

FAMPO TRANSPORTATION PLANNING DOCUMENTS

FAMPO produces many plans and studies as part of the regional planning and funding process. There are four core documents developed by FAMPO. These documents are completely updated on regular cycles and amended as necessary in between updates. Public involvement is critical to successful planning. The following chart offers a snapshot of the core documents and their update schedules. To assist the public in becoming involved, the Appendix includes Policy Meeting and Public Meeting schedules for the upcoming document updates.

| Document Name | Updated | Next Scheduled Updates | Public Information Workshop(s) | Public Hearing |
|--|-------------------|-------------------------------|---------------------------------------|-----------------------|
| 1. Unified Planning Work Program (UPWP) | Annually | July 2007 | NO | YES |
| 2. Constrained Long Range Plan (CLRP) | Every four years | Jan. 2008 | YES | YES |
| 3. Transportation Improvement Plan (TIP) | Annually | Apr. 2007 | YES | YES |
| 4. Public Participation Plan (PPP) | Every three years | Apr. 2007 | NO | YES |

Other plans and studies include: The Regional Bicycle and Pedestrian Plan, The Regional Public Transit Policy Plan, Air Quality Conformity Determination, and other special projects. The following offers more insight into the four core planning documents.

UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP serves as the annual work program for FAMPO. It provides details of the transportation-related planning activities that FAMPO intends to accomplish during the program year utilizing federal, state and local resources. The UPWP further contains a compendium of related transportation planning known to be undertaken by other jurisdictions in the region. It also delineates responsibilities and procedures for carrying out the cooperative transportation planning process. Included in the UPWP is a budget, which details how each fund source will be utilized. This permits the UPWP to act as a grant application for federal funds and also as a management tool for directing the staff activities throughout the year. The UPWP is reviewed and updated every July.

CONSTRAINED LONG RANGE PLAN (CLRP)

The CLRP reflects transportation investments for the next twenty plus years in the GWRC and FAMPO region. Each transportation project that is regionally significant and/or utilizes federal transportation funds must be listed, providing a vision of how the transportation network will function in twenty years time. The long-range planning process involves many steps. FAMPO staff research and analyze what the

communities and region will be like in terms of population, jobs, housing, commuting patterns, financing and land use. It is "financially constrained" to include only projects that the region can afford to build and operate during the period. In order to make this picture of the future as accurate as possible, public participation is vital. FAMPO involves many agencies and organizations with different viewpoints and areas of expertise. The Policy Committee (PC) is ultimately responsible for the final decision concerning the plan's adoption. The CLRP is updated every four years.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is a short-range fiscal planning document that represents the first three years of the twenty year CLRP. The TIP includes projects on the Interstate, Primary, Urban and Secondary Highway Systems. Also included are safety projects, transportation enhancement, aviation projects, rail projects bicycle and pedestrian projects and public transit projects. Because the TIP is updated annually, it gives the planning agencies and the public the opportunity to regularly review transportation needs for the shorter term, based on real time changes population, traffic, condition, land use and other factors.

PUBLIC PARTICIPATION PLAN (PPP)

The PPP outlines the strategies utilized to provide and receive information from the public on the transportation planning and programming process including projects, studies, plans and committee actions. The PPP is intended to provide direction for public involvement activities to be conducted by FAMPO and contains the goals and strategies used by the MPO for public involvement.

AIR QUALITY CONFORMITY ANALYSIS

All regionally significant projects that are determined to add capacity (i.e., adding a travel lane) to the road network must undergo an air quality analysis as part of the CLRP and TIP processes. Capacity adding projects cannot exceed the amount of allowable emissions as stated in the Statewide Transportation Improvements Plan (SIP). The CLRP and TIP must fall within the budgeted amounts. The Air Quality Conformity Analysis is included as part of the CLRP and TIP.

BICYCLE & PEDESTRIAN PLAN

The primary goals of the Bicycle and Pedestrian Plan are to preserve and enhance the bicycling and pedestrian network; and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation alternatives to the transportation system. The Plan is reviewed and updated every four years.

REGIONAL TRANSIT POLICY PLAN

The Regional Transit Policy Plan is a comprehensive, regional public transit system blue print which defines regional transit levels of service, facilities, revenues and governance. The Regional Transit Policy Plan is reviewed and updated every four years.

CORRIDOR STUDIES, SPECIAL PROJECTS, PROJECTS OF REGIONAL SIGNIFICANCE

These are studies and projects that do not fall within the CLRP, TIP or other major plans. FAMPO staff coordinates with interested and affected parties (VDOT, the Virginia Department of Rail and Public Transportation (DRPT) municipalities, residents, organizations) as necessary. While a public comment period is typically included as part of special projects, public hearings and other public meetings may be optional depending on the type of project. The sponsors of these types of projects may make presentations to FAMPO's Policy Committee as appropriate.