

**POLICY COMMITTEE MEETING MINUTES**  
Monday, March 20, 2023 – 6:00 p.m.  
406 Princess Anne Street, Fredericksburg, VA 22401  
[www.fampo.gwregion.org](http://www.fampo.gwregion.org)

A video recording of the meeting is posted on the Policy Committee web page:  
<https://www.fampo.gwregion.org/policy-committee/>

**Committee Members Present:** *(V) indicates voting member*

Mr. Jason Graham, Chair, City of Fredericksburg (V)  
Mr. Matthew Kelly, City of Fredericksburg (V)  
Mr. Timothy Baroody, City of Fredericksburg (V)  
Ms. Meg Bohmke, First Vice-Chair, Stafford County (V)  
Ms. Monica Gary, Stafford County (V)  
Ms. Crystal Vanuch, Stafford County (V)  
Mr. Chris Yakabouski, Spotsylvania County (V)  
Ms. Lori Hayes, Spotsylvania County (V)  
Mr. Jacob Lane, Spotsylvania County (V) (remote attendance)  
Ms. Marcie Parker, Representative from the Secretary of Transportation (V)  
Ms. Michelle Shropshire, alternate Representative from the Secretary of Transportation (V)  
Dr. Robert Schneider, Potomac and Rappahannock Transportation Commission (PRTC) (V)  
Ms. Susan Gardner, Virginia Department of Transportation (VDOT)  
Mr. Stephen Haynes, alternate Virginia Department of Transportation (VDOT)  
Ms. Jamie Jackson, Fredericksburg Regional Transit (FXBGO!)  
Ms. Melody Fowler, Fredericksburg Regional Transit (FXBGO!) (remote attendance)  
Ms. Cathy Binder, alternate King George County (remote attendance)

**Committee Members Absent:**

Mr. David Brown, alternate City of Fredericksburg (V)  
Mr. Darrell English, alternate Stafford County (V)  
Mr. Tom Coen, alternate Stafford County (V)  
Mr. Kevin Marshall, alternate Spotsylvania County (V)  
Ms. Deborah Frazier, alternate Spotsylvania County (V)  
Mr. Tim McLaughlin, alternate Spotsylvania County (V)  
Mr. David Ross, alternate Spotsylvania County (V)  
Mr. Joe Stainsby, alternate PRTC (V)  
Mr. Todd Horsley, Department of Rail and Public Transportation (DRPT)  
Ms. Amy Garbarini, Department of Rail and Public Transportation (DRPT)  
Ms. Laura Sellers, Commonwealth Transportation Board (CTB)  
Mr. Steven Minor, Federal Highway Administration (FHWA)  
Ms. Tonya Holland, Federal Transit Administration (FTA)  
Mr. Adam Lynch, Bicycle and Pedestrian Advisory Committee (BPAC)  
Mr. Matthew Lehane, Bicycle and Pedestrian Advisory Committee (BPAC)  
Mr. Matthew Rowe, Citizens Transportation Advisory Committee (CTAC)  
Mr. Jeffery Sili, Caroline County  
Mr. Jeffrey Black, alternate Caroline County

**Others Present (remotely or in person):**

Ms. Fran Larkins, Celebrate VA  
Ms. Kim Jacoby, Celebrate VA  
Mr. Carlos Ortega, UMW Student  
Mr. Deunty Diggs, Stafford County George Washington District  
Mr. Gavin Gardon, Spotsylvania Citizen  
Ms. Roslyn Reeder, Celebrate VA  
Mr. Hunter Goodman, VDOT

**Staff Present:**

Mr. Ian Ollis, FAMPO Administrator  
Ms. Kari Eaves, Transportation Planner II/Bike & Pedestrian Coordinator  
Ms. Becky Golden, Transportation Planning Manager  
Dr. John Ridout, Transportation Planner II  
Mx. Colie Touzel, Public Involvement/Title VI Coordinator  
Mr. Connor Anderson, GIS Technician/Transportation Planner

**1. Call Policy Committee Meeting to Order – Chair Jason Graham**

Chair Graham called the meeting to order at 6:00 p.m.

**2. Pledge of Allegiance**

Chair Graham led the pledge of allegiance.

**3. Roll Call and Determination of Quorum – Mx. Colie Touzel**

Mx. Touzel conducted roll call and determined a quorum present.

**4. Approval of the March 20, 2023, Policy Committee Agenda (ACTION ITEM)**

Motion was made to amend the March 20, 2023, Policy Committee agenda and swap two items: Move item 7b to be before item 7a.

Motion to approve the agenda as amended: Ms. Bohmke; Second: Dr. Schneider

Motion passed with unanimous consent.

**5. Public Involvement**

*Comments and questions from members of the public are welcome at this time. Staff will also read comments submitted by the public prior to the meeting.*

Fran Larkins requested that the April Policy Committee Meeting be held at a larger and more accessible facility than the current one. Ms. Larkins also suggested that the Policy Committee members have name plates during meetings so that members of the public know who is speaking.

FAMPO staff read aloud an email received from Jane Leeds, a member of the disabled community. Ms. Leeds's comments included advocating for a light rail system in the Fredericksburg region and provided research as to why light rail would benefit the region.

**6. Consent Agenda**

**a. Approval of February 27, 2023, Policy Committee Meeting Minutes (ACTION ITEM)**

**b. Resolution 23-17 Appointing Clay Murray as an At-Large Member to the Bicycle and Pedestrian Advisory Committee (ACTION ITEM)**

- c. Approve the FAMPO Highway Safety Target Setting Letter (**ACTION ITEM**)
- d. Approve the FAMPO Asset Condition and System Performance Management Targets Letter (**ACTION ITEM**)

Motion was made to approve Consent Agenda items B, C, and D, excluding A, as there was a gap regarding who seconded the motion to move into a closed session in the February Policy Committee Meeting Minutes.

Motion to approve the consent agenda items B through D: Ms. Bohmke; Second: Ms. Hayes  
Motion passed with unanimous consent.

For the February 27, 2023, Policy Committee Meeting Minutes (item A on the consent agenda) Mr. Yakabouski identified himself as the person who seconded Mr. Kelly's motion to enter a closed session.

Motion to approve the consent agenda item A as amended: Ms. Bohmke; Second: Ms. Hayes  
Abstentions: Ms. Parker.  
Motion passed.

## 7. Action/Discussion Items

- a. Interim amendments to CMAQ/STBG Project Selection Process (**ACTION ITEM**) – Dr. John Ridout

Dr. Ridout provided updates on funding allocations and on two proposed interim amendments to the CMAQ/STBG Project Selection Process. Dr. Ridout gave an update regarding available funding for Fiscal Years 28 and 29, as well as rollover funds from FY23-27. There were also available funds from the carbon reduction program. The carbon reduction is a new program, offering a new funding stream for FY23 through FY29.

Dr. Ridout described proposed changes to language in the methodology:

“If the cost/annual allocation and/or scope of a project change by less or more than 10% on any one CMAQ funded project, the agency should notify the TAC Chairman and FAMPO Administrator with a request and justification for a change in funding and/or scope.”

The reasoning behind this change in language is to specify what the 10% is for, which will eliminate ambiguity in the methodology. The undefined 10% in cost overruns will be defined as “10% of allocated CMAQ/STBG funding or \$100,000” – whichever is greater without triggering full re-review by TAC/PC.

The other proposal states that categories without an eligible project are parked for a future call for projects. This will apply to STBG Active Transportation FY28/FY29 funds which will be parked for one year. For future years if a category has no eligible projects, those funds are distributed in other categories for the same fiscal year call for projects.

Mr. Ollis reminded the Policy Committee that at the end of the day they make the decisions regarding which projects to fund and how to fund them, and that this change in the methodology is for clarity's sake and to prevent issues about how the methodology was interpreted.

Motion was made to approve the interim amendments to CMAQ/STBG Project Selection Process: Ms. Bohmke; Second: Dr. Schneider

Motion Passed with unanimous consent.

**b. Workshop on the Linkages Between Land Use and Transportation Decisions to Support the Region's Consideration of Long-Range Investment Decisions – Mr. Scudder Wagg, Jarrett Walker & Associates**

Mr. Wagg led a workshop on the relationship between land use and transportation to effectively plan for the region's long-range investment decisions. To begin the workshop, Mr. Wagg led the PC members in an exercise where they had to consider land use types, population, jobs, existing/future roads, and plan out a town development based on how decisions affect jobs, housing, transportation, and congestion. After the completion of the exercise Mr. Wagg discussed with the Policy Committee how their planning decisions affect travel demand, population, dwelling units, and changes in job demand.

Then Mr. Wagg gave a presentation on these relationships and how congestion and travel demand are more related to space than to technology (i.e., driverless cars). He pointed out that congestion can infringe on freedom, specifically physical freedom. He defines physical freedom as the number of useful options you can reach in a fixed and reasonable amount of time. In rural areas, the car provides freedom, as there is limited congestion and can take you where you need to be in a reasonable amount of time. For urban and suburban places, this is not always the case, and therefore, alternative modes of transportation are necessary to offer residents physical freedom. It can be difficult to plan these modes as a community grows gradually to an urban/suburban space. Mr. Wagg explained how linearity and land use development planning are important to consider when growing as a community because it can make the transportation transition easier and reduce future congestion. Mr. Wagg stressed the importance of planning for future resilience.

Questions asked by Mr. Wagg to prompt discussion:

What can the region do? Mr. Wagg suggested:

- Street connectivity (grid)
- Transit options
- Land use policies and planning
- Zoning
- Comprehensive plans

In the discussion following Mr. Wagg's presentation, the following points/questions were made/asked by workshop participants:

- Have you ever seen a successful bus service that was able to go through neighborhoods and take residents to a transit center?
- If you want every neighborhood to have its own route, the number of buses it takes to

provide service that is frequent enough for people to find useful, is astronomical.

- Grid systems allow people to understand where traffic volumes are going to be and effectively allow traffic to disperse.
- The problem with grid systems is that people do not want traffic coming down their residential road, which happens when blockages in other areas of the grid occur.
- What policies should we be focusing on to try and alleviate the congestion that is coming in 10 years, in 20 years, in 30 years from now? The region is going to spend billions of dollars over the next 40 years. The question is, what do we spend the money on?
- The problem can be approached in a different way, which is to do bigger picture scenario planning as a region by considering different land use scenarios. Imagine what the transportation outcomes of those scenarios are in context to long range transportation plans and local land use planning.
- The problem we have is, we can't get together as a region, when we look at comprehensive plans. The biggest issue in the city of Fredericksburg is not what's going on in the city, it's the thousand-plus people whipping through the city going north or south. We need to plan with a more regional perspective.
- If we are going to make transit work, we need to ask ourselves: "how do we run transit, who runs transit, and what type of level of transit are you doing?". We started with a robust effort with transit and then everybody started pulling out because they did not want to deal with it, they wanted to build roads.
- There needs to be a fundamental shift in mindset. Instead of looking at one county, take a map of Planning District 16 and say, "these are the issues facing PD16, and this is the way we need to redevelop." To make transit work, it cannot be done jurisdiction by jurisdiction, it needs to be a regional effort.
- The bad thing is making the development happen and not thinking about the transportation implications. You do not have to be against development but think through the effect on the roads and the transportation systems to fit with the land use that you're approving. If you approve more Amazon warehouses, ask, "where are we going to send the trucks?". If you are going to build housing, ask, "where are we going to put the cars?". You must think "connectedly".
- From a policy perspective, what can shift is an analysis of the transportation past. When you look at the development from a density standpoint. As an example, Geico on US Rt 17 is a highly vulnerable location. If Geico gets the better deal to move to Arlington, that property becomes a space that sits empty. What are the kinds of things you can do to start to guide the conversation of what is going to create the greatest risk?
- You mentioned that trains move more freight than trucks do on roads. So why are we clogging our freight lines with more people on there? Why not reduce truck traffic by hauling freight on trains to clear roads for drivers?
- We need to stop romanticizing what we want and look at what we have, and deal with what can we do with what exists. Will transit work? No, it will not. I think we really need to focus on connectivity and the grid in our region, connecting our own roadways, and sprinkle a little bit of transit in there, but we are not at the point where we should focus

heavily on it.

- It is difficult with all the legislative restrictions to manage transportation challenges, especially in a county where you know things back up. We also need to get a lot more money in transportation repairs from residential development rezonings. I think if the general assembly wants to clean up roads, they must allow localities the power to deal with it.
- I agree with most of what has been said. Five or six years ago, who would have imagined there would be a billion dollars of new investment on the interstate. I am grateful for VDOT and state partners for six new lanes on I-95. I think we do not see the benefit today, but it is on its way. The northbound lanes are going to be a big help to flow traffic through. More importantly, I think the third rail is going to be a game-changer for freight movement through the community. I'm not going to echo what everybody else said, and I agree with much of it. I also think it is important to note help is on the way with interstate infrastructure needs.
- I think continuing to look at all of it is important but working together regionally is essential. When we do a traffic study ask, “what is the development. What is it going to do for this block? What does it do a mile out, two miles, and three miles out?”. We are adding a load wherever we build and introduce new trips. It impacts the entire region. If we work better together regionally, that would be very helpful.
- Unless the county starts to stand up to the general assembly, a lot of these things will not change. I like the idea of examining the region by taking off the jurisdictional lines and draw lines to connect areas together that have traffic on the heaviest roads.
- One of the first maps we saw tonight depicted how far a person could get in 45 minutes. We need to think about that for our residents: “how far can they get in 45 minutes, 30 minutes, 15 minutes by walking, cycling, car or transit?”. Examine the region to identify which people can or cannot move around as freely as others. We need to look at everyone's needs equally and try not to be parochial to our own interests.

Chair Graham and Mr. Ollis extended their appreciation to Mr. Wagg for his thought-provoking workshop, insights, and lessons learned.

## 8. Correspondence

Messages were provided in the agenda packet from Jane Leeds, a consumer advocate for transportation and safety.

## 9. Staff and Agency Reports

Mr. Ollis alerted the PC that he met with Chair Graham to discuss the timeline of the next three months, specifically action items, because staff needs to finalize a budget and approve CMAQ/STBG allocations.

Mr. Ollis suggested the River Crossing meeting occur during the May PC meeting and asked VDOT if their large venue can be used because that will meet the needs of those wanting to attend.

## 10. Board Member and Chair Comments

Mr. Kelly requested a map of the comprehensive plans of each jurisdiction on one single regional map, including land use and other relative information. The Policy Committee agreed this would be a

useful map to have and would be a good baseline for a discussion.

**11. Adjourn/Next Policy Committee Meeting: April 17, 2023, at 6:00PM**

Chair Graham adjourned the meeting at 8:28pm.