Fredericksburg City
Spotsylvania County
Stafford County

Lori Hayes
Chair

Ian Ollis
FAMPO Administrator

POLICY COMMITTEE DRAFT MEETING MINUTES

October 21, 2024 – 6:00 p.m.
406 Princess Anne Street, Fredericksburg, VA 22401
www.fampo.gwregion.org

Committee Members Present: *(V) indicates voting member*
Ms. Lori Hayes, Chair Spotsylvania County (V)
Dr. Will Mackintosh, First Vice-City of Fredericksburg (V)
Ms. Meg Bohmke, Stafford County (V)
Ms. Monica Gary, Stafford County (V)
Mr. Jonathan Gerlach, City of Fredericksburg (V)
Mr. Deuntay Diggs, alternate Stafford County (V)
Ms. Jannan Holmes, City of Fredericksburg (V)
Mr. Drew Mullins, Spotsylvania County (V) (online)
Mr. Chris Yakabouski, Spotsylvania County (V)
Dr. Pamela Yeung, alternate Stafford County (V)
Ms. Marcie Parker, Representative from the Secretary of Transportation (V)
Dr. Robert Schneider, Potomac and Rappahannock Transportation Commission (PRTC)(V)
Ms. Cathie Coffey, alternate Representative from the Secretary of Transportation (V)
Ms. Cathy Binder, King George County
Mr. Paul Agnello, Chair TAC (online)
Mr. Chris Clarke, Vice-Chair BPAC (online)
Ms. Donna Cloniger, alternate VDOT
Ms. Amy Garbarini, Department of Rail and Public Transportation (DRPT) (online)
Ms. Jamie Jackson, Fredericksburg Go! (FXBGO!)
Ms. Casandra Lord, Virginia Department of Transportation (VDOT)
Mr. Timothy Welsh, Chair CTAC

Committee Members Absent:
Ms. Crystal Vanuch, Second Vice-Chair Stafford County (V)
Mr. David Brown, alternate City of Fredericksburg (V)
Mr. Jacob Lane, alternate Spotsylvania County (V)
Mr. Gerald Childress, alternate Spotsylvania County (V)
Mr. Jason Graham, alternate City of Fredericksburg (V)
Mr. David "Sully" Sullins, alternate King George County
Mr. Joe Stainsby, alternate PRTC (V)
Ms. Melody Fowler, alternate Fredericksburg Go! (FXBGO!)
Ms. Laura Sellers, Commonwealth Transportation Board (CTB)
Mr. Steven Minor, Federal Highway Administration (FHWA)
Mr. Ivan Rucker, alternate Federal Highway Administration (FHWA)
Mr. Daniel Koenig, Federal Highway Administration (FTA)
Ms. Chelsea Beytas, alternate Federal Transit Administration (FTA)
Mr. Todd Horsley, alternate Department of Rail and Public Transportation (DRPT)
Ms. Nancy Long, Caroline County
Mr. Jeffrey Black, alternate Caroline County

Others Present:
Ms. Leigh Anderson, GWRideConnect
Gavin Gardon, Spotsylvania Resident
Mr. Allen Watkins, Stafford County Resident

Staff Present:
Mr. Ian Ollis, FAMPO Administrator
Ms. Kari Eaves, Transportation Program Manager
Ms. Becky Golden, Transportation Planning Manager
Ms. Leda Hinkle, GIS Technician/Transportation Planner
Dr. John Ridout, Senior Planner

1. **Call Policy Committee Meeting to Order**
   Chair Hayes called the meeting to order at 6:00 pm.

2. **Pledge of Allegiance**
   Chair Hayes led the pledge of allegiance.

3. **Roll Call and Determination of Quorum**
   Dr. Ridout conducted roll call and determined a quorum present.

4. **Approval of the October 21, 2024, Policy Committee Agenda (ACTION ITEM)**

   Mr. Ollis advised that the bylaws attached to Resolution 25-18 require action to correct a spelling error. The maker of the motion agreed to the action item amendment.

   Motion was made to approve the October 21, 2024, Policy Committee agenda as amended.

   Motion: Ms. Bohmke; Second: Dr. Mackintosh
   Motion passed with unanimous consent.

5. **Public Hearings**

   a. Resolution 25-14 Adopting an Amendment to the FY24-27 Transportation Improvement Program to Add 2 New Projects: UPC FRT0023 Fredericksburg Regional Transit Vehicle Support Equipment Driving Simulator and FRT0024 Fredericksburg Regional Transit Rehab Renovation of Admin Building (Davies Transit Center Roof)

   b. Resolution 25-15 Adopting an Amendment to the FY24-27 Transportation Improvement Program to Obligate Funding for 3 Projects: RAAA001 Rappahannock Area Agency on Aging Operating Assistance, RAAA002 Rappahannock Area Agency on Aging Mobility Management, and RACS001 Rappahannock Area Community Services Board

   c. Resolution 25-16 Adopting an Amendment to the FY24-27 Transportation Improvement Program to Add a New Project UPC T29881 Brooke Road Flood Mitigation and Resiliency Project

   Dr. Michael Meier provided comments on Resolution 25-14 and 25-15 opposing any funding for FXBGO! Projects. John Walker inquired whether the transit driving simulator funded through Resolution 25-14 will require software maintenance costs once purchased.

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6. **Public Involvement**

Mr. Allen Watkins, as a representative from Stafford County on the Citizen Transportation Advisory Committee (CTAC), advised the Policy Committee that CTAC has focused on the variations of presented options that generally run between the two points of Commerce Parkway in Stafford County and W. Gordon Shelton Blvd in the City of Fredericksburg. Mr. Watkins requested that CTAC be able to present their preferred alignment to the Policy Committee at a future meeting.

Ms. Golden read aloud public comments and joined Mr. Ollis to acknowledge the outreach efforts of Mr. Eugene Hlaing, Public Involvement/Title VI Coordinator for their receipt. Abraham Wordofa requested wider lanes and sidewalks on Spotsylvania's Mine Road. Angelique Stewart of Stafford County wrote that her neighborhood lacks sidewalks, leaving the street as the area in which children must play. An anonymous request was received for street lighting for the sidewalks near the Spotsylvania Hospital to improve safety for pedestrians. Daisy Deys complimented the trail system in the City of Fredericksburg, but voiced concern for the safety of cyclists on the streets and roads, particularly for the elderly and young people. Hong Johnson of King George County cited horrible traffic during his morning commute along Route 3 to US Route 1. Jeanette Hernandez-Guilleaume of Stafford County is a working widow of a special needs child who has difficulties providing transportation for her family to community activities during the workday; she requested additional services from the County for citizens experiencing the same problem.

7. **Consent Agenda**
   a. Approval of September 16, 2024, Policy Committee Meeting Minutes (ACTION ITEM)

   b. Resolution 25-12 Directing a Public Comment Period for an Amendment to the FY24-27 Transportation Improvement Program to Add FRT0025 FXBGO! Central Facility Equipment – Maintenance (HVAC) (ACTION ITEM)

   c. Resolution 25-20 Directing a Public Comment Period for an Amendment to the FY24-27 Transportation Improvement Program to Adjust funding for FRT0002 Fredericksburg Regional Transit Replacement Rolling Stock

   d. Resolution 25-14 Adopting an Amendment to the FY24-27 Transportation Improvement Program to Add 2 New Projects: UPC FRT0023 Fredericksburg Regional Transit Vehicle Support Equipment Driving Simulator and FRT0024 Fredericksburg Regional Transit Rehab Renovation of Admin Building (Davies Transit Center Roof) (ACTION ITEM)

   e. Resolution 25-15 Adopting an Amendment to the FY24-27 Transportation Improvement Program to Obligate Funding for 3 Projects: RAAA001 Rappahannock Area Agency on Aging Operating Assistance, RAAA002 Rappahannock Area Agency on Aging Mobility Management, and RACS001 Rappahannock Area Community Services Board Paratransit Vehicles (ACTION ITEM)

f. Resolution 25-16 Adopting an Amendment to the FY24-27 Transportation Improvement Program to Add a New Project UPC T29881 Brooke Road Flood Mitigation and Resiliency Project (ACTION ITEM)

Motion was made to approve the October 21, 2024, Consent Agenda. The maker of the motion requested that the meeting minutes on the consent agenda be amended to spell out all acronyms, and for staff to accomplish this henceforth.

Motion: Ms. Bohmke; Second: Dr. Mackintosh
Motion passed with unanimous consent.

8. **FAMPO Administrator Report**

Mr. Ollis provided a table showing the regional population for FAMPO jurisdictions between 2020 and 2023, with conservative projections for 2024 and 2025:

Jurisdiction	2020	2021	2022	2023	2024	2025
Stafford	156,927	160,154	163,380	165,428	169,015	172,681
Fredericksburg	27,982	28,297	28,455	28,928	29,368	29,815
Spotsylvania	140,032	143,676	146,632	149,588	151,743	153,930
Total	324,941	332,127	338,467	343,944	350,127	356,425
Difference		7,186	13,526	19,003	25,186	31,484

We are adding one "Fredericksburg size" population ever 4 to 5 years!

Attendees were introduced to two map plots on the wall and in the presentation that show levels of congestion on the GWRC road network for evening peak travel using the updated FAMPO Travel Demand Model (TDM) for 2022 and 2050. The 2050 map assumes $3.2 billion of projects in the Constrained Long-Range Plan (CLRP) are in place. The CLRP projects include the new interchange on I-95 at Harrison Road in Spotsylvania County but not the new River Crossing currently being studied.

Each jurisdiction's staff provided the Traffic Analysis Zone (TAZ) inputs for population, employment, retail, and commercial development for the TDM and associated congestion maps. Ms. Bohmke pointed out the need to engage the Commonwealth Transportation Board (CTB) to provide a comprehensive and coordinated analysis of regional models prepared by neighboring MPO's and our own. Dr. Yeung agreed there is a need to engage outside stakeholders such as Transurban, Northern Virginia and Richmond. Ms. Holmes asked if the CTB uses TDMs across the state to identify long-term needs and projects. Mr. Ollis explained that the Office of Intermodal Planning and Investment (OIPI) only looks at 7-year projections and only those priorities, are eligible for SMART SCALE funding.

Ms. Gary inquired about the source of the $3.2 billion funding in the CLRP, and it was explained that VDOT, the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA) and the Virginia Department of Rail and Public Transportation (VDRPT) projected funds to be allocated to the region through 2050 during the 2021 Long-Range Transportation Plan (LRTP) update process. The costs used for the CLRP projects were

also developed in 2021, and do not reflect current inflation trends. The collective group acknowledged the serious nature of these facts.

Mr. Yakabouski asked how well earlier models predicted congestion and the level of confidence in the outputs of the 2024 TDM update. Staff are confident that the projections of traffic volume and congestion in the 5-year timeframe are very good with longer range outputs reflecting averages. Dr. Ridout explained how external trips to the FAMPO region are considered and that the model is calibrated using actual traffic counts with projected counts.

Dr. Yeung requested the cost of projects on the LRTP Needs list and Ms. Gary noted the importance of holding each locality's staff accountable for model TAZ inputs as the TDM is updated every 5 years. Dr. Mackintosh sought input from the collective on the idea of "one voice" for I-95, like I-81, with answers provided by Ms. Jackson, Dr. Schneider, and Mr. Ollis. Mr. Mullins requested two additional model comparisons: morning and midday.

Ms. Bohmke, Ms. Parker and Mr. Ollis explained that the current I-95 Express Lanes Comprehensive Agreement (Agreement) with North America / Transurban Group (Transurban) imposes a payment to Transurban for widening of I-95 or US Route 1 for portions of either road that parallel the Express Lanes, due to those capacity-adding projects competing with the demand of the High Occupancy Tolls, termed a "Compensation Event". The Agreement defines the Compensation Event segment to be only where the posted speed limit is 55 miles per hour (MPH) or greater; therefore, widening of segments of US Route 1 with speed limits lower than 55 MPH will not trigger payments to Transurban. Most of the length of US Route 1 parallel to the Express Lanes are less than 55 MPH.

Tim Welsh, speaking as Chair of CTAC, shared a recent conversation with Governor Glenn Youngkin with the idea of extending and connecting I-85 to US 301 and upgrading US Route 301 to an Interstate highway in Virginia and through Maryland, bypassing Washington DC and Baltimore for east coast north / south traffic.

The new Long Bridge rail bridge and new bike-ped bridge ceremonial groundbreaking was held October 16th and Mr. Ollis announced the Quantico Train Station opening ceremony on November 1st.

Ms. Hinkle provided a research analysis of two terms: Not in my backyard (NIMBY) and yes in my backyard (YIMBY). The origin, common arguments supporting the idea, approaches used to reflect the idea, and the shortcomings of polarized lines of thought for each idea were provided with real-world examples and locally researched facts. A final tongue-in-cheek term: build absolutely nothing anywhere near anything (BANANA) was also explained. Future Administrator Reports will examine similar terms.

9. **Action/Discussion Items**

a. FAMPO Urban Bicycle / Pedestrian Complete Streets Plan

Ms. Eaves explained the FHWA policy and Infrastructure Investment and Jobs Act (IIJA) funding opportunities to develop a Complete Streets Plan for the FAMPO Urbanized Area . Starting with each locality's Comprehensive Plan and/or Bicycle and Pedestrian Plan, the work

would identify critical network gaps together with local partners. The Regional Complete Streets Plan outcomes include development of context-sensitive connection routes, facilities recommendations, and exploring available funding sources to support planning funding sources to support planning and programming funding applications. The Technical Advisory Committee (TAC) endorses the work effort.

Ms. Gary asked whether the limitation to urbanized areas would preclude other areas being included. The portion of Stafford County's Courthouse Road near the High School, east to Andrew Chapel Road to the Brooke VRE Station is a high pedestrian travel way, and Ms. Eaves advised Ms. Gary's example is a perfect type of gap to be considered for inclusion in the Regional Complete Streets Plan. The IIJA requires the region to adopt a Complete Streets plan or to spend 2.5% of staff time on bicycle and pedestrian planning.

b. FAMPO Travel Demand Model Update
   1. Presentation

Ms. Hinkle provided an overview of the Travel Demand Model (TDM) process with outputs of Vehicle Hours of Travel (VHT) outpacing Vehicle Miles of Travel (VMT) at a rapid rate. The Fredericksburg Federal-Aid Urbanized Area ranks 4th nationally for traffic per freeway lane, and number one, or the worst, in Virginia. When considering non-freeway daily vehicle miles traveled, the region is 3rd in Virginia with 44% more miles of traffic per capita on local roads than the rest of the state. If freeway traffic is displaced by a crash or severe weather event, the local roads become saturated experiencing gridlock.

   2. Resolution 25-17 Adopting the 2024 Update to the FAMPO Travel Demand Model (ACTION ITEM)

Motion was made to approve Resolution 25-17.

Motion: Mr. Yakabouski; Second: Ms. Holmes
Motion passed with unanimous consent.

c. Resolution 25-18 Adopting FAMPO Policy Committee Amended Bylaws for Online Meetings (ACTION ITEM)

Motion was made to approve Resolution 25-18. The motion included correction of a spelling typographical correction in Article I.

Motion: Mr. Yakabouski; Second: Ms. Holmes
Motion passed with unanimous consent.

d. New Post River Crossing Discussion

Chair Hayes, Mr. Ollis and Dr. Ridout teamed together to present the idea for FAMPO staff to work with VDOT to provide a research report for high level analysis of a northeast connection from US 17 (Mills Drive) in Spotsylvania County, along Belvedere Lane across the Rappahannock River to a new T-junction at Route 3 (Kings Highway) in eastern Stafford

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County. Stafford County's thoroughfare plan includes a concept road that aligns with the extension of Belvedere Lane that is about 2.4 miles west of the King George County line.

Chair Hayes provided background that the location has been on concept studies for many years and recently added to the Spotsylvania Thoroughfare Plan. It provides another way to get to Route 3 (Kings Highway) in Stafford from Caroline and Spotsylvania Counties that avoids utilization of Tidewater Trail (US Route 17 Business / Primary Route 2) and Dixon Drive to Blue Gray Parkway. Residential developments at New Post, Thornton Rolling Road and the Spotsylvania VRE station generate traffic to support the research report. A valuable discussion ensued with the following summary:

Member	Support	Concerns / Questions	Response to Concerns
Ms Gary		Where will the traffic go? Concern with impacting local roads. Does not want a bypass or any new road north of Route 3.	StreetLight research will identify current travel trends, and intent is to T-junction / terminate at Rt 3.
Chair Hayes	Provides another way to go and provides benefit to Caroline, King George, eastern Stafford in addition to Spotsylvania		
Mr Mullins	Provides efficient movement to Dahlgren, King George and Western Stafford without impacting heavily travelled Business 17 / Rt 2 and City roads		
Mr Mullins		Will it spur development?	Stafford's urban services area where public water and sewer are available does not extend to this area. Well and septic large lot residential is shown in their Comprehensive plan.
Mr Yakabouski	If put in Comprehensive Plans and supported with research, corridor can be preserved. Nothing there now.		
Mr Yakabouski	Developers looking at Spotsylvania with support service for Dahlgren have walked away because the routes to get from Spotsylvania to Dahlgren are so congested (Lafayette Blvd and Rt 2)		
Mr Yakabouski	The CLRP includes very expensive widenings of Lafayette and Rt 2 due to heavy impacts to existing properties and this is a possible alternative that could forestall the need for those projects		
Mr. Mackintosh		The heavily congested corridors on the TDM map are generally west of I-95 and will not be resolved by the new crossing	Members agreed and provided benefits other than alleviating TDM congested routes west of I-95
Ms Holmes		How much staff time for the research report?	About 30 hours of staff time is estimated.
Ms Gary		It is critical to include a cost estimate as part of the research report including bike and ped accommodations.	VDOT has agreed to prepare a high level cost estimate provided FAMPO provides parameters
Ms Coffey		Parameters are needed for VDOT to assist with a high level cost estimate: height of the bridge, typical section	
Mr Yakabouski	Looking at the TDM maps, after spending $3.2 Billion congestion gets worse. Multiple ways to go. Need Connections.		

10. **Correspondence**
    - 1-Year Extension of Master Agreements for On-Call Services

Three letters that provide a one-year extension for each on-call consultant: VHB, MBI and Cambridge Systematics.

- FAMPO Locality Input on Federal Functional Classification (FFC) Update

Lists roads for which the three FAMPO jurisdictions request consideration to change the current FCC currently under consideration by VDOT.

11. **Staff and Agency Reports**
    - November 20th River Crossing Public Meeting Details: 5:00 p.m. to 7:00 p.m. Fredericksburg Nationals' Virginia Credit Union Stadium, 42 Jackie Robinson Way, Fredericksburg, VA 22401

    - FY24 SS4A Grant Award Contract Agreement Progress & Scope

    Provides the scope of the GWRC FY24 Safe Streets and Roads for All (SS4A) grant award: Road Safety Audits (RSAs) for River Road, Brock Road, and Orange Plank Road, focusing on elimination of lane departure crashes, development of Planning Level Costs and crash reduction computations for short term, mid-term and long-range countermeasures arising from each RSA.

    - SMART SCALE Round 6 Wrap Up / Update

    The TAC discussed comments and concerns regarding SMART SCALE Round 6 at their last meeting on October 7, resolving to send a letter to the CTB capturing their position. They will submit the letter to the Policy Committee in March 2025 for approval and signature.

    - 2025 FAMPO Committee Meeting Schedule

    For approval in November. Members asked to consider the January and February dates shown that coincide with the GWRC meetings and a 7:30 p.m. start. The second Monday in January and February was suggested. TIP submittal dates have been added.

12. Board Member and Chair Comments

Ms. Bohmke proposed a letter to be developed that would be sent to the Secretary of Transportation to demonstrate the serious nature of the congestion shown on the TDM maps shown earlier. It is incumbent on FAMPO to elevate the facts to the CTB, encouraging a comprehensive view of TDMs being developed across the Commonwealth. Ms. Parker shared support for the idea.

Motion to prepare a letter from the FAMPO Chair to the Secretary of Transportation regarding regional congestion results of the FAMPO TDM Update.

Motion: Ms. Bohmke; Second: Mr. Yakabouski
Motion passed with unanimous consent.

Ms. Holmes encouraged members to attend the Quantico train station opening on November 1st.

Ms. Gary shared the good family news that her son recently achieved the rank of Ranger in the US Army.

13. Chair Hayes adjourned the meeting at 8:29 pm.

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