided to convey the significance of each graph. Six surveys were completed for the FY21 UPWP.

- The following graph shows that all survey participants were able to review all or parts of the propsed FY21 UPWP and none expressed difficulty with comprehension.

You may take the survey either way, but it is helpful to know if you were able to review the draft FY21 UPWP document you are about to provide feedback on?

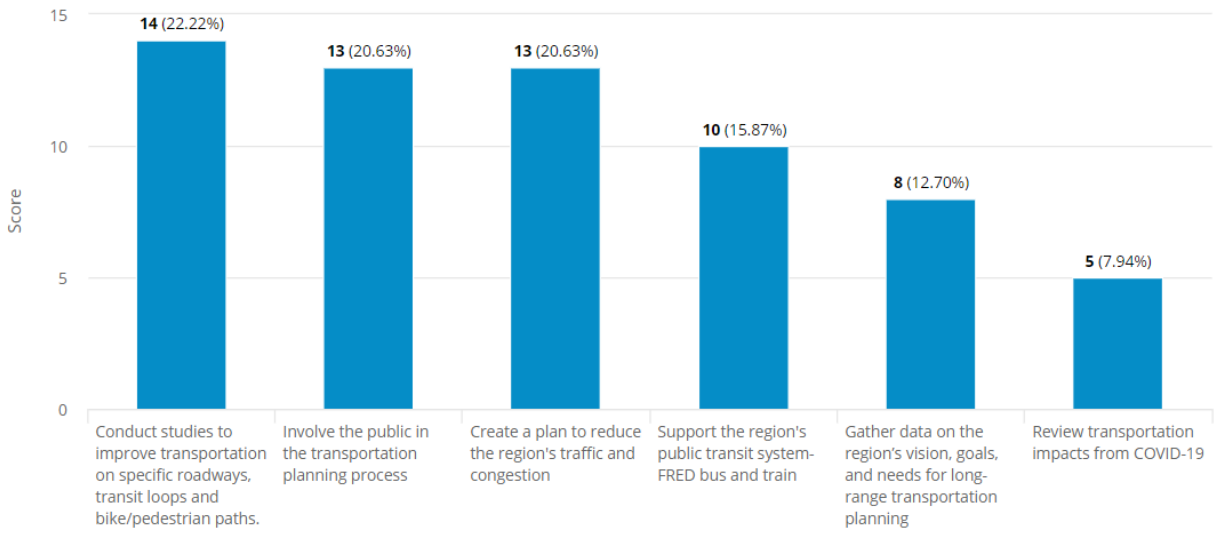
Number of responses: 6



- The following graph shows which FY21 UPWP tasks the public believes should be prioritized. Top tasks include conducting a variety of studies, engaging the public, and planning to reduce traffic and congestion. Decision makers should consider these findings and determine whether the FY21 UPWP similarly prioritizes these tasks.

All of the tasks below are included in the work plan. Which tasks should be prioritized in fiscal year 2021 (July 2020 - June 2021)?

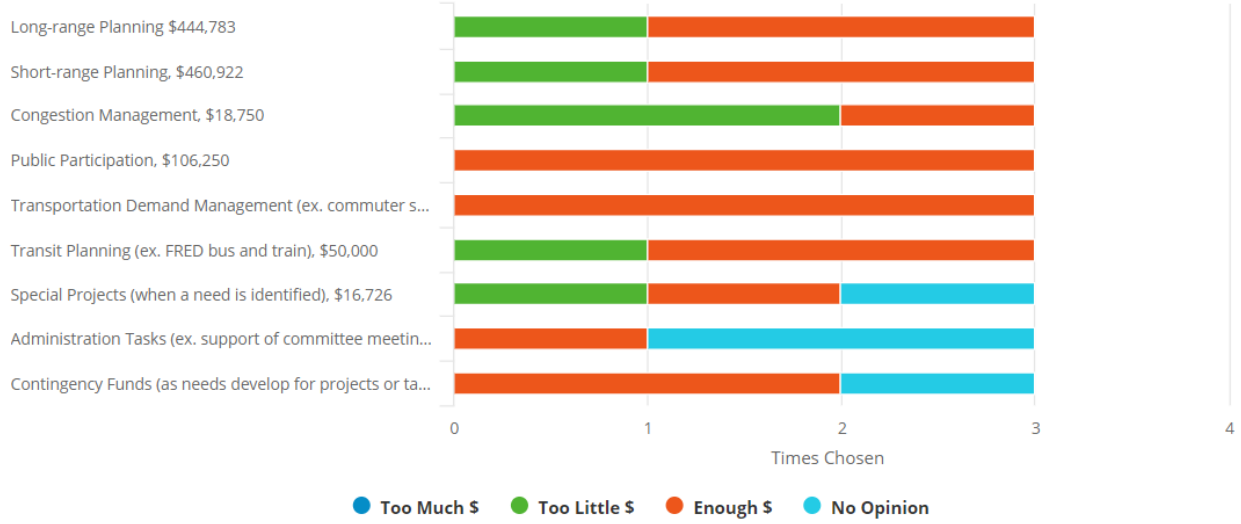
Number of responses: 3



- The graph below shows that the public believes the FY21 UPWP does not dedicate enough money to congestion management, short and long-range planning, transit planning, and special projects.

For fiscal year 2021, FAMPO's total budget for planning activities will be $1,547,431. These funds are used to pay staff salaries, consultant fees, to purchase equipment and software, and pay for other needs related to transportation planning. How do you feel about how these federal, state and local funds are allocated to the work categories below?

Number of responses: 3



Public Comments

This section contains all public comments, including comments received through the online surveys. Section headings organize the comments by document. Some comments may have been lightly edited for clarity, flow or grammar. Commenters were encouraged, but not required, to disclose their names, affiliations and the name of the city or county in which they reside.

2045 Long Range Transportation Plan (LRTP) Amendment

- **Michelle Shropshire, Assistant District Engineer, VDOT**- via email-

I have a few comments on the 2045 Constrained Highway Project List. These are comments received from various VDOT staff members that reviewed the document during the comment period as well as a few estimate updates based on recent ad submissions or awards.

- 7th line, first page - UPC 107140 - this project is in Spotsylvania County, description should be Route 17 I95 Bridge to Hospital Blvd. estimate is $23,534,380
- Second page, second line, Route 3 over CSX - this is UPC 113839, estimate is $2,000,000
- Second page, second line under minor arterials - Chatham Bridge, please add UPC 114770 to UPC list for this project, update estimate to $24,925,019

- **David Cooper, Executive Director for Thurman Brisben Homeless Shelter**-via survey-

Public transit is an essential strategy to reduce congestion and pollution which results in improvements to social, economic, and environmental elements. Public transportation is especially important for King George and Caroline counties, which offer access to more affordable housing.

Investing in road transportation is a recipe for even more congestion, frustration and is a disincentive to increase more working from home or at remote offices. The US lags behind many other countries when comparing US public transit to others.

Increasing FRED and interconnecting regional bus service to King George and Caroline will improve access to affordable housing, employment, and overall quality of life. I understand it is difficult to motivate drivers to yield some autonomy (pry hands off the wheel) to yield a better quality of life for all--not just the few.

- **Jennifer Wilson, King George Resident** - via survey-

It is essential to the growth and prosperity of Fredericksburg to become more accessible and more commuter friendly. With improved public transit and bike options there will be less congestion for driving and parking in and around the greater areas.

- **Public Commenter**, no declared residency- via survey-

I disagree with projects that promote automobile dependency.

- **Larry Gross, Citizens Transportation Advisory Committee Member** -via survey-

The basic MPO approach to the CLRTP and related LRTP has been fundamentally altered by VDOT's Smart Scale process. Because funding is no longer allocated to Virginia MPOs for them to decide how to allocate for their region - the process now requires the MPO to submit their regional priorities to VDOT SMART SCALE which rates projects based on established metric criteria and then ranks projects from other jurisdictions from Virginia, to then award (or not) according to how high they scored compared to other projects.

FAMPO should consider re-writing their process for prioritizing regional projects to conform to the new process which basically vets such projects according to VDOT SMART SCALE criteria. FAMPO should also make clear if there is other funding besides SMART SCALE that is available for regional projects and delineate that in the CLRTP and LRTP.

- **Robert Thomas, Fredericksburg City Resident and Spotsylvania County Property Owner**—via phone-

I am concerned that the city sidewalks are too narrow and there are not enough crosswalks. While there are trails in the region, many allow bikes which pose a danger to pedestrians—particularly older folks. This is a health issue. People need places to safely exercise.

- **Joe Brito, Stafford County Resident** - via email-

Last November, I presented a proposal for a Parallel Road with Trail on the West side of I-95 to both the FAMPO Policy Committee and CTAC. Since then, over 1,700 supporters have joined my petition in support of studying the proposal. I also fine-tuned the proposal with a 15-page Facebook presentation. To view the presentation go to:
https://www.facebook.com/photo.php?fbid=2594385067338125&set=pcb.2594385730671392&type=3&theater

The parallel road maximizes the use of hundreds of millions of dollars in underused transportation infrastructure and uses 5 existing roads to keep costs down, impacts low and make it more environmentally friendly.

The local four lane road will greatly improve our regional transportation grid, reduce traffic congestion on a 16-mile stretch of Route 1, reduce emissions, reduce traffic on the most congested sections of

Route 630, Route 17, Route 3 west and many other existing roads. It will provide a high time-saving factor that can reduce driving as much as thousands of miles each day. It provides many different driving alternatives to avoid the most congested areas with alternatives for locals to avoid road shutdowns on I-95 or Route 1. The proposal will provide different alternatives for rescue vehicle transports to two different hospitals, while reducing rescue and transport times in many instances. It will also provide a shorter safer route for the school buses in Stafford-- getting the buses and teens off the back roads.

$500,000 is currently in the FAMPO budget to study the Stafford Mine Road Extension that ends at the Route 17 Commuter lot at the Falls Run Drive intersection. That option is a viable option that could include a connection to Celebrate Virginia Parkway and a river crossing.

I support a study of both proposals that includes a river crossing. The river crossing is vital to relieving traffic on the busiest sections of Route 17, Route 3, Route 1, and the Falmouth intersection. There is no other road alternative that would relieve traffic on a 16-mile section of Route 1 and be as beneficial to more people in our region than this proposal. It is a common sense, low impact, low cost plan that should be studied.

Note: The following and remaining comments express support of Mr. Joe Brito's request (above) for the inclusion of a study or construction of a parallel road with a trail on the west side of I-95 starting in Stafford County with a bridge over the river, and the road and trail continuing to Harrison Road in Spotsylvania.

- **Charles Johnson-Miles**, Stafford Resident- via email-

I am commenting on the 2045 Constrained Long Range Transportation Plan (CLRP). I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan.

- **Donna LaMudge**, no declared residency- via email-

I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan!

- **Isabel C. Wyman, Stafford Resident**- via email

I would like to comment on the 2045 Constrained Long Range Transportation Plan (CLRP). I was recently informed that a counterproposal was included in the FAMPO documents along with a $500k budget to study the proposed routes.

I have lived in Fredericksburg since 2004 after serving in the Army for close to 10 years of Active Duty. I was born and raised in New York just north of New York City and I am extremely familiar with congestion and traffic issues. Upon moving to Fredericksburg, I commuted daily to Washington, DC for work and have had my share of one way 3-hour commutes or longer.

I moved in 2005 to my current residence, from the Gordon Road area off route 3 to get closer to Route 17 and Garrisonville to shorten my daily commute, as the traffic began to grow. When 95 was congested I noticed many travelers would take side roads to get north or south of the area and it became very overwhelming for these roads. (Please note that during my time in the Army I also lived in Hawaii, which had 3 major highways and they were the only roads to travel throughout Oahu with no side or parallel roads. A car accident on one of those roads would cause major havoc and hours of sitting in the same spot until they could open the road.) While living off Poplar Road I have seen more homes being built, more people moving and more traffic congestion than what our roads can handle. I have witnessed numerous car accidents and have often looked for other roads in order to cross over from route 17 to route 3, even if I had to take 17 west towards Warrenton and head down to 3 using the back roads as many times it would take me less time to travel west and then towards Germanna College to get over to route 3 and the Central Park area faster than taking 95 south.

Many years ago when the proposals were first discussed, I was excited to read that there was a study to add a road and another bridge from route 17 towards route 3 that would be parallel to route 1 and highway 95, unfortunately this fell through and I have continued to wait patiently for a new route to alleviate this traffic in the area that often made me extremely late to my appointments especially if I was coming straight from Washington, DC.

I write to you now to make it known that I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in this plan. I appreciate your consideration regarding my support of this study to help alleviate this long overdue traffic congestion in our great Stafford County.

- **Jon Hoffman, Stafford Resident**- via email-

I am commenting on the 2045 Constrained Long Range Transportation Plan (CLRP). I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan.

- **Stewart Richards, Stafford Resident**-via email-

As a longtime Hartwood resident, I would like to comment on the 2045 Constrained Long Range Transportation Plan (CLRP). I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan.

- **Regina Harm, Fredericksburg Resident**- via email-

I am a resident of Fredericksburg and commute via Rt 17 to I-95 to/from Richmond daily. I am commenting on the 2045 Constrained Long Range Transportation Plan (CLRP). I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan.

- **Brian Rubens**, no residency declared- via email-

I am emailing to show support for a study into a parallel road to I-95. The plan I am showing support for is the 2045 Constrained Long Range Transportation Plan (CLRP).

- **Candy Burchett**, no residency declared- via email-

I am commenting on the 2045 Constrained Long Range Transportation Plan (CLRP). I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. We desperately need another way to go north/south besides using I95 and Hwy 1.

- **William Neundorfer, Stafford County Resident**- via email-

I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan.

- **Chad Ankersen, Fredericksburg Area Resident**- via email-

Traffic is the reason I intend to leave here in 7 years and take my retirement income somewhere else. I've yet to see plan effectively address the traffic problems, especially the river crossing. I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan. Think how it could help if there were an evacuation order in the area. It could save lives.

- **Jennifer Joyce, Stafford County Resident**- via email-

I am Commenting on the 2045 Constrained Long Range Transportation Plan. I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. It is critical that we include the bridge. Most of local traffic runs between 610 and Route 3. We must get a bridge on this trail.

- **Don Lauer, Fredericksburg Area Resident**, -via email-

I am in support of a study for a parallel road and trail on the west side of I-95. Specifically, a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan as this is clearly going to be needed eventually.

- **Therese Vogel**, undeclared residency- via email-

I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan. Not only is an additional bridge needed now, with increased local and national traffic, inevitably there will need to be another crossing in this area. Another bridge with trail will alleviate traffic congestion, increase travel efficiency, and reduce negative environmental impacts due to idling cars during congestion in this area.

- **"Erik"**, undeclared residency- via email-

Regarding the 2045 Constrained Long Range Transportation Plan, I support a study for a parallel road with a trail on the west side of I-95. A strategic part of the proposal is a bridge over the river with the road and trail continuing south to Harrison Road. Please include the new bridge with a trail in the plan.

[End comments for the 2045 LRTP Amendment. Remainder of page intentionally left blank.]

Draft Air Quality Conformity Analysis (AQCA) Report for the 2045 Long Range Transportation Plan Amendment

- **Public Commenter, Fredericksburg City Resident** -via survey-

I support the analysis. No concerns.

[End of comments for the AQCA. Remainder of page intentionally left blank.]

FY2020 Unified Planning Work Program (UPWP) Amendment

No written comments were received.

[End of comments for the FY20 UPWP. Remainder of page intentionally left blank.]

FY2021 Unified Planning Work Program (UPWP)

- **Stephen Haynes, District Planning Manager VDOT**- via email-

We have completed our review of the Draft UPWP. This version is very thorough and represents the best iteration of a UPWP I have personally reviewed. Thank you for your efforts in producing a document that truly attempts to meet everyone's needs and expectations.

Comments:

FHWA wants to see a more defined list of which programs/studies were being funded with RSTP/STBG monies (other than by an asterisk as used previously).

Suggestions:

Several MPOs are adopting language in their UPWP to amend bylaws and public participation procedures to address virtual meetings. FAMPO has the language in the UPWP for PPP. Perhaps you should add language for amending bylaws, as well.

Also, the FAST ACT is expiring in September 2020. Perhaps language should be added to allow FAMPO the ability to participate in the dialogue of what the subsequent version will include.

- **Paul Agnello, Assistant Director for Transportation Planning for Spotsylvania County and FAMPO Technical Advisory Committee Member**- via email-

I am writing to provide some comments on the Draft FY-21 UPWP available for public comment:

1. I am writing in support of GWRC providing staffing for 7 full time equivalent positions and an intern for FY-21 as is shown in the Draft FY-21 UPWP for public comment. This level of staffing is necessary for FAMPO to continue to perform its Federally required transportation planning responsibilities in FY-21 including making significant progress on completing the region's 2050 Long Range Transportation Plan (LRTP). The FY-21 budget for PL/5303 of 886,509 can clearly support this level of staffing and this funding amount does not include the $72,500 in Rural SPR funding or $200,000 in Previous STBG-RSTP for the 2050 LRTP which are also available for FAMPO staffing bringing the total FY-21 FAMPO staffing budget to $1,159,009. GWRC is forecasting a large PL/5303 carryover amount of about $230K from FY-21 to FY-22 and FAMPO funding levels are expected to rise significantly by FY-23/FY-24 as a result of federal transportation reauthorization of the FAST Act and increased allocations due to 2020 Census results so having enough future funding for 7 full time equivalent positions and an intern should not be an issue.

2. I recommend extending the deadline for the 2050 Long Range Transportation Plan (LRTP) from June 2021 to December 2021 to provide additional time for GWRC to develop the FAMPO staffing necessary to complete the 2050 LRTP.

- **Dave Mclaughlin, Citizens Transportation Advisory Committee Chair**- via email-

Under 1.6 FAMPO Staffing for FY21, staffing should include a Deputy FAMPO Administrator.

- **Larry Gross, Citizens Transportation Advisory Committee Member** -via survey-

I would ask for consideration for three more tasks:

1. Region-wide, a systematic analysis of crash data to identify the locations where we are seeing higher levels of accidents and from that to develop a prioritized list of improvements to reduce crashes.

2. Region-wide analysis of secondary roads - specifically those that are 1930-1940 era roads that are now functioning at higher classification levels than rural. The analysis would identify locations that could be made safer-- curves, hills, side road entrances, etc. The goal of the study is not to make the roads function faster - but safer – and in some intersections, perhaps roundabouts to reduce conflict points.

3. Region-wide connectivity analysis to identify places where roads in the region could be improved to yield better connectivity within the region. More grid-like functionality so that for a given trip, a driver can choose between different roads. This is helpful especially if one road has had an accident and is closed or at higher congestion time periods...etc.

So, three areas of analysis - and from that - prioritized lists of improvements to be funded from SMART SCALE and other sources of funds that are available for these kinds of improvements.

- **Member of the Public from Spotsylvania County**- via survey-

FAMPO should involve all public in the transportation planning process including underserved populations.

- **Member of the Public from Stafford County**- via survey-

Having and alternative river crossing should be the most important task.

[End of comments for the FY21 UPWP.]

Appendix A: Public Notice Examples

GEORGE WASHINGTON REGIONAL COMMISSION

FAMPO Fredericksburg Area Metropolitan Planning Organization

PUBLIC NOTICE

Request for Comments and Public Hearing

The Fredericksburg Area Metropolitan Planning Organization (FAMPO) has opened a public comment period beginning **May 20, 2020** and ending **June 19, 2020** to collect public input on four transportation-related FAMPO documents:

1. A draft amendment to the financially constrained long range transportation projects contained in the 2045 Long Range Transportation Plan (LRTP)
2. A draft Air Quality Conformity Analysis (AQCA) report related to the 2045 LRTP amendment within the Fredericksburg, Virginia 8-Hour Ozone Air Quality Maintenance Area
3. A draft amendment to the Fiscal Year 2020 Unified Planning Work Program (UPWP)
4. A draft Fiscal Year 2021 UPWP which details FAMPO work activities and funding for the period of July 1, 2020 to June 30, 2021

A formal public hearing will be held on June 15, 2020 at 7:15pm – Virtual-Only

Due to evolving social distancing requirements, members of the public should confirm the virtual-only format and obtain connection details three days prior to the public hearing at: www.fampo.gwregion.org. Should in-person attendance become permissible, virtual participation is strongly encouraged.

Members of the public who wish to give verbal comments during a virtual meeting/hearing must register at least two hours in advance with FAMPO staff by sending an email to fampo@gwregion.org or calling (540) 642-1235. Members of the public may also use these contact methods to submit comments for staff to read during the public comment portion of the meeting (3-minute limit). Comment submissions must be received at least two hours prior to the meeting.

Copies of the documents and comment instructions can be found at www.fampo.gwregion.org/public-involvement. **Public Comments**, requests for paper copies and alternative comment methods may be directed to FAMPO email: fampo@gwregion.org, or by calling FAMPO Public Involvement Coordinator Stacey Feindt at (540) 642-1235.

Nondiscrimination Statement
The George Washington Regional Commission (GWRC) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO), does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities.

Participation Assistance
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 FAMPO at (540) 642-1235 or fampo@gwregion.org at least two days prior to the meeting. If hearing impaired, telephone 1-800-552-7917 (TTY) or 711.

La participación pública es solicitada sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o su estado familiar. Las personas que requieren alojamiento especial de acuerdo con el Americans with Disabilities Act, o personas que requieren servicios de traducción (gratis) deben comunicarse con la FAMPO al (540) 642-1235 o fampo@gwregion.org al menos de dos días antes de la reunión. Personas con problemas auditivos, llama al 800-552-7917 (TTY) o 711.

Fredericksburg Area Metropolitan Planning Organization (FAMPO)
Published by Stacey Feindt [?] · June 3 at 2:02 PM ·

Do you ride, walk, or drive in the Fredericksburg region? All those who travel in or through Stafford County, Spotsylvania County and the City of Fredericksburg should take 5 minutes to weigh in on proposed changes to the region's transportation plan. Learn more and take a short survey, https://www.fampo.gwregion.org/draft-amended-2045-clrp/

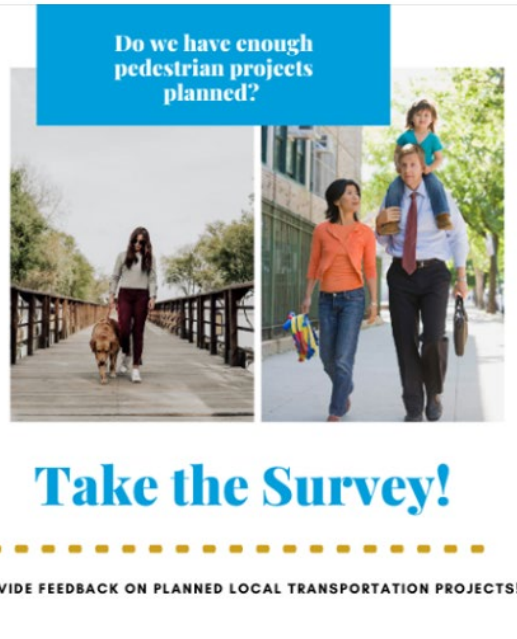
Fredericksburg Area Metropolitan Planning Organization (FAMPO)
Government Organization

Learn More

June 2020

Fredericksburg Area Metropolitan Planning Organization (FAMPO)
Published by Hootsuite [?] · June 1 at 10:01 AM ·

Attention Fredericksburg area pedestrians! You can review proposed changes to our regional transportation plan and take a short survey to provide feedback. Are we prioritizing the right modes of transportation? Do the projects meet your needs? Learn more, http://ow.ly/kKt750zRupT



Fredericksburg Area Metropolitan Planning Organization (FAMPO)
Published by Hootsuite [?] · June 3 at 10:02 AM ·

Click the link to learn more and take the survey>>>http://ow.ly/JJnI50zTCdR

Fredericksburg Area Metropolitan Planning Organization (FAMPO)
Published by Hootsuite [?] · June 5 at 10:02 AM ·

We have FOUR opportunities for you to improve your transportation system! Learn about four transportation documents out for public review and provide feedback through easy surveys. http://ow.ly/jmjj50zTBSq

FAMPO

Event Details

Like 0 Share

Wed, Jun. 10, 2020 at 5:00 PM Add to Calendar
406 princess anne street

The Fredericksburg Area Metropolitan Planning Organization (FAMPO) has several transportation-related documents out for public review and comment. All comments will be considered before the documents are formally approved. These documents are listed below with links to directions on how to review and comment on each one. The comment period ends on June 19, 2020.

Four documents for public review and comment:

1. An amendment to the 2045 Long Range Transportation Plan (LRTP), a 20-year transportation plan for the Fredericksburg region. It is necessary to amend the financially constrained list of transportation projects and studies. Follow this link to learn more, review and comment.

2. An air quality analysis report related to the LRTP amendment above. An air quality analysis is required when transportaion projects will add to vehicle capaicty. Follow this link to learn more, review and comment.

3. An amendment to the FY20 Unified Planning Work Program (UPWP), a document that details the work FAMPO staff will complete in fiscal year 2020 and funding sources for that year. The amendment will "deprogram" funds from our FY20 UPWP and have them carry over directly to the next fiscal year. Follow this link to learn more, review and comment.

4. The FY21 Unified Planning Work Program (UPWP), a document that details the work FAMPO staff will complete in fiscal year 2021 and funding sources for that year. Follow this link to learn more, review and comment.