POLICY COMMITTEE MEETING AGENDA
June 22, 2020 – 6:00 p.m.
Virtual Format Only
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Due to the nature of the Declaration of a State of Emergency Due to Novel Coronavirus (COVID-19) pursuant to Code § 2.2-3708.2 this meeting is to be held by electronic communications, via the web platform GoToMeeting. The catastrophic nature of this declared emergency makes it impracticable and unsafe to assemble a quorum in a single location and the purpose of this meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body.

1. **Call Policy Committee Meeting to Order** – Chairman Matthew Kelly

2. **Roll Call** – Ms. Stacey Feindt

3. **Determination of Quorum** – Ms. Feindt

4. **Approval of June 22, 2020 Policy Committee Agenda (ACTION ITEM)**

5. **Public Involvement**

   *Comments and questions from members of the public are welcome at this time.*

6. **Chairman’s Comments**

7. **Action/Discussion Items**

   a. **FAMPO Administrator Hiring Update** – Chairman Kelly and Dr. Linda Millsaps, George Washington Regional Commission (GWRC)

   b. **FAMPO-Transportation Planning Board (TPB) Memorandum of Understanding (MOU) Update** – Dr. Millsaps and Mr. Adam Hager

   c. **Resolution 20-41: Approving the FY21 GWRideConnect Work Plan (ACTION ITEM)** – Ms. Kate Gibson, GWRC

   d. **Resolution 20-49: Authorizing $17,000 in Congestion Mitigation and Air Quality Funding in Fiscal Year 2021 for UPC 87764, Leased Parking Space Project (ACTION ITEM)** – Ms. Gibson

   e. **Allocation of Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG)/Regional Surface Transportation Program (RSTP) Funding** – Mr. Erik Nelson, City of Fredericksburg & Technical Advisory Committee Chair

      i. **CMAQ and STBG/RSTP Project Scoring**

      ii. **Allocation Spreadsheet as of June 18, 2020 (Reflecting Resolution 20-40)**

      iii. **Resolution 20-46: Allocating and Transferring Available STBG/RSTP Funds to Telegraph Road & US 1 (ACTION ITEM)**

   f. **Public Comment Period Report Summary** – Ms. Feindt
g. Resolution 20-42: Approving the 2045 LRTP Amendment (ACTION ITEM) – Mr. Hager
h. Resolution 20-43: Approving the 2045 LRTP Air Quality Conformity Analysis Report (ACTION ITEM) – Mr. Hager
i. Resolution 20-44: Approving the FY21 Unified Planning Work Program (ACTION ITEM) – Mr. Hager
   i. Draft FY21 UPWP as of June 10, 2020
   ii. Draft FY21 UPWP with Tracked Changes since June 10, 2020
   iii. Clean Draft FY21 UPWP as of June 18, 2020
j. Resolution 20-45: Approving the FY20 UPWP Amendment (ACTION ITEM) – Mr. Hager
k. FAMPO Schedule Update – Mr. Hager
l. Resolution 20-47: Approving the Slate of Officers to Serve in Fiscal Year 2021 (ACTION ITEM) – Chairman Kelly
m. Resolution 20-48: Recognizing the Dedicated Service of Matthew Kelly (ACTION ITEM) – Mr. Hager

8. Correspondence
9. Staff and Agency Reports
10. Board Member Comments
11. Adjourn/Next Policy Committee Meeting: July 20, 2020 at 6:00pm

The Policy Committee, Technical Advisory Committee, and Citizens Transportation Advisory Committee 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 Americans 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 four 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 dos días antes de la reunión. Personas con problemas auditivos, llamen al 800-552-7917(TTY) o 711.
7. Action / Discussion Items
   
   b. FAMPO-Transportation Planning Board (TPB) Memorandum of Understanding (MOU) Update – Dr. Millsaps and Mr. Adam Hager
AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE PORTION OF THE METROPOLITAN WASHINGTON URBANIZED AREA WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION’S BOUNDARIES

THIS AGREEMENT, made and entered into as of this _______ day of May 2020 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC–VA–MD Urbanized Area (Washington D.C. UZA).

WHEREAS, since 1965 the TPB has been the designated MPO for the Washington D.C. UZA Washington, DC–VA–MD Urbanized Area, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

WHEREAS, based on US Census since the 2000 the US Bureau of Census, the northern portion of Stafford County has become part Census determined that the boundary of the Washington D.C. UZA, Washington, DC–VA–MD had expanded, among other areas, into the northern portion of Stafford County which is part of FAMPO’s metropolitan planning area (not urbanized area) as depicted in Figure 2; and

WHEREAS, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, guidance it was determined in 2004 that at this time the TPB’s metropolitan planning area would not be expanded to include the new and expanded portion of the
Washington D.C.-VA-MD urbanized area instead FAMPO agreed would continue to conduct the metropolitan planning process for all of Stafford County, and has undertaken the while undertaking additional responsibilities applicable to the northern portion of Stafford County that is part the Washington D.C. UZA Washington D.C.-VA-MD urbanized area by virtue of this area being part of a TMA while the FAMPO urbanized area was not a TMA; and

WHEREAS, the above arrangement was formalized with the execution of an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

WHEREAS, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility of for programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

WHEREAS, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, D.C.-VA-MD urbanized area TMA, and

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

ARTICLE I

FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington D.C. UZA Metropolitan Washington Urbanized Area exceeds 200,000 in population and the Washington D.C. UZA Washington, D.C.-MD-VA area has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington D.C. UZA Washington, D.C.-VA-MD Urbanized Area extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1) while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to 23 C.F.R § 450 as amended.
B. **Congestion Management Process:** FAMPO shall have developed and will maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington DC UZA, and will coordinate with the TPB in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended, which provides a systematic process for identifying transportation system performance, usage, and efficiency, and proposed strategies to alleviate congestion, and for the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management as well as other strategies. Such a CMP will be maintained for the portion of Stafford County that is included in the Washington DC UZA, and will be coordinated with the TPB, including applicable coordination with the TPB’s federally required Performance-Based Planning and Programming (PBPP) process.

C. **Programming Surface Transportation Block Grant (STBG) Funds:** FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA attributed STBG funds to areas consistent with 23 U.S.C. § 133.d.(2), as amended. 23 U.S.C. § 133 as amended establishes a federal surface transportation block grant program to provide flexible funding to address State and local transportation needs. Under this program FAMPO is eligible to receive funding population-based funding appropriations consistent with 23 U.S.C. § 133.d.1.A.(ii) as amended. By virtue of FAMPO accepting additional responsibilities for the for the northern portion of Stafford County that is determined to be within the Metropolitan Washington D.C.-VA-MD Urbanized Area, FAMPO is also eligible to receive additional surface transportation block grant appropriations pursuant to 23 U.S.C. § 133.d.1.A.(i) as amended. FAMPO commits to developing and adopting a process for programming decisions as related to the STBG funds attributable to the northern portion of Stafford County that is determined to be within the Metropolitan Washington D.C.-VA-MD Urbanized Area pursuant to 23 U.S.C §134.j.(5), k.(4), as amended. FAMPO also commits to programming the TMA attributed STBG funds to areas consistent with 23 U.S.C. § 133.d.(2) as amended.

D. **Selection of Projects:** FAMPO is required to and commits to adhering shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds, including in particular commits to adhering to the **project selection process for the STBG funds** which prioritized projects that are within or directly impact the northern portion of Stafford County that is included in the Washington D.C. UZA determined to be within the Metropolitan Washington D.C.-VA-MD Urbanized Area pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.

E. **Implementation of the functions, responsibilities, and duties identified in this agreement:** Implementation shall be as described specifically in the annual unified planning work program for FAMPO and the TPB.
ARTICLE 2
COORDINATION OF PLANNING ACTIVITIES

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

ARTICLE 3
TIME FRAME OF THE PROCESS

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

ARTICLE 4
TERMINATION

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.

ARTICLE 5
AMENDMENTS

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to a formal review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.
Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas
Figure 2  Washington D.C.-VA-MD and Fredericksburg Urbanized Areas – 1990 Vs 2000
November 17, 2004 TPB-FAMPO PLANNING AGREEMENT
7. Action / Discussion Items

c. Resolution 20-41: Approving the FY21 GWRideConnect Work Plan (ACTION ITEM) – Ms. Kate Gibson, GWRC
FAMPO RESOLUTION 20-41

APPROVING THE FISCAL YEAR 2021 GWRIDECONNECT SUPPORT (UPC 103685) WORK PLAN

WHEREAS, GWRideConnect is the transportation demand management (TDM) program serving the FAMPO region and Planning District 16; and

WHEREAS, the goal of the program is to promote, plan, and establish transportation alternatives to the single occupant vehicle (SOV), improving air quality, reducing congestion, and improving quality of life; and

WHEREAS, FAMPO allocates an annual $125,000 in Congestion Mitigation and Air Quality (CMAQ) funding to the GWRideConnect program, as outlined in the FAMPO CMAQ and Regional Surface Transportation Program (RSTP) prioritization methodology, to support core program components; and

WHEREAS, the FY21 Work Plan (attached) has been presented to the Policy Committee and details program activities and the anticipated use of CMAQ funding in FY21; and

WHEREAS, in FY19, the program placed 3,671 applicants in alternative modes of transportation, reducing the number of vehicle trips by 1,158 trips each day and reducing the number of vehicle miles traveled by 60,089 miles each day; and

WHEREAS, the program generates an estimated $1.35M in Federal Transit Administration (FTA) Section 5307 funding for use within the region each year.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization Policy Committee approves the FY21 GWRideConnect Support Work Plan.

Adopted by the Policy Committee at its meeting on June 22, 2020.

Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
# GWRideConnect Support (UPC 103685)
## FY21 Work Plan

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Introduction

This work plan, describing the activities supported through GWRideConnect’s annual allocation of Congestion Mitigation and Air Quality (CMAQ) funding from the Fredericksburg Area Metropolitan Planning Organization (FAMPO) for the GWRideConnect Support project (UPC 103685), is presented annually to the FAMPO Policy Committee prior to the allocation of CMAQ funding.

Program Manager

Kate Gibson
Deputy Director, George Washington Regional Commission
540-642-1579
gibson@gwregion.org

Program Description

GWRideConnect is the transportation demand management (TDM) program operated by the George Washington Regional Commission (GWRC). The program serves the City of Fredericksburg and the counties of Caroline, King George, Spotsylvania, and Stafford, the fastest-growing region in Virginia. GWRideConnect promotes ridesharing to assist persons seeking transportation options to workplaces and other destinations. The goal of the program is to promote, plan, and establish transportation alternatives to the single occupant vehicle (SOV), improving air quality, reducing congestion, and improving quality of life. GWRideConnect is guided by its TDM Strategic Plan (adopted June 2015).

GWRideConnect’s annual allocation of CMAQ funding for the GWRideConnect Support project supports GWRideConnect’s core program components: 1) Commuter Assistance and Ridematching Services, 2) Promotion of Transit Options, 3) Vanpool and Carpool Formation and Maintenance Assistance, 4) Vanpool Rider Matching and Express Matching, 5) VanStart and VanSave Assistance, 6) Participation in and Promotion of the Vanpool Alliance, 7) Operation of the AdVANtage Vanpool Self-Insurance Program, 8) Marketing and Community Outreach, 9) Leasing of Commuter Parking Spaces, and 10) Supporting Community Efforts to Promote Transportation Alternatives. Funding will be spent on salaries, fringe benefits, indirect costs, marketing, training, and travel. These costs are further detailed below.

In FY19, GWRideConnect placed 3,671 applicants in alternative modes of transportation, reducing the number of daily vehicle trips by 1,158 trips and reducing the number of daily vehicle miles traveled by 60,089 miles.

This funding, which will make up 20% of GWRideConnect’s overall FY21 budget, supports core program components and is absolutely vital to the continued success of the program in reducing SOV trips.

Program Components

Commuter Assistance and Ridematching Services

GWRideConnect’s commuter assistance and ridematching services assist thousands of residents each year, matching them to existing transit providers and resources that they were previously not aware of. This information provides residents with solutions/alternatives to the SOV commute.
The GWRideConnect website acts as a clearinghouse for transportation information, providing residents with immediate, 24/7 access to transportation options and solutions. The website contains information on joining a carpool or vanpool, contact information for carpool and vanpool seeking riders, and an online ridematching application to request a matchlist and ridematching packet. The website also contains information on commuter lots, express lanes, traffic and accessibility resources, commuter transit benefits, and guaranteed ride home (GRH). The Transit Options section of the website contains information on buses, trains/light rail, airport services, door-to-door options, and bicycles. Residents can easily find non-SOV modes for work and leisure trips. GWRideConnect staff also posts relevant news and alerts to the website.

Commuters can initiate a ridematching application through a phone call, email, website application, or social media message. GWRideConnect staff enter the commuter’s information into the program’s internal ridematching database, which then produces a matchlist that is emailed or mailed with a complete ridematching packet, which also includes pertinent transit materials and information about commuter lots and GRH. All commuters that are assisted by GWRideConnect are also entered into the Commuter Connections database, so that they can enroll in Commuter Connections’ GRH program.

In the first half of FY20, GWRideConnect staff has processed 1,162 ridematching applications, including 786 from applicants who were new to the program. In FY21, GWRideConnect will strive to process a total of 2,330 ridematching applications, including 1,580 from applicants who are new to the program.

All applicants receive a follow-up email survey asking if the applicant found a ride and, if so, what mode they switched to. In addition to helping GWRideConnect track successful placements, these follow-up surveys also remind applicants that may not have moved forward with their matchlist of the options available to them, or prompt them to reach out to GWRideConnect staff for further assistance. Follow-up surveys are sent to applicants via email twice per month.

Twice per year, GWRideConnect staff undertake an effort to update each commuter’s information in both the program’s internal ridematching database and the Commuter Connections database. This ensures that data used for ridematching and rider matching is accurate and leads to successful matches. These efforts will begin on/around July 1, 2020 and January 1, 2021 and will take about 4 weeks to complete. To complete this effort, GWRideConnect staff email or mail a copy of the commuter’s current database information and ask for the commuter to return any updates. Any updates received are made in the internal database and Commuter Connections. In addition to keeping data up-to-date, this process often prompts commuters to reach out to GWRideConnect staff for information or assistance in refining their commute, keeping commuters engaged in the program.

GWRideConnect staff also regularly marks as inactive commuters that have gone more than 1 year without contacting the program or providing updates through the effort described above. This is another way that GWRideConnect ensures data remains up-to-date. Commuters can reactive their records at any time.

Promotion of Transit Options

The GWRideConnect website acts as a clearinghouse for transportation information, providing residents with immediate, 24/7 access to transportation options and solutions. The Transit Options section of the website contains information on buses (FREDericksburg Regional Transit (FRED), Martz Group,
OmniRide, and Washington Metropolitan Area Transit Authority (WMATA)), trains/light rail (Amtrak, Virginia Railway Express (VRE), and WMATA), airport services, and door-to-door options. The website also promotes and provides information about slugging. GWRideConnect promotes all alternatives to the SOV, ensuring that residents have as many travel options as possible.

In addition to maintaining information about transit options on the website, GWRideConnect staff is equipped to answer questions or to walk callers through each step of a successful trip on any of these transit options.

Staff also include transit information, including schedules, maps, and promotional materials, in ridematching packets sent to commuters requesting a matchlist.

**Vanpool and Carpool Formation and Maintenance Assistance**

GWRideConnect assists and supports vanpool operators in forming new vanpools and maintaining existing vanpools. The Vanpool Connections section of the GWRideConnect website provides a one-stop-shop for information on forming, registering, and advertising new vanpools; finding riders; utilizing VanStart and VanSave assistance; and enrolling in the Vanpool Alliance and AdVANTage programs. GWRideConnect staff also provide personalized technical assistance to new or existing vanpool operators who reach out to the program by phone or email, or through the website or social media.

GWRideConnect assists and supports carpool operators in forming new carpools and maintaining existing carpools. The Carpool Connections section of the GWRideConnect website provides a one-stop-shop for information on forming, registering, and advertising new carpools, and provides information for riders interested in joining a carpool. GWRideConnect staff also provide personalized technical assistance to new or existing carpool operators who reach out to the program by phone or email, or through the website or social media. The number of carpools in the region (11) is very small compared to the number of vanpools (366), but carpools continue to provide yet another alternative to the SOV, and GWRideConnect staff supports all new and existing carpools to ensure their success.

**Vanpool Rider Matching and Express Matching**

GWRideConnect staff generate rider matchlists for vanpools seeking riders upon request. Vanpool operators can also sign up for Express Matching, where they will automatically receive a matchlist twice per week. Express Matching is a service unique to GWRideConnect, and has been received well by the region’s vanpool operators.

**VanStart and VanSave Assistance**

GWRideConnect’s VanStart program temporarily subsidizes empty seats during the critical startup phase of new vanpools. VanStart incentivizes the formation of new vanpools by lowering the financial burden of empty seats during this start-up period. GWRideConnect’s VanSave program temporarily subsidizes empty seats in existing, established vanpools that are experiencing an emergency loss of passengers, with the goal of preventing the discontinuation vanpools.

Vanpools must complete an application form and submit required documentation to be considered for VanStart or VanSave assistance. Vanpools that meet the eligibility requirements and submit a complete application are approved for assistance on a first-come-first-served basis.
Both VanStart and VanSave require the vanpool owner/operator or coordinator to demonstrate continuous active recruiting for new passengers, ensuring new riders are placed in those vanpools. GWRideConnect staff also provide additional assistance with recruiting riders for vanpools enrolled in VanStart and VanSave. Participation in VanStart and VanSave also require vanpools to be entered into both the internal ridematching database and the Commuter Connections database, and all new riders and new vanpools are entered into both databases.

**Participation in and Promotion of the Vanpool Alliance**

The Vanpool Alliance is a public-private partnership between GWRC, the Northern Virginia Transportation Commission (NVTC), the Potomac and Rappahannock Transportation Commission (PRTC), the Department of Rail and Public Transportation (DRPT), and private vanpool operators. Qualifying vanpools can earn $200 or $400 per month for reporting data to the National Transit Database. The Vanpool Alliance also provides ridematching services and technical assistance. GWRideConnect staff help vanpool operators enroll in the Vanpool Alliance program.

This program component covers GWRideConnect’s entire service area. However, only vanpools that originate, travel through, or terminate in the Northern Virginia Region are eligible to enroll in Vanpool Alliance.

The monthly payments to participating vanpools provide an additional incentive for vanpools to begin or continue operation, thus adding to the overall vanpool fleet and providing more options for commuters looking to share a ride.

Participating vanpools report the following data:
- Vehicle breakdowns, changes in vehicle assignments, purchase of new vehicles, and accidents or incidents involving vehicles enrolled in the program
- Vanpool route information, including pick-up and drop-off points and times of service
- Operating costs (including lease or purchase payments, fuel, and maintenance) and passenger fares
- Maintenance records, when requested
- Passenger and boarding lists in the form of a daily passenger log
- Any changes in vanpool ridership
- Daily odometer readings and mileage reports
- Current driver and alternate driver contact information
- Vehicle information, including make, model, and year of manufacture
- Occasional surveys as requested
- Proof of insurance in the form of a valid certificate of insurance demonstrating a comprehensive insurance policy with no less than $1,000,000 in coverage

In FY19, vanpools enrolled in the Vanpool Alliance travelled a total of 2,462,411 miles within the GWRC region, generating an estimated $1.35 million in transportation capital funding for use in the region.

**Operation of the AdVANtage Vanpool Self-Insurance Program**

AdVANtage is a self-insurance pool that provides affordable liability, uninsured motorist, and physical damage protection for commuter vanpools. Vanpools that are licensed and registered in the
Commonwealth of Virginia are eligible to become members. Vanpool owners join by paying membership fees, which would traditionally be considered premiums, to the pool. These fees are used to self-insure the AdVANtage member vanpools.

AdVANtage is operated through a partnership between GWRC, DRPT, and the Division of Risk Management (DRM) at the Virginia Department of the Treasury. GWRideConnect staff oversee enrollment, billing and collections, and discontinuation or suspension of coverage. DRM is the claims administrator for AdVANtage, and provides claim and loss control services.

This program component covers the entire Commonwealth of Virginia.

AdVANtage provides an affordable option for the insurance required of vanpools, making it financially possible for more vanpools to begin or continue operation, thus adding to the overall vanpool fleet and providing more options for commuters looking to share a ride.

**Marketing and Community Outreach**

GWRideConnect uses digital, broadcast, and print marketing to promote the program. GWRideConnect uses digital and print marketing consistently throughout the year to maintain an ongoing media presence. In addition, GWRideConnect typically runs marketing campaigns three times per year, boosting normal digital and print marketing and adding radio ads. The GWRC Deputy Director and GWRideConnect Assistant Director work with GWRideConnect’s marketing consultants to plan monthly marketing efforts and marketing campaigns.

Marketing efforts are coordinated with other commuter services marketing efforts, including those by Commuter Connections and DRPT. GWRideConnect uses promotional materials created for specific events/initiatives, such as Try Transit Week, Bike to Work Week, and others. General digital and print marketing is cobranded with relevant, related programs/initiatives.

All GWRideConnect marketing drives traffic to the GWRideConnect website. The website, which had 68,871 pageviews in FY19, provides information on all non-SOV modes of transportation, and encourages visitors to fill out an online ridematching application. Marketing focuses on the benefits of ridesharing, including saving time and money, minimizing stress, reducing road congestion, and improving quality of life, to encourage travel mode behavior change.

In addition to digital, broadcast, and print marketing, GWRideConnect staff perform regular community outreach to promote the GWRideConnect program. Staff attend fairs and community events to share information about the program and transportation options. Staff also outreach to local realtors, long-stay hotels, employers, the community college, the university, and others to encourage them to promote the program through their networks.

**Leasing of Commuter Parking Spaces**

GWRideConnect currently leases 90 commuter parking spaces in four locations within the region where there are no VDOT commuter lots and there is unmet demand for such spaces. One location is supported by GWRideConnect’s annual TDM Operating Assistance grant through DRPT, and the other three locations are supported through GWRideConnect’s annual allocation of CMAQ funding from
FAMPO for UPC 87764.) Commuter lots are critical to the success of carpooling and vanpooling in the region, as they provide the places for shared rides to begin each morning and end each night.

GWRideConnect monitors utilization of the spaces through lot inspections twice per month.

Supporting Community Efforts to Promote Transportation Alternatives

GWRideConnect staff actively participate in local, state-wide, and even national/international efforts to promote transportation alternatives.

GWRideConnect staff serve on the following committees:
- ACT Finance Committee
- ACT Telework Council
- ACT Vanpool Council
- Commuter Connections Subcommittees
- FAMPO Technical Advisory Committee
- FAMPO Bicycle and Pedestrian Advisory Committee
- FRED Public Transit Advisory Board
- HGAAA Regional Human Services Transportation Coordinating Committee

GWRideConnect staff also serve on advisory groups for special projects as they arise.

Budget

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<th>Line Item</th>
<th>Amount</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries</td>
<td>$47,755</td>
<td>Portion of total salary for the following staff positions: GWRC Deputy Director (10%); GWRideConnect Assistant Director (20%); Transportation Demand Management Planner (20%); GWRideConnect Support &amp; Outreach Specialist (20%); GWR Executive Director (7%)*</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$28,156</td>
<td>Fringe benefits (including annual/sick/holiday leave, health insurance, Social Security, Medicare, retirement contributions, unemployment insurance, workers’ compensation, and life and disability insurance) based on the rate in GWRC’s draft FY21 budget</td>
</tr>
<tr>
<td>Indirect Costs</td>
<td>$37,864</td>
<td>Indirect costs based on the rate in GWRC’s draft FY21 budget</td>
</tr>
<tr>
<td>Marketing</td>
<td>$9,000</td>
<td>Marketing, including digital, broadcast, and/or print (amounts to be determined through meetings with marketing consultants)</td>
</tr>
<tr>
<td>Training</td>
<td>$725</td>
<td>One registration for the ACT International Conference</td>
</tr>
<tr>
<td>Travel</td>
<td>$1,500</td>
<td>Travel for the ACT International Conference</td>
</tr>
<tr>
<td>Total</td>
<td>$125,000</td>
<td></td>
</tr>
</tbody>
</table>

*This funding will support 150 hours of the GWRC Executive Director’s time, which will be spent facilitating the administration of the Section 5307 funding for transportation capital generated through GWRC’s participation in the Vanpool Alliance. This will include allocating approximately $2.55 million to regional projects in FY21.
7. Action / Discussion Items

d. Resolution 20-49: Authorizing $17,000 in Congestion Mitigation and Air Quality Funding in Fiscal Year 2021 for UPC 87764, Leased Parking Space Project (ACTION ITEM) – Ms. Gibson
FAMPO RESOLUTION 20-49

AUTHORIZING $17,000 IN CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING IN FY21 FOR THE LEASED COMMUTER PARKING SPACES PROJECT (UPC 87764)

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) receives a yearly allocation of Federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding with a state match; and

WHEREAS, the George Washington Regional Commission (GWRC) has been leasing parking spaces since 2009 in order to meet the need for additional commuter parking; and

WHEREAS, GWRC currently has three lease agreements for parking spaces at Chatham Square Shopping Center, Claiborne Run Shopping Center, and Fredericksburg Field House, which are all located in areas that lack VDOT commuter lots; and

WHEREAS, at $1 per space per workday, leasing parking spaces is a much more cost-effective way to address the need for additional commuter parking than building a new commuter lot, at an estimated cost of $24,145 per space; and

WHEREAS, GWRC needs $17,000 in funding to renew the lease agreements for the parking spaces at Chatham Square Shopping Center, Claiborne Run Shopping Center, and Fredericksburg Field House for FY21 (July 1, 2020-June 30, 2021).

NOW, THEREFORE, BE IT RESOLVED by the Fredericksburg Area Metropolitan Planning Organization that it hereby authorizes $17,000 in FY21 CMAQ funding for UPC 87764 for use in FY21.

Adopted by the Policy Committee at its meeting on June 22, 2020.

Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
7. Action / Discussion Items

e. Allocation of Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG)/Regional Surface Transportation Program (RSTP) Funding – Mr. Erik Nelson, City of Fredericksburg & Technical Advisory Committee Chair

i. CMAQ and STBG/RSTP Project Scoring

ii. Allocation Spreadsheet as of June 18, 2020 (Reflecting Resolution 20-40)

iii. **Resolution 20-46: Allocating and Transferring Available STBG/RSTP Funds to Telegraph Road & US 1 (ACTION ITEM)**
### Project Description

Project seeks to reduce congestion along Onville Road through intersection improvements while providing for pedestrian accommodations and transit-related improvements. Improvements consist of widening approximately 1.12 miles of Onville Road to provide dedicated turn lanes at intersections where warranted, along with a two-way left-turn lane (TWLTL) down the center of the roadway between intersections, creating a refuge area for turning vehicles outside of the through lane. 5-foot sidewalks will be provided along both sides of the roadway to connect with the existing pedestrian network along Garrisonville Road, and a bus shelter will be installed at the existing FRED bus stop at the intersection with Garrison Woods Drive, improving access to area transit.

### Scoring Notes/Explanations listed below each Score

- **4. Public/Community Support**
  - Project may have some community support and support of the local jurisdiction and received a score of 4/4

- **5. Funding/Implementation**
  - Project neither promotes nor discourages sustainable patterns of growth and received a score of 1/4

- **6. Smart Growth**
  - Project enhances intermodal access in the area and received a score of 4/4

### Projects are Scored According to Highway Project Prioritization Methodology

<table>
<thead>
<tr>
<th>Category 1: Congestion Relief</th>
<th>Category 2: Safety and Security</th>
<th>Category 3: Environmental Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing V/C (24hr Non-Non-</strong></td>
<td><strong>2. Safety and Security</strong></td>
<td><strong>3. Environmental Impacts</strong></td>
</tr>
<tr>
<td><strong>Interstate; AM/PM Non-</strong></td>
<td><strong>Safety and Security</strong></td>
<td><strong>Environmental Impacts</strong></td>
</tr>
<tr>
<td><strong>Interstate)</strong></td>
<td><strong>Natural Environment</strong></td>
<td><strong>Group Total</strong></td>
</tr>
<tr>
<td><strong>Existing Congestion</strong></td>
<td><strong>Neighborhood</strong></td>
<td><strong>Group Total</strong></td>
</tr>
<tr>
<td><strong>Future V/C (24hr Non-Non-</strong></td>
<td><strong>Crash Rate</strong></td>
<td><strong>Group Total</strong></td>
</tr>
<tr>
<td><strong>Interstate; AM/PM Non-</strong></td>
<td><strong>Crash Reduction</strong></td>
<td><strong>Group Total</strong></td>
</tr>
<tr>
<td><strong>Interstate)</strong></td>
<td><strong>Bike/ Pedestrian Safety</strong></td>
<td><strong>Group Total</strong></td>
</tr>
<tr>
<td><strong>24hr Volume (No Build)</strong></td>
<td><strong>Homeland Security</strong></td>
<td><strong>Group Total</strong></td>
</tr>
<tr>
<td><strong>Future Congestion (No</strong></td>
<td><strong>Group Total</strong></td>
<td><strong>Group Total</strong></td>
</tr>
<tr>
<td><strong>Build)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Continuity Connectivity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Major Users</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Freight Use</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Group Total</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Geometric Impact</th>
<th># of Crashes (2012-2016)</th>
<th>Project Length</th>
<th>Crash Rate</th>
<th>Crash Reduction</th>
<th>Bike/ Pedestrian Safety</th>
<th>Homeland Security</th>
<th>Group Total</th>
<th>Natural Environment</th>
<th>Neighborhood</th>
<th>Group Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>18</td>
<td>19</td>
<td>1.5962</td>
<td>22.550</td>
<td>6</td>
<td>4</td>
<td>2</td>
<td>30</td>
<td>4</td>
<td>8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scoring Notes/Explanations listed below each Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project will address 100% of current deficiencies and will receive an 18/18</td>
</tr>
<tr>
<td>This is based on the project’s comparison to other projects. As there are no other projects in this section, this project receives a full score. 6/6</td>
</tr>
<tr>
<td>This is based on the project’s comparison to other projects. As there are no other projects in this section, this project receives a full score. 6/6</td>
</tr>
<tr>
<td>Project will provide benefit to pedestrian and bike safety and received a score of 4/4</td>
</tr>
<tr>
<td>Project does support evacuation or incident management purposes and received a score of 2/2</td>
</tr>
<tr>
<td>Projects impact on the natural environment is neutral and received a score of 4/8</td>
</tr>
<tr>
<td>No significant impact to community elements, positive impact to community. Project received an 8/8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project Name</th>
<th>Route Number</th>
<th>From</th>
<th>To</th>
<th>Type of Improvement</th>
<th>Length Miles</th>
<th>Expected Completion</th>
<th>Cost (2018) Adjusted from scoring in 2045 LRTP</th>
<th>Total Cost (CMAQ/RSTP Request)</th>
<th>Projected Cost (2026)</th>
<th>Projected Cost (2038)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stafford County</td>
<td>Onville Rd</td>
<td>641</td>
<td>Intersection with Worth Avenue (Private)</td>
<td>Intersection with Hulvey Drive (Rt. 1480)</td>
<td>Widening</td>
<td>1 Mile</td>
<td>*</td>
<td>$18,734,860</td>
<td>$18,734,860</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>
## INTERSECTION IMPROVEMENTS PROJECT RANKINGS

<table>
<thead>
<tr>
<th>Project Name</th>
<th>UPC</th>
<th>Locality</th>
<th>Reduction of Congestion - Greatest positive change to overall LOS=15. Lowest positive change to LOS=0 (2 point sliding scale)</th>
<th>Air Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>LOS Points</td>
<td>Is project located in CMP Corridor? (yes=5, no=0)</td>
</tr>
<tr>
<td>Route 208/Lafayette Blvd &amp; Route 1</td>
<td>N/A</td>
<td>Spotsylvania County</td>
<td>Total intersection Delay Reduction: 131.6 hours</td>
<td>0</td>
</tr>
</tbody>
</table>

### Scoring Notes:
- **Safety - 20 pts to the project with the highest current crash rate/number of crashes (0-20: sliding scale of 2 pts each)**
- **Project Readiness**
  - Projects with detailed design & cost estimates that are ready to be undertaken (0-10).
  - Projects with additional committed funding (0-10 on sliding scale of 2 pts each)
  - Will the project provide access to areas of efficient, compact land use? (yes=5, no=0)
  - Will the improvement promote improved inter-connectivity between adjacent developments? (yes=5, no=0)

### Project Readiness:
- **Safety - 20 pts to the project with the highest current crash rate/number of crashes (0-20: sliding scale of 2 pts each)**
- **Project Readiness**
  - Projects with detailed design & cost estimates that are ready to be undertaken (0-10).
  - Projects with additional committed funding (0-10 on sliding scale of 2 pts each)
  - Will the project provide access to areas of efficient, compact land use? (yes=5, no=0)
  - Will the improvement promote improved inter-connectivity between adjacent developments? (yes=5, no=0)

<table>
<thead>
<tr>
<th>UPC</th>
<th>Locality</th>
<th>Crash Rate</th>
<th>Interconnectivity</th>
<th>Group Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>AATD 9678, Seg Length 1.5962, Number of Crashes 1.108445204</td>
<td>Spotsylvania County</td>
<td>5</td>
<td>5</td>
<td>78</td>
</tr>
</tbody>
</table>

### AATD 9678, Seg Length 1.5962, Number of Crashes 1.108445204:
- The crash rate is less than the Route 1 and Telegraph Intersection giving this score a zero.
- This project has 4.12 million committed local funds. The total cost is 12.16 million - this project has less committed fund.
- Project will provide access to areas of efficient compact land use.
- Project will promote improved interconnectivity between adjacent developments.

### Safety - 20 pts to the project with the highest current crash rate/number of crashes (0-20: sliding scale of 2 pts each):
- Calculated per Air Quality Tool
- Change in LOS is lowest
- Route 1 is a CMP corridor

### Air Quality:
- Reduces NOx (0-15)
- Reduces VOC (0-15)

<table>
<thead>
<tr>
<th>Project</th>
<th>UPC</th>
<th>Locality</th>
<th>Safety Points</th>
<th>Project Readiness Points</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 208/Lafayette Blvd &amp; Route 1</td>
<td>N/A</td>
<td>Spotsylvania County</td>
<td>10</td>
<td>5</td>
<td>15</td>
</tr>
</tbody>
</table>

### Total:
- Daily Total 0.122
- Daily Total 0.064
<table>
<thead>
<tr>
<th>Project Name</th>
<th>UPC</th>
<th>Locality</th>
<th>Reduction of Congestion - Greatest positive change to overall LOS=15. Lowest positive change to LOS=0 (2 point sliding scale)</th>
<th>Air Quality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>LOS</td>
<td>Points</td>
</tr>
<tr>
<td>Route 1 &amp; Telegraph Road/Woodstock Lane Intersection Improvements</td>
<td>N/A</td>
<td>Stafford County</td>
<td>Total intersection delay reduction: 131.7 hours</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Scoring Notes: Calculated per Air Quality Tool</td>
<td>Change in LOS is greatest</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Readiness</th>
<th>Safety - 20 pts to the project with the highest current crash rate/number of crashes (0-20: sliding scale of 2 pts each)</th>
<th>Projects with detailed design &amp; cost estimates that are ready to be undertaken (0-10)</th>
<th>Projects with additional committed funding (0-10 on sliding scale of 2 pts each)</th>
<th>Will the project provide access to areas of efficient, compact land use? (yes=5, no=0)</th>
<th>Will the improvement promote improved inter-connectivity between adjacent developments? (yes=5, no=0)</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Crashes 99, Segment length 1.4, AADT 26336 --- Overall crash rate 1.83909638</td>
<td>Telegraph and Route 1 has a higher crash rate than Route 208 &amp; Route 1 intersection giving the highest possible score</td>
<td>Project has a detailed design and cost estimate.</td>
<td>This project has 8.5 million committed local funds. The total cost is 9.1 million</td>
<td>The project will not provide access to areas of walkable, transit friendly, mixed use development</td>
<td>95</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Name</th>
<th>UPC</th>
<th>Locality</th>
<th>Group Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 1 &amp; Telegraph Road/Woodstock Lane Intersection Improvements</td>
<td>N/A</td>
<td>Stafford County</td>
<td>30</td>
</tr>
</tbody>
</table>

**Scoring Notes:**

- **Safety:** 20 pts to the project with the highest current crash rate/number of crashes (0-20: sliding scale of 2 pts each)
- **Project Readiness:** Projects with detailed design & cost estimates that are ready to be undertaken (0-10)
- **Budget:** Projects with additional committed funding (0-10 on sliding scale of 2 pts each)
- **Access:** Will the project provide access to areas of efficient, compact land use? (yes=5, no=0)
- **Connectivity:** Will the improvement promote improved inter-connectivity between adjacent developments? (yes=5, no=0)
<table>
<thead>
<tr>
<th>Project Name</th>
<th>UPC</th>
<th>Locality</th>
<th>Number of people the project will benefit. The highest user base will receive 20 points and the lowest user base will receive 0.</th>
<th>Projects will address existing need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Idlewild Boulevard/VCR Trail Connector</td>
<td>N/A</td>
<td>Fredericksburg</td>
<td>20</td>
<td>Completion of a missing link as part of phased construction or extend/link existing facilities (0-10)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Provides access to transit, commercial/employment centers, recreational facilities from residential areas (0-10)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Eliminates a barrier to major destinations (0-10)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Improves bicycle/pedestrian safety (0-10)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Group Total</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scoring Notes</th>
<th>Serves trips to work/school (0-10)</th>
<th>Serves other trips (personal business, shopping, recreation, etc.) (0-10)</th>
<th>Additional committed funds (0-10)</th>
<th>Project readiness (0-10)</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail does not connect to the closest school (Hugh Mercer Elementary School). Trail does provide access to downtown and therefore potential to work.</td>
<td>Yes</td>
<td>No current committed funding, however, it is a SMART SCALE Round 4 application</td>
<td>Project comes from a completed study.</td>
<td>75</td>
<td></td>
</tr>
</tbody>
</table>

| Group Total | 30 |

| Building a bridge does remove a barrier to a major destination, but there is another way to access the trail in this neighborhood. | Adds designated bike/ped multi use lane | 10 |

| Group Total | 75 | 10 | 15 |

| Group Total | 30 |

<table>
<thead>
<tr>
<th>Project Name</th>
<th>UPC</th>
<th>Locality</th>
<th>Number of people the project will benefit. The highest user base will receive 20 points and the lowest user base will receive 0.</th>
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<td></td>
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<td></td>
<td></td>
<td>Provides access to transit, commercial/employment centers, recreational facilities from residential areas (0-10)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Eliminates a barrier to major destinations (0-10)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Improves bicycle/pedestrian safety (0-10)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Group Total</td>
</tr>
<tr>
<td>Project</td>
<td>Total Score</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------------</td>
<td>-------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 1 &amp; Telegraph Road/Woodstock Lane Intersection Improvements</td>
<td>95</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 208/Lafayette Blvd &amp; Route 1</td>
<td>78</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Onville Rd</td>
<td>77</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Idlewild Boulevard/VCR Trail Connector</td>
<td>75</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
FAMPO CMAQ RSTP ALLOCATIONS FOR FY 2021-2026
#

Project Description

1

Regionally Significant Projects

Region-wide

113914

Planning/PE
Study

$5,000,000

2

FAMPO 2050 LRTP Support

Region-wide

113538

Planning/PE
Study

$600,000

3

FAMPO Public Involvement

Region-wide

102626

Planning/PE
Study

$1,000,000

4

GWRideConnect Support

Region-wide

103685

Planning/PE
Study

$3,000,000

Jurisdiction

UPC

Project Type

Total Cost

5

Leased Commuter Parking Spaces

Region-wide

87764

Transit/TDM

$1,000,000

6

Regional Bicycle & Pedestrain
Planning UPC

Fredericksburg

109479

Planning/PE
Study

$50,000

Fredericksburg

114814

Planning/PE
Study

$62,500

7 Gateway Blvd Extension Project Study
8

Lafayette Blvd/Fredericksburg Train
Station Access Study

Fredericksburg

115612

Planning/PE
Study

$250,000

9

PE for Northbound Rappahannock
River Crossing

Region-wide

105510

Roadway

$127,000,000

10

Twin Lake/Kensington Bike &
Pedestrian Connector

Fredericksburg

110932

Bicycle/
Pedestrian

$1,981,550

11

Lafayette Blvd Roundabouts
(SS app estimate)

Fredericksburg

115123

Intersection

$5,800,000

12

PE for VCR Trail Bridges over Rt 3
and US 1

Fredericksburg

111682

Bicycle/
Pedestrian

$250,000

13

VRE Station Improvements at Leeland
Rd & Brooke
(phase dates differ - entered longest

Stafford County

111883,
111884,
111885

Transit/TDM

$44,167,288

14

US 1 & Potomac Creek Dr (Rt 761)
Turn Lane Improvements

Stafford County

111753

Intersection

$1,976,338

Spotsylvania
County

110913

Intersection

$1,200,000

Spotsylvania
County

110987

Harrison Rd (Rt 620) & Lafayette Blvd

15 (Bus. US 1) Intersection Improvements
Courthouse Rd (Rt 208) &

16 Hood/Houser Dr (Rt 636) Intersection
Improvements

Intersection

$5,150,000

17

New Garrisonville to Quantico FRED
Bus Route

Stafford County

115681

Transit/TDM

$245,000

18

Rt 1 Massaponax STARS Study
below Commonwealth

Spotsylvania
County

115613

Planning/PE
Study

$100,000

19

Route 1 North Stafford Garrisonville
STARS Study

Stafford County

115178

Planning/PE
Study

$100,000

20

VRE Station Multimodal Access
Improvements

Fredericksburg

TBD

Planning/PE
Study

$300,000

21

Rt 610 Operational Study (from US
Route 1 to Onville Road)

Stafford County

TBD

Planning/PE
Study

$200,000

22

US 1 & Market Street Turn Lane
Improvements

Spotsylvania
County

115614

Intersection

$5,660,000

23

US 1 & Enon Rd Intersection and
Roadway Improvements
(per 2018 SS application)

Stafford County

105722

Intersection

$10,600,000

24

Route 3 STARS Study and I-95 offramp improvements

Fredericksburg

115124

ITS/Operational
Improvements

$11,500,000

25

Gateway Blvd Extension
(SS app estimate)

Fredericksburg

TBD

Roadway

$23,300,000

26

Virginia Central Railway Trail Bridge

Fredericksburg

27

Idlewild VCR Trail Connector

28
29

Bicycle/
Pedestrian

$305,000

Fredericksburg

Bicycle/
Pedestrian

$1,904,311

Onville Road Improvements

Stafford County

Roadway

$10,600,000

Route 208/Lafayette Blvd & US 1
Improvements

Spotsylvania
County

Intersection

$12,161,216

109574

Waiting Financial Closure

Cost by Phase
PE = $5,000,000
CN = N/A
PE = $500,000
RW = N/A
CN = N/A
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CN = N/A
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RW = N/A
CN = $40,642,419
PE = $570,345
RW = $346,671
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CN = N/A
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PE = TBD
RW = TBD
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PE = TBD
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*Private RW Donation

Project affected by transfers in Resolution 20-40

Start Date by
Phase
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RW = N/A
CN = N/A
PE = 8/15/2012
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CN = N/A
PE = 6/27/2013
RW = N/A
CN = N/A
PE = 7/1/2009
RW = N/A
CN = N/A
PE = 7/1/2016
RW = N/A
CN = N/A
PE = 3/1/2019
RW = N/A
CN = N/A
PE = 7/1/2020
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CN = N/A
PE = 08/27/2021
RW = 4/28/2023
CN = 04/28/2023
PE = 6/21/2018
RW = 6/10/2020
CN = 10/21/2021
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RW = TBD
CN = TBD
PE = 8/26/2021
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CN = N/A
PE = 11/8/2019
RW = N/A
CN = 11/03/20
PE = 7/12/2017
RW = 06/12/2018
CN = 05/14/2019
PE = 06/25/2018
RW = 07/31/2020
CN = 10/12/2021
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RW = 9/1/2021
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RW = N/A
CN = N/A
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RW = TBD
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RW = TBD
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PE = TBD
RW = TBD
CN = TBD

End Date by Phase

Funding
Type

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CMAQ
RSTP
RW = N/A
CN = N/A
PE = 7/31/2020
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RSTP
CN = N/A
PE = 6/30/2025
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RSTP
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PE = 6/30/2025
CMAQ
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CMAQ
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PE = N/A
RW = N/A
RSTP
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RSTP
CN = N/A
PE = 6/30/2022
RSTP
RW = N/A
CN = N/A
PE = 04/28/2023
RW = 4/28/23
RSTP
CN = 07/30/2026
Other
PE = 6/10/2020*
CMAQ
RW = 10/21/2021*
CN = 02/08/2023*
Other
PE = 7/26/2024
CMAQ
RW = TBD
RSTP
CN = TBD
Other
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RW = N/A
RSTP
CN = N/A
PE = 02/24/2021
CMAQ
RW = TBD
CN = 09/09/21
Other
PE = 06/12/2018
CMAQ
RW = 05/14/2019*
HIP
CN = 6/23/2020
Other
PE = 07/31/2020*
CMAQ
RW = 10/12/2021*
CN = 12/21/2022*
Other
PE = 09/01/2021*
CMAQ
RW = 01/10/2023*
RSTP
CN = 12/12/2024*
Other
CMAQ
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Other
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RSTP
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RSTP
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Other
CMAQ
PE = TBD
RW = TBD
RSTP
CN = TBD
Other
CMAQ
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RW = TBD
RSTP
CN = TBD
Other

RSTP Balance Entry: 70713
CMAQ Balance Entry: 70712

Previous Funding
Phase

FY2021 Funds
Available 7/1/2020

FY2022 Funds
Available 7/1/2021

6/17/2020
FY2023 Funds
Available 7/1/2022

FY2024 Funds
Available 7/1/2023

FY2025 Funds
Available 7/1/2024

FY2026 Funds
Available 7/1/2026

Current Total
Allocations

Balance to
Fully Fund

$482,349

-$4,517,651

$256,559

$256,559

-$343,441

$117,315

$117,315

-$882,685

$125,000

-$2,875,000

$102,000

-$898,000

$7,708

$0

-$50,000

$62,500
$61,096
$172,990

$62,500

$0

$172,990

-$77,010

$127,000,000

$0

$1,981,550

$0

$5,800,000

$0

$75,000

-$175,000

$26,163,572

-$18,003,716

$2,259,697

$283,359

$1,200,000

$0

$5,922,500

$772,500

$245,000

$0

$100,000

$100,000

$0

$100,000

$100,000

$0

$300,000

$0

$200,000

$0

$5,147,779

-$512,221

$11,808,125

$1,208,125

$11,500,000

$0

$8,300,000

-$15,000,000

$305,000

$0

$439,900

-$1,464,411

$989,200

-$9,610,800

$1,483,798

-$10,677,418

Allocation
$322,214

Phase

Allocation

Phase

Allocation

Phase

Allocation

Phase

Allocation

Phase

Allocation

Phase

Allocation

$160,135

$125,000

$17,000

$125,000,000
$50,000
$350,000
$58,632

$500,000

$17,000

$17,000

$600,000

$900,000

$665,775
$457,637
$365,821

$315,775
$120,000
$250,000

$17,000

$17,000

$17,000

$450,000
$150,000
$542,687

$750,000
$200,000
$800,000

$750,000
$326,397
$1,178,826

$75,000
$525,000

$490,039

$626,789

$1,149,726

$1,060,000
$456,368
$234,353
$1,488,707

$700,000

$11,509,061

$10,102,957

$300,000
$198,033
$300,467
$505,000
$60,000

$80,269
$137,000
$100,000
$8,000

$274,000
$394,345

$389,000
$133,000

$92,500

$1,161,347
$92,500

$1,122,308

$100,000

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$411,443

$562,500
$268,441

$621,247

$150,000

$2,100,000

$50,000

$836,455
$100,000

$217,661
$408,385

$465,515
$2,180,293

$787,339
$25,000
$922,168

$27,315
$1,341,704
$800,000
$1,639,855
$129,274
$1,832,562

$1,335,327
$1,202,217
$2,100,000
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$75,000
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$0

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$19,950

$400,000

$45,220

$45,220

$898,760

$67,830

$67,830

$1,348,138

$0
$0

$0
$0

$0
$0

$0
$0

$0
$0

$0
$0

RSTP Allocations

$1,649,823

$1,681,336

$1,633,385

$1,670,978

$1,704,125

$0

CMAQ Allocations

$2,424,726

$2,424,726

$2,424,726

$2,567,170

$2,615,126

$2,663,898

RSTP Budget

$1,649,823

$1,681,336

$1,713,385

$1,745,978

$1,779,125

$1,812,836

CMAQ Budget

$2,424,726

$2,424,726

$2,424,726

$2,567,170

$2,615,126

$2,663,898

Available RSTP

$0

$0

$80,000

$75,000

$75,000

$1,812,836

Available CMAQ

$0

$0

$0

$0

$0

$0

$0
$0
$0


FAMPO RESOLUTION 20-46 DRAFT

TRANSFERRING AVAILABLE SURFACE TRANSPORTATION BLOCK GRANT (STBG)/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) FUNDS

WHEREAS, FAMPO receives yearly allocation of STBG/RSTP and CMAQ funding with a state match; and

WHEREAS, FAMPO has worked cooperatively with the Technical Advisory Committee to identify CMAQ & RSTP funding available and has developed four proposed allocation transfers; and

WHEREAS, these four allocation transfers will aide in providing $525,000 to Route 1 and Telegraph Road/Woodstock Lane, as outlined in Attachments 1 and 2.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby approves the four allocation transfers shown in Attachment 1 and in the CMAQ & RSTP matrix in Attachment 2.

Adopted by the Policy Committee at its meeting on June 22, 2020.

Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
<table>
<thead>
<tr>
<th>From UPC</th>
<th>To UPC</th>
<th>Amount</th>
<th>Funding Type/Year</th>
<th>Description</th>
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<td>113914: Regionally Significant Projects</td>
<td>109467: Route 1 &amp; Telegraph Road/Woodstock Lane</td>
<td>$343,418</td>
<td>RSTP/Previous</td>
<td>Transfer of $322,214 of RSTP from Regionally Significant Projects (UPC 113914) in Previous funding to Route 1 &amp; Telegraph Road/Woodstock Lane (UPC 109467)</td>
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<td>102626: FAMPO Public Involvement</td>
<td>109467: Route 1 &amp; Telegraph Road/Woodstock Lane</td>
<td>$117,315</td>
<td>RSTP/Previous</td>
<td>Transfer of $21,204 of RSTP from Regionally Significant Projects (UPC 113914) in FY21 funding to Route 1 &amp; Telegraph Road/Woodstock Lane (UPC 109467)</td>
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<td>109479: Regional Bicycle and Pedestrian Planning</td>
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<td>$7,708</td>
<td>RSTP/Previous</td>
<td>Transfer of $7,708 of RSTP from Regional Bicycle and Pedestrian Planning (UPC 109479) in Previous funding to Route 1 &amp; Telegraph Road/Woodstock Lane (UPC 109467)</td>
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<td>113538: FAMPO 2050 LRTP Support</td>
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<td>Lequotta Rd &amp; Fredericksburg Trail Station Access Study</td>
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<td>Wing (Greenway Study/US Route 1 to Double Road)</td>
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<td>Route 206 Improvements (Old US 1)</td>
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<td>Route 1 &amp; Tanger Road Route (access improvements)</td>
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7. Action / Discussion Items
   f. Public Comment Period Report Summary – Ms. Feindt
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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<td>2045 Long Range Transportation Plan Amendment</td>
<td>4-5</td>
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<td>Air Quality Analysis Report for Long Range Transportation Plan Amendment</td>
<td>5-6</td>
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<td>FY2020 Unified Planning Work Program Amendment</td>
<td>7-8</td>
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<td>FY2021 Unified Planning Work Program</td>
<td>8-10</td>
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<td>Public Comments</td>
<td>11-20</td>
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<td>2045 Long Range Transportation Plan Amendment</td>
<td>11-16</td>
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<td>Draft Air Quality Analysis Report for the 2045 Long Range Transportation Plan Amendment</td>
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<td>FY2021 Unified Planning Work Program</td>
<td>19-20</td>
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<tr>
<td>Appendix A Public Notice Examples</td>
<td>21-22</td>
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</table>
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 29 comments. 22 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 FY20 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 structured 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.
June 2020

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.
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.
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

- **1 (100%)** I reviewed all or most of it.
- **0 (0%)** I reviewed parts of it.
- **0 (0%)** I tried to review it but didn't understand it.
- **0 (0%)** I wasn't able to access it.
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

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<td>I reviewed all or most of it.</td>
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<td>I reviewed parts of it.</td>
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<td>I tried to review it but didn’t understand it.</td>
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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

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<td>Yes, I understand</td>
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<td>No, I do not understand</td>
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<tr>
<td>I understand part of it</td>
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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 proposed 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?

![Survey Response Graph]

- 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.
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](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...
June 2020

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 road 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-
June 2020

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.

➢ **Dave Pope**, 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.

[End comments for the 2045 LRTP Amendment. Remainder of page intentionally left blank.]
Public Commenter, Fredericksburg City Resident -via survey-

I support the analysis. No concerns.
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.]
June 2020

**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.
June 2020

- **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

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. 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 Americans 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 1-800-656-3747 (TTY) or 711.

La participación pública se solicita sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran acomodaciones especiales de acceso debe comunicarse con FAMPO al menos dos días antes de la reunión. Personas con problemas auditivos, llamar al 1-800-656-3747 (TTY) o 711.
June 2020

Fredericksburg Area Metropolitan Planning Organization (FAMPO)

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/k0TS50zRugT

Do we have enough pedestrian projects planned?

Take the Survey!

Provide feedback on planned local transportation projects!

Fredericksburg Area Metropolitan Planning Organization (FAMPO)

Published by Hootsuite (TM) - June 3 at 10:02 AM

Click the link to learn more and take the survey >>> http://ow.ly/Jn150zTCdR

DOES OUR PROPOSED TRANSPORTATION PLANNING WORK MEET THE COMMUNITY'S GOALS?

Impact your transportation system by letting us know.

Learn more and take a short survey.

https://www.fampo.gwregion.org/review-and-comment-on-the-draft-lrtp-upwp/

Fredericksburg Area Metropolitan Planning Organization (FAMPO)

Published by Hootsuite (TM) - 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/Jmij50zTSbg

Event Details

Wed, Jun 10, 2020 at 5:00 PM

408 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 transportation projects will add to vehicle capacity. 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.
7. Action / Discussion Items

    g. Resolution 20-42: Approving the 2045 LRTP Amendment
       (ACTION ITEM) – Mr. Hager
FAMPO RESOLUTION 20-42

APPROVING THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) is responsible for ensuring that the federally required Metropolitan Transportation Planning process is carried out in the greater Fredericksburg region; and

WHEREAS, the FAMPO Policy Committee adopted the 2045 LRTP on April 16, 2018; and

WHEREAS, FAMPO has, with assistance from its consultant, Cambridge Systematics, developed an amendment to the 2045 LRTP to reflect changes to the fiscally constrained list of projects since the initial adoption of the 2045 LRTP; and

WHEREAS, this amendment includes the addition of SMART SCALE Round 3 projects, new Fiscal Years 21-24 Transportation Improvement Program projects, and some local projects that are slated to receive federal funding; and

WHEREAS, the FAMPO Technical Advisory Committee (TAC) has approved the 2045 LRTP Amendment; and

WHEREAS, a 30-day public comment period and public hearing have been held and no adverse comments were received.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization Policy Committee adopts the 2045 LRTP, as amended.

Adopted by the Policy Committee at its meeting on June 22, 2020.

_____________________________________________
Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
CHAPTER 7 – THE FISCALLY CONSTRAINED LONG-RANGE PLAN

This Constrained Long-Range Plan (CLRP) serves as the blueprint for transportation infrastructure investments in the FAMPO Region for the next 27 years. The plan is developed in accordance with 23 CFR Part 450.322(10). Federal conformity mandates that transportation plans be fiscally constrained, consistent with the U.S. Department of Transportation’s (USDOT’s) Metropolitan Planning Regulations (23 CFR. Part 450) and the Environmental Protection Agency’s Conformity Regulations (40 CFR. § 93.108).

The CLRP addresses federal requirements that funding sources be identified for all projects included in constrained long-range plans. This CLRP, which is required to be updated at least every five years, includes only those projects and strategies that can be implemented over the planning period with funds that are "reasonably expected to be available."

FAMPO’s Highway Project Prioritization Methodology was used to rank the highway needs plan projects. This methodology is based on the collective experience of other Metropolitan Planning Organizations and localities, the eight SAFETEA-LU Federal Planning Factors and the FAMPO Mission Statement. All federal-aid eligible projects in the needs plan were scored according to the methodology and vetted through the FAMPO Technical Committee.

As demonstrated in the Highway Needs Plan, sufficient funds are not available to meet all of the Region’s transportation needs. Therefore, this scoring system was used to determine which projects would be carried forward from the Highway Needs Plan to the CLRP, which serves as an implementation tool for policy and decision makers.

7.1 CONSTRAINED FUNDING SCENARIO

The constrained funding scenario assumed all existing projects in the current FAMPO FY2018-2021 Transportation Improvement Program and the current VDOT and DRPT SYIPs for FY2018-2023. Additionally, committed funding was assumed from the Atlantic Gateway Initiative, the 95 Express Lanes Fredericksburg Extension and other committed projects since the last SYIP. Lastly, forecasted revenues from VDOT, DRPT, transit providers, and localities for the 2018 to 2045 timeframe were assumed.

7.2 FORECASTED REVENUES FROM VDOT

Revenue forecasting is the basis for the CLRP and is required under federal MPO guidelines. The revenues to construct, operate and maintain the Regional transportation system come primarily from federal, state and local governments. VDOT and DRPT provide the revenue projections for state and federal revenues under their respective jurisdictions, while local revenue projections were provided by FAMPO member jurisdictions. Summaries of these reported revenue projections can be found in Table 7.1.
Table 7.1: State, Federal and Local Projected Revenues 2018-2045 (millions)

<table>
<thead>
<tr>
<th>Program</th>
<th>2018-2030</th>
<th>2031-2045</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Capacity 2018-2023*</td>
<td>$309.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Capacity 2023-2030*</td>
<td></td>
<td></td>
<td>$232.2</td>
</tr>
<tr>
<td>Highway Capacity Expansion*</td>
<td>$952.1</td>
<td>$219.1</td>
<td>$1,171.2</td>
</tr>
<tr>
<td>Highway Maintenance*</td>
<td>$1,072.5</td>
<td>$1,692.8</td>
<td>$2,765.3</td>
</tr>
<tr>
<td>Transit Capital and Operating*</td>
<td>$50.7</td>
<td>$61.1</td>
<td>$111.8</td>
</tr>
<tr>
<td>Stafford Transit/Highways</td>
<td>$138.7</td>
<td>$104.0</td>
<td>$242.7</td>
</tr>
<tr>
<td>Fredericksburg Transit/Highways</td>
<td>$48.8</td>
<td>$57.2</td>
<td>$106.0</td>
</tr>
<tr>
<td>Spotsylvania Transit/Highways</td>
<td>$75.7</td>
<td>$92.0</td>
<td>$164.7</td>
</tr>
<tr>
<td>GWRC Transit (Section 5307)</td>
<td>$13.9</td>
<td>$16.3</td>
<td>$30.2</td>
</tr>
<tr>
<td>Stafford/Spotsylvania SGR</td>
<td></td>
<td></td>
<td>$100</td>
</tr>
<tr>
<td>City of Fredericksburg SGR</td>
<td></td>
<td></td>
<td>$38</td>
</tr>
<tr>
<td>Total</td>
<td>$2,352.4</td>
<td>$2,242.5</td>
<td>$4,732.9</td>
</tr>
</tbody>
</table>

* state and federal sources

7.2.1 COMPARISON OF 2045 AND 2040 LRTP REVENUE PROJECTIONS

A comparison of the 2040 revenue estimates with the 2045 estimates described above is shown in Table 7.2. When compared with funding projections in the 2040 LRTP, several differences are evident. First, state and federal funds for highway capacity expansion increased, from $946.4 million in 2040 to $1,171.2 million in 2045, an increase of about 24%. Moreover over 30% of the highway capacity funds are in the current SYIP, with the remaining 70% of highway capacity funds spread out over the twenty-three years between 2024 and 2045. This represents a severe under-funding of highway capacity projects in one of the fastest-growing and most highly-congested regions in the Commonwealth.

Table 7.2: Comparison of 2040 LRTP Revenues with 2045 LRTP Revenues (Millions)

<table>
<thead>
<tr>
<th>Category</th>
<th>2040</th>
<th>2045</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>State/Federal Highway Capacity Expansion</td>
<td>$946.4</td>
<td>$1,171.2</td>
<td>$224.8+</td>
</tr>
<tr>
<td>State/Federal Highway Maintenance</td>
<td>$2,044.8</td>
<td>$2,765.3</td>
<td>$720.5+</td>
</tr>
<tr>
<td>State/Federal Transit Capital and Operating</td>
<td>$100.7</td>
<td>$111.8</td>
<td>$11.1+</td>
</tr>
<tr>
<td>Stafford Transit/Highways</td>
<td>$150.5</td>
<td>$242.7</td>
<td>$92.2+</td>
</tr>
<tr>
<td>Fredericksburg Transit/Highways</td>
<td>$75.7</td>
<td>$106.0</td>
<td>$8.5+</td>
</tr>
<tr>
<td>Spotsylvania Transit/Highways</td>
<td>$84.3</td>
<td>$167.7</td>
<td>$80.4+</td>
</tr>
<tr>
<td>GWRC Transit (Section 5307)</td>
<td>N/A</td>
<td>$30.2</td>
<td>$30.2+</td>
</tr>
<tr>
<td>Stafford/Spotsylvania SGR</td>
<td></td>
<td>$100</td>
<td>$100+</td>
</tr>
<tr>
<td>City of Fredericksburg SGR</td>
<td></td>
<td>$38</td>
<td>$38+</td>
</tr>
<tr>
<td>Total</td>
<td>$3,424.2</td>
<td>$4,732.9</td>
<td>$1,308.7+</td>
</tr>
</tbody>
</table>

Second, state and federal funding for highway maintenance increased substantially, from $2,044.8 million in 2040 to $2,765.3 million in 2045, an increase of more than 25%. This shift in funding from capacity to maintenance is due in large part to recent changes in state law requiring certain percentages of available funds be dedicated to highway maintenance.

Third, state and federal transit funding has increased about 10%, but remains dwarfed by state and federal funding for highways. As is shown later in this chapter, the scarcity of transit funding, particularly funding for maintenance and operations, is a major issue for transit providers going forward.
Fourth, transportation funding from local governments increased substantially from $323.3 million in 2040 to $516.4 million, an increase of nearly 60%. This increase in local revenues may be explained in part by a change in local government reporting of revenues since the 2040 LRTP, as well as an increase in local government revenues dedicated to transportation.

Fifth, GWRC has been added as a revenue source for FTA Section 5307 funds, since the Commission now receives a formula share of new FTA funding generated by the regional vanpool fleet.

Sixth, VDOT revenues for State of Good Repair (SGR) projects have been added for SGR projects between 2025 and 2045. These figures assume $100M total for Stafford County and Spotsylvania County (collectively) and $38M total for the City of Fredericksburg.

### 7.2.2 OTHER POTENTIAL REVENUE SOURCES

Other potential revenue sources that could impact the 2045 CLRP are a change in state policy to increase gas tax revenues, regional transit benefits from I-95/I-395 toll revenues and potential grants to the Region for alternative fueling capacity under the terms of the Volkswagen settlement. These potential sources are not included in the 2045 CLRP because they cannot be relied upon.

### 7.3 COMMITTED PROJECTS

Committed projects are those which are fully funded in the existing VDOT and DRPT SYIPS or which have recently been fully funded through other sources such as federal grants or the Virginia Office of Public-Private Partnerships. Map 25 illustrates the committed projects in the GW Region. The subsections that follow provide more information on some of the funding sources.
Committed Projects

Highway
- Bridge Rehabilitation/Replacement
- Interchange Improvements
- Intersection Improvements
- New Roadway
- Reconstruction with Added Capacity
- Safety
- Signal Coordination

Bike and Pedestrian
- Bike Lane
- Paved Shared-Use Path
- Sidewalks
- Bike/Ped Bridge

Transit
- VRE Station Improvements
- Park and Ride Lot Expansion

Map not updated to reflect May 2020 amendment. See VDOT Six Year Improvement Program.
7.3.1 ATLANTIC GATEWAY INITIATIVE

In 2016, the Commonwealth of Virginia developed a package of multimodal projects designed to reduce congestion along the I-95 corridor and increase mobility. These projects were collectively named the Atlantic Gateway. The Commonwealth applied to the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) federal discretionary grant program and received $165 million in one-time funding for the Atlantic Gateway. This grant provided additional funding beyond the VDOT revenue estimates for FAMPO and allowed several projects to advance in the FAMPO Region, including the extension of the 95 Express Lanes from Garrisonville to U.S. 17. More information on Atlantic Gateway can be found at http://www.atlanticgateway.net/.

Figure 7.1: Atlantic Gateway Project Components and Sub-components
7.3.2 95 EXPRESS LANES FREDERICKSBURG EXTENSION

Beginning in 2015, the Commonwealth of Virginia started working with the private sector firm Transurban to extend the 95 Express Lanes further south. The project that grew out of those negotiations, commonly referred to as “Fred Ex,” enabled the 95 Express Lanes to be extended from Exit 143 (Route 610) to Exit 133 (U.S. 17) in Stafford County. The project cost is $450 million, and it includes a mix of private sector funding from Transurban and some Atlantic Gateway funding described in section 7.4.1. Additionally, on January 10, 2018, the Commonwealth announced that as part of its agreement with Transurban to deliver the Fred Ex project, the Northbound Rappahannock River Crossing project will be fully funded at $132 million. The Commonwealth also announced that, as part of the agreement, Transurban would provide $232 million for I-95 corridor improvements beyond the Northbound Rappahannock River Crossing project.

7.3.3 SMART SCALE FUNDED PROJECTS

Virginia Department of Transportation’s Smart Scale Program is the new state system for funding transportation projects. Formerly known as HB 1887, Smart Scale is a biennial process that scores potential projects submitted by localities according to safety, congestion mitigation, accessibility, environmental quality, economic development, and land use.

Within the George Washington Region, 18 projects were selected for funding in the first two rounds of Smart Scale. These are briefly described below, and their locations are shown in Map 26.

Projects funded in Round I:

U.S. 1 Safety Improvements at Telegraph Road:
Realign the intersection of U.S.1 and Rte. 639 (Woodstock Road) for greater safety and improve the Rte. 637 approach to the intersection.

Commuter Lot Expansion at Exit 140:
Expand the programmed 545-space lot (UPC 13558) by an additional 500 spaces in two lots at I-95 Exit 140. Bike racks will be added to both lots.

U.S. 1/Courthouse Road Area Improvements:
Construct dedicated left turn lanes on U.S. 1 at the Courthouse Road, Bells Hill Road and Hope Road intersections. This project also includes sidewalks, crosswalks and pedestrian signals.

U.S. 1 Turn Lane at Potomac Creek Drive:
Widen U.S. 1 SB to add a left turn at Potomac Creek Drive (Route 761); includes restriping and mill and overlayment.

I-95 Southbound Rappahannock River Crossing:
Construct two SB collector-distributor lanes along I-95 between Exits 133 and 130. It will also reconstruct the Exit 133 and Exit 130 SB interchange ramps and replace the structurally deficient bridge on I-95 at Exit 133.

U.S. 301 Northbound Turn Lane at Dahlgren Base:
Construct a continuous right-turn-lane on U.S. 301 NB between Commerce Drive and Route 614 (which provides access to Gate B at the Dahlgren Naval Base).
VCR Trail Bridge:
   Extend the VCR Trail by constructing a bicycle/pedestrian bridge across a branch of North Hazel Run. The bridge will connect the existing VCR Trail to an additional mile of unpaved trail.

New Commuter Parking Lot at Commonwealth Drive:
   Construct an approximately 715-space commuter parking lot at Commonwealth Drive and U.S. 1, with improvements to the intersection of U.S. 1 and Commonwealth Drive.

U.S. 17 Bridge Replacement and Widening:
   Widen U.S. 17 (Mills Drive) from 2 to 4 lanes between U.S. 1 and Hospital Drive, including replacing and widening the bridge over I-95. It will also add a sidewalk and shared use path adjacent to the roadway.

Mudd Tavern Road Widening:
   Widen Mudd Tavern Road (Route 606) to 4 lanes divided between U.S. 1 and I-95. It includes sidewalks and a roundabout to accommodate left and U turns.

Ladysmith Road Widening:
   Widen Ladysmith Road (Route 639) to 4 lanes divided from I-95 through the intersection of U.S. 1, with a shared-use path adjacent to the roadway.

Projects funded in Round II:

Brooke and Leeland Road VRE Station Improvements:
   Lengthen the existing platforms, construct second platforms, construct a pedestrian bridge between the two platforms, and improve bicycle and pedestrian access at Brooke and Leeland Road VRE Stations.

Twin Lake-Kensington Bicycle and Pedestrian Connector:
   Extend the planned Lafayette Boulevard shared-use path to Twin Lake Drive and provide a connection to the VCR Trail from Springwood Drive.

Lafayette Boulevard and Harrison Road Intersection Improvements:
   Lengthen an existing right turn lane on Lafayette Boulevard from its current location to Lee Street. It will also include the construction of a sidewalk.

Courthouse Road (Route 208) and Hood Drive Intersection Improvements:
   Provide additional lanes on Hood Drive at the intersection with Courthouse Road to improve the flow of traffic. This project also provides bicycle and pedestrian connectivity.

I-95 Exit 126 U.S. 1 Southbound to Southpoint Parkway:
   Widen the Exit 126 SB off-ramp and SB U.S. 1 (between the I-95 SB off-ramp and Southpoint Parkway). This project will also provide safety improvements on Southpoint Parkway.

Route 738/639 Intersection Safety Improvements:
   Redesign and reconstruct a curve at the intersection of Route 639 and 738. The intersection of these roads will also be reconstructed to an approximately 90-degree intersection to improve sight distance.

U.S. 301 Southbound Turn Lane Extension at Dahlgren Naval Base:
   Extend the existing southbound U.S. 301 left turn lane at Potomac Drive (Route 614), which provides access to Gate B of Dahlgren Naval Base.
Projects funded in Round III:

FRED Transit Shelters and Benches:
Construct/install transit shelters and benches at various locations.

Lafayette Boulevard/Kenmore Avenue/ Charles Street Roundabouts:
Construct roundabouts from Kenmore Avenue to Charles Street.

Dixon Street/Lansdowne Road Intersection Improvements:
Improve the intersection of Route 2 (Dixon Street) and Route 638 (Lansdowne Road).

Route 3 STARS Study and I-95 Off-Ramp Improvements:
Gateway Boulevard to Dixon Street.

US Route 1/Fall Hill Avenue Intersection Improvements:
Improve the intersection at US Route 1 (Jefferson Davis Highway) and Fall Hill Avenue.

Stefangia Road/Mountain View Road Intersection Improvements:
Improve intersections – Stefangia Road to Lightfoot Drive.

Harrison Road and Salem Church Road Intersection Improvements:
From Harrison Road to Salem Church Road.

US Route 1/Enon Road Intersection and Roadway Improvements:
Widen to add center turn lane with turn lane improvements at US Route 1 (Jefferson Davis Highway) to Beauregard Drive.
Map 26: Smart Scale Rounds 1 and 2

Smart Scale Funded Projects

11 Projects funded in Round I

1: Rt 1 Safety Improvements at Telegraph Rd
2: Commuter Lot Expansion at Exit 140
3: Rt 1 Improvements at Courthouse Rd
4: Rt 1 Turn Lane at Potomac Creek Dr
5: VRE Brooke Station Improvement
6: VRE Leeland Station Improvement
7: I-95 SB Rappahannock River Crossing
8: US 301 NB Turn Lane at Dahlgren Base
9: VCR Trail Bridge
10: Twin Lake-Kensington Bike/Ped Connector
11: Lafayette & Harrison Intersection Improvements
12: Rte 208 and Hood Dr Intersection Improvements
13: New Commuter Lot at Commonwealth Dr
14: I-95 Exit 126 Rt 1 SB to Southpoint Pkwy
15: Rt 17 Bridge Replacement and Widening
16: Rt 606 West Widening
17: Ladysmith Rd Widening
18: Route 738/639 Intersection Safety Improvements
19: US 301 SB Turn Lane at Dahlgren Base

8 Projects funded in Round II
7.4 FUTURE SMART SCALE FUNDING

The Commonwealth has moved most discretionary state transportation funding into the Smart Scale Program. The amount of funding an area receives per Smart Scale cycle is uncertain and can vary widely depending on how projects score. In Smart Scale Round 1, the GW Region did very well as 11 of 13 projects were selected, totaling $195 million. In Smart Scale Round 2, the Region did not do nearly as well as only seven out of 19 projects were selected, totaling $46 million. Assuming about $1 billion in funding per Smart Scale cycle, the VDOT Fredericksburg District should expect to receive $50 to $60 million based on the metrics used to determine the District Grant Program percentages. Due to the potential variance, there is some possibility that FAMPO could receive more or less funding for projects than would be expected based on CLRP budget estimates. Smart Scale can also potentially provide some transit capital funding for new or enhanced transit service from funding not previously available for transit capital. As a result, the long-term impact of Smart Scale on project funding in the Region is uncertain, but FAMPO staff will continue to monitor this going forward.

7.5 FORECASTED REVENUES FROM DRPT AND TRANSIT PROVIDERS

In the GW Region, funding for transportation operating and capital expenses is provided through a variety of funding streams and programs, including federal, state and local sources. This chapter presents projections of the amount of funding that will be available through 2045.

While future funding levels are always speculative, DRPT has directed MPOs to assume that future federal funding levels will remain at roughly today's levels. As stated above, DRPT has also instructed FAMPO to assume that state revenues will rise about 50% between 2018 and 2045.

New FTA Section 5307 Urbanized Area Formula funds will be generated through the Vanpool National Transit Database (NTD) Program. Through this program, GWRC/FAMPO, NVTC, PRTC, and DRPT will provide incentives to vanpools to track and report their operating statistics, which in turn, will be reported to the Federal Transit Administration (FTA). Because FTA allocates Section 5307 funding based on vehicle miles and passenger miles (as well as other factors), the tracking and reporting of this data will increase the amount of funding available in the FAMPO, PRTC, and NVTC regions.

7.5.1 FREDERICKSBURG REGIONAL TRANSIT FUNDING

Available funding available for FREDericksburg Regional Transit operating and capital expenses, from 2018 to 2045, are shown in Table 7.3. Operating funding for FRED services is largely drawn from five sources:

- FTA Section 5307 (Urbanized Area Formula Program)
- FTA Section 5311 (Rural Formula) for services provided in Caroline County
- State Operating Assistance
- Local Funds, including a 2.1% Motor Vehicle Fuel Tax
- Operating Revenues (fares)

As summarized above, due to regional population growth, it is likely that there will be a change in the eligible uses of Section 5307 funds in the lifetime of this LRTP. For small urbanized areas under a population of 200,000 – as is currently the case in the FAMPO Region – available funds are apportioned based on a combination of population and population density and are administered and allocated by the State (in Virginia, by DRPT). In small urbanized areas, Section 5307 funds can be used for operating expenses or capital expenses. Urban areas exceeding a threshold of 200,000 residents, as recorded during a decennial Census, receive federal funding through different streams.

As of the 2010 Census, the Fredericksburg urbanized area had a population of fewer than 200,000 residents. However, projected regional growth rates indicate that the Region will exceed 200,000 residents after the 2020 Census, which
means the area will become a medium-sized urbanized area for funding transit formula funding apportionment purposes. In this case, Section 5307 funds will be apportioned using a formula that considers the types of services provided (i.e. fixed-guideway and bus), the magnitude of service provided (i.e. revenue miles), the utilization of the service provided (i.e. passenger miles), and demographic statistics (i.e. population and population density). As a result, the amount of service provided within the Region will become a major determinant in how much Section 5307 funding will be available.

Also, under the current Federal Transportation Bill (MAP-21), becoming a medium-sized urbanized area places restrictions on the amount of Section 5307 funding that can be used for operations. Under MAP-21, transit systems with fewer than 75 buses (which includes FRED) can use Section 5307 funds to cover 75% of operating expenses. For the purposes of creating long-range funding estimates, this document assumes that FRED will continue to operate with fewer than 75 vehicles, and the Region’s population will exceed 200,000 residents in 2020. On this basis, the use of FTA 5307 funds will shift from 100% operations to 75% operations/25% capital following completion of the 2020 Census.

However, as described above, FAMPO is working with PRTC, NVTC and DRPT to develop the Vanpool NTD Program. Through this program, vanpool operating statistics will be reported to FTA, which will increase Northern Virginia’s formula allocations of FTA Section 5307 funds. FAMPO, PRTC and NVTC will begin receiving additional funds from this program in fiscal year 2015, and the GW Region will receive about 25% of net program revenue (with the split between FAMPO, PRTC and NVTC based on vanpool miles in each area). New revenues in the Region are projected at just over $1 million annually through 2045. Some of these funds can be used to pay preventive maintenance costs for FRED, to help offset some of the decline from 100% for operations to 75% for operations following the reclassification of the FAMPO Region to a medium-sized urbanized area, and to fund multimodal planning detailed in the FAMPO Unified Planning Work Program. For this plan, it was assumed that NTD funding could offset the decline in the operations funding so that funding levels could remain constant throughout the life of the plan.

The future sustainability of transit capital funding in Virginia faces some uncertainty at present because current funding levels are based on bonds which will expire after 2020. At the time of the writing of this plan, the Virginia General Assembly was considering some potential long-term solutions to transit capital funding. For this plan, it was assumed that existing transit capital funding levels would generally remain flat with only modest growth. The one exception is the Commonwealth’s Smart Scale Program which is a new option for transit providers to receive capital for new or enhanced transit service. An average of $50,000/year was assumed from Smart Scale for the plan timeframe to provide for new transit capital vehicles and infrastructure (station improvements, signage, transit parking, etc.).
7.5.2 VIRGINIA RAILWAY EXPRESS (VRE) FUNDING

The VRE is funded by its member communities – which include Fredericksburg, Stafford County, and Spotsylvania County – based on the ridership in each jurisdiction. Member communities’ financial contributions to VRE services cover a portion of total VRE costs, including both capital and operating expenses. VRE is also funded by additional sources, including state and federal sources, which cover the balance of VRE’s overall operating and capital costs.

For fiscal year 2018 and beyond, the anticipated annual local subsidy contribution from FAMPO Region jurisdictions will be approximately $5.3 million. The total VRE operating costs are expected to increase over time, but based on DRPT direction, VRE local subsidy contributions are projected to remain steady.

Table 7.4: VRE FAMPO Subsidy Contributions: 2018 to 2045 (in millions)

<table>
<thead>
<tr>
<th>Subsidy Cost</th>
<th>VRE Total</th>
<th>FAMPO Share</th>
<th>FAMPO Annual Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations</td>
<td>$443.0</td>
<td>$128.0</td>
<td>$4.6</td>
</tr>
<tr>
<td>All Capital</td>
<td>$109.8</td>
<td>$27.2</td>
<td>$1.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$552.8</strong></td>
<td><strong>$155.2</strong></td>
<td><strong>$5.6</strong></td>
</tr>
</tbody>
</table>

Motor Vehicle Fuel Tax

PTRC levies a sales tax on motor vehicle fuel. The current rate is 2.1% and does not have a floor. At the time of this plan, there was potential legislation in the Virginia General Assembly which could impact Motor Vehicle Fuel Tax revenues during the timeframe for this plan. This sales tax is collected by the Virginia Department of Taxation and is remitted to PRTC (after deducting administrative expenses) for the benefit of PRTC’s member jurisdictions, which include...
Fredericksburg, Spotsylvania County and Stafford County. These funds are used by PRTC to pay PRTC’s administrative costs and to fund transportation projects for the member jurisdictions. Any funds collected from the sales tax must first be used to cover the member jurisdictions’ respective obligations to fund VRE service. After each jurisdiction’s local funding obligation is met, the jurisdiction may use excess revenues to fund other transportation projects, including both public transportation projects and roadway projects. For example, Fredericksburg uses this funding source to pay for the operation of FRED, as well as miscellaneous transportation projects.

The revenues generated by the Motor Vehicle Fuel Tax are included in revenue projections for VRE, FRED and other projects as a component of "Local Funds" line items. PRTC projects that gasoline tax revenues will remain relatively level over the short-term. Aside from slight fluctuations in revenues between 2012 and 2018, Motor Vehicle Fuel Tax revenues are projected as shown in Table 7.5. Annually, Fredericksburg is projected to receive approximately $1.7 million, Stafford County will receive $5.3 million, and Spotsylvania County will receive $3.5 million. This revenue allows all three jurisdictions to fully cover their VRE contributions.

Note, however, that the shift in sales tax collection from fuel retailers to fuel distributors has resulted in the unintended consequence of obscuring the jurisdiction that is entitled to the tax revenue benefit. This is because many fuel distributors are based outside of Virginia and are not as closely in touch with retailer locations, especially since many retailers use post office addresses. This may result in some jurisdictions receiving more tax revenue than due, while others receive less.

<table>
<thead>
<tr>
<th>Total Proceeds</th>
<th>VRE Assessment</th>
<th>Difference (Available for other projects)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fredericksburg</td>
<td>$1,737</td>
<td>$405</td>
</tr>
<tr>
<td>Stafford County</td>
<td>$5,345</td>
<td>$2,412</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>$3,474</td>
<td>$1,154</td>
</tr>
</tbody>
</table>

**Table 7.5:** Motor Vehicle Fuel Tax revenues (Average Annual 2012-2018, in $1,000)

### 7.5.3 GWRIDECONNECT FUNDING

GWRideConnect is funded by a combination of local matching funds, state grants, and CMAQ funds. Given the DRPT direction that funding streams will remain level over time, future projected GWRideConnect funding is also level. At the time of the writing of this plan, GWRideConnect was investigating if some of the new Section 5307 NTD funding could be used for staff expenses, which could reduce or eliminate the need to use FAMPO CMAQ in the future.

<table>
<thead>
<tr>
<th>Future Projections - Average Annual</th>
<th>Total Funding Projections</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018-2030</td>
<td>2031-2045</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$621,021</td>
</tr>
<tr>
<td>State Grant</td>
<td>$396,817</td>
</tr>
<tr>
<td>Local Funds</td>
<td>$99,204</td>
</tr>
<tr>
<td>CMAQ</td>
<td>$125,000</td>
</tr>
<tr>
<td>Total</td>
<td>$621,021</td>
</tr>
</tbody>
</table>

**Operating Revenue**

**Total Available Funding**

It is estimated that, between 2018 and 2045, the revenue sources described above will provide $8.6 million per year in transit and TDM operating funding, and $2.8 to $3.5 million per year in capital funding.
### Table 7.7: Operating and Capital Revenue Summary (in $1,000)

<table>
<thead>
<tr>
<th></th>
<th>Average Annual</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018-2030</td>
<td>2031-2045</td>
</tr>
<tr>
<td><strong>Operating Revenues</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRED Transit (Federal/State/Local)</td>
<td>$5,141</td>
<td>$5,316</td>
</tr>
<tr>
<td>CMAQ (GWRideConnect)</td>
<td>$125</td>
<td>$125</td>
</tr>
<tr>
<td>VRE (Federal/State/Local)</td>
<td>$4,600</td>
<td>$4,600</td>
</tr>
<tr>
<td><strong>Total Operating</strong></td>
<td>$9,866</td>
<td>$10,041</td>
</tr>
<tr>
<td><strong>Capital Funding</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRED Transit (Federal/State/Local)</td>
<td>$899</td>
<td>$1,123</td>
</tr>
<tr>
<td>VRE (Federal/State/Local)</td>
<td>$1,000</td>
<td>$1,000</td>
</tr>
<tr>
<td><strong>Total Capital</strong></td>
<td>$1,899</td>
<td>$2,123</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$11,765</td>
<td>$12,264</td>
</tr>
</tbody>
</table>

### 7.6 FORECASTED LOCAL REVENUES

FAMPO staff worked with the local governments to develop each jurisdiction’s expected local revenues that will be spent on transportation improvements. These revenues include funds from sources such as gas taxes, impact fees, proffers, service districts, revenue sharing and municipal bonds, all of which are based on current and historical revenues as well as local policies. Table 7.8 depicts the local revenues that are expected to be available from 2018-2045.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Total Projected Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stafford County</td>
<td>$242,745,417</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>$106,000,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>$164,626,708</td>
</tr>
</tbody>
</table>

### 7.6.1 TOTAL PROJECTED REVENUES

As shown in Table 7.9, the total amount of expected transportation revenues available for the FAMPO Region from 2018-2045 is $2.5 billion compared to $5.5 billion in project needs, leaving a $3.1 billion funding shortfall. As a result, the available funding does not meet many of the Region’s transportation needs, which will result in increased congestion, decreased mobility, and negative impacts to regional economic development.
Table 7.9: Transportation Revenue and Cost Summary (2018-2045)

<table>
<thead>
<tr>
<th>Transportation Needs</th>
<th>Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways/Bicycle and Pedestrian (includes commuter parking lot improvements)</td>
<td>$5,372,667,000</td>
</tr>
<tr>
<td>Commuter Transit Capital and Operations</td>
<td>$117,073,322</td>
</tr>
<tr>
<td><strong>Total Transportation Needs</strong></td>
<td><strong>$5,489,740,322</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Revenues</th>
<th>Revenue Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways/Bicycle and Pedestrian</td>
<td>$1,716,300,000</td>
</tr>
<tr>
<td>Commuter Transit Capital and Operations</td>
<td>$111,800,000</td>
</tr>
<tr>
<td>Local Transit/Highways</td>
<td>$513,400,000</td>
</tr>
<tr>
<td>GWRC Transit (Section 5307)</td>
<td>$30,200,000</td>
</tr>
<tr>
<td>State of Good Repair (SGR)</td>
<td>$138,000,000</td>
</tr>
<tr>
<td><strong>Total Transportation Revenues</strong></td>
<td><strong>$2,509,700,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Funding Summary</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Needs</td>
<td>$5,489,740,322</td>
</tr>
<tr>
<td>Total Revenues</td>
<td>$2,509,700,000</td>
</tr>
<tr>
<td><strong>Funding Shortfall</strong></td>
<td><strong>$2,980,040,322</strong></td>
</tr>
</tbody>
</table>

*Note: Costs are in 2018 dollars*

### 7.6.2 NEW REVENUE SOURCES

In 2009, the Virginia General Assembly created the George Washington Toll Road Authority (GWTRA) (HB 2099). The GWTRA has the power to construct and operate transportation infrastructure and services, both tolled and free. Currently, there are no active projects being pursued by the GTWRA; however, the public entity remains in place and could play an important role in the development of future transportation infrastructure and services.

As was mentioned previously, GWRC was able to obtain some new Section 5307 funding through the Vanpool NTD program. This funding is currently estimated to be a little over $1 million/year and can be used for some transit/TDM projects and some planning efforts. At the time of this writing, staff were in the process of exploring the best use of this funding and looking into ways the funding could be used to reduce the reliance of GWRideConnect on CMAQ funding to free up more CMAQ funding for local and regional transportation projects. Staff will continue to work on this as work begins on the 2050 Long Range Transportation Plan in FY2019.

### 7.7 PROJECT PRIORITIZATION

#### 7.7.1 HIGHWAY PRIORITIZATION

To understand the long-term transportation needs of a region, carefully prepared and executed planning processes are undertaken. These processes compile existing and future transportation system and usage information, as well as other non-technical considerations and elements to identify the comprehensive set of transportation infrastructure, policy and service modifications that are necessary to accommodate existing and future travel demand by all modes of transportation. In any plan area, differing projects have differing costs and benefits (relative and absolute). In addition, for plans encompassing multiple jurisdictions, regional priorities may differ widely from local priorities.

Understanding that there are practical limitations to the implementation of transportation improvement projects, a regimented system for determining the relative value of all projects when compared to one another generally (all modes and project types together), and when compared to one another within specific groupings, is needed.
The FAMPO Highway Project Prioritization Methodology is based on the collective experience of other MPOs and localities, the eight SAFETEA-LU Federal Planning Factors and the FAMPO Mission Statement. The following is a summary of factors evaluated for use:

- Congestion
- Economic Opportunities
- Safety
- Security
- Public Support
- Environmental Impacts
- Funding, Local Matches, and Prior Funding Commitments
- Cost
- Regional Connectivity
- Gap Closure
- Deliverability/Readiness
- Freight Mobility
- Emergency Evacuation
- Improve Mobility for Disadvantaged
- Sustainability
- Local Priority
- Benefit/Cost Ratio
- Remaining Life Cycle and Existing Condition

FAMPO staff reviewed each project and its associated data against the scoring criteria, and then ranked the projects. Local government staff from around the Region conducted reviews, and the results were then compared at the FAMPO Technical Committee, where a consensus was reached on individual project scoring.

Once the projects from the Highway Needs Plan were scored, they were further categorized by their functional classification, so that interstate projects compete against interstate projects, arterials against arterials, collectors against collectors and so on. How much of available funds are allocated to each functional classification category is a result of regional staff recommendations, with modifications and adoption by policy makers. Here too a consensus was reached at the FAMPO Technical Committee. The Committee then went down the list of projects in each category and allocated funding until forecasted revenues were exhausted.

Following this step, the 2045 constrained highways system was mapped and coded into the FAMPO Travel Demand Model, to demonstrate congestion mitigation impacts the improvements will have.

The complete highway prioritization methodology is contained in Appendix F.

### 7.7.2 CONSTRAINED HIGHWAY, BICYCLE AND PEDESTRIAN PROJECTS

The FAMPO Region’s transportation system will face many challenges going forward. Factors such as the growing list of transportation needs that are far greater than the available resources (approximately $7.3 billion in needs, and $2.5 billion in revenues); the rapidly-expanding population of the Region; and low-density decentralized growth patterns, coupled with the lack of overall street connectivity, will all play important roles in the overall need and costs associated with maintaining and expanding the Region’s transportation network to meet future demand.

The project list found in the next section begins to address known and projected needs to the regional highway network. As discussed in Chapter 4, through FAMPO’s transportation and land use modeling, it was demonstrated that several of the Region’s arterial and collector corridors will face immense challenges in the future if the build-out of local future land use plans comes to fruition. To adequately address all existing and projected transportation needs in these corridors, and the FAMPO Region as a whole, two factors must be addressed: 1) local governments should continue to explore and implement alternative growth patterns to assist in minimizing costly roadway expansion needs and maximizing the availability of viable, economical public transportation; and 2) the Region needs to continue to work with state, federal and local partners to develop new streams of revenue for transportation infrastructure and services. While the development of the GWTRA and the Vanpool NTD Program could begin to address the seemingly insurmountable gap between the Region’s transportation needs and available resources, they are only the beginning of the strategies and partnerships needed to address the documented transportation needs.
Constrained Highway Projects List
The 2045 FAMPO Constrained Highway Plan contains highway projects which increase roadway capacity, replace/expand aging bridges, enhance safety and operations, improve intersections, increase commuter parking options and provide enhanced accommodations for bicyclists and pedestrians. Refer to Map 27 for the locations of these projects.
Map 27: Constrained Projects Funded through 2045

- Bridge Replacement/Rehabilitation
- Bike & Pedestrian Crossing Improvements
- Interchange/Intersection Improvements
- I-95 Express Lanes
- I-95 Improvements
- Roadway Widening/Operational Improvements
- Bike/Pedestrian Projects
- Sidewalks

*Map not updated to reflect May 2020 amendment. See table on page 173.
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>UPC #</th>
<th>Regionally Significant</th>
<th>Committed Project</th>
<th>AQ Conformity Analysis Network Year</th>
<th>Improvements Description</th>
<th>Cost Estimate (2018 Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>95 Express Lanes Fredericksburg Extension</td>
<td>I-95</td>
<td>South of Rte 610 to To</td>
<td>US 17</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>2025</td>
<td>Extend express lane to US 17 interchange (Exit 133)</td>
</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>I-95 Widening</td>
<td>I-95</td>
<td>Exit 126 to Exit 130</td>
<td>X</td>
<td>2015</td>
<td>Widened northbound and southbound I-95 from 3 to 4 lanes and reconstruct Harrison Rd Bridge</td>
<td>$ 96,200,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>I-95 Corridor ITS/Operational Improvements</td>
<td>I-95</td>
<td>n/a</td>
<td>n/a</td>
<td>2015</td>
<td>$ 10,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>I-95 SB Rappahannock River Crossing</td>
<td>I-95</td>
<td>2.29 Miles South of Exit 130 to 31 Miles North of Truslow Road</td>
<td>105195 &amp; 110595</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>2025</td>
<td>Construct 3 CD lanes and widen SB US 17 to SB I-95 on-ramp</td>
</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>I-95 NB Rappahannock River Crossing</td>
<td>I-95</td>
<td>South of Exit 130 to Exit 136</td>
<td>X</td>
<td>2025</td>
<td>Construct 3 CD lanes from Exit 130 to Exit 131, construct a 4th auxiliary lane from Exit 131 to Exit 136, and improve Exit 133 interchange</td>
<td>$ 132,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 Bridge Rehab: Potomac Creek NB/SB</td>
<td></td>
<td>n/a</td>
<td>n/a</td>
<td>2015</td>
<td>Route 17 I-95 Bridge to Hospital Blvd.</td>
<td>$ 23,534,380</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 Bridge Rehab: Ni River NB/SB</td>
<td></td>
<td>n/a</td>
<td>n/a</td>
<td>2015</td>
<td>Replace Bridge</td>
<td>$ 2,100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 Bridge Rehab: Potomac Creek NB/SB</td>
<td>I-95</td>
<td>n/a</td>
<td>n/a</td>
<td>2015</td>
<td>Replace Bridge</td>
<td>$ 2,100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 Exit 133 Interchange Improvements</td>
<td>I-95</td>
<td>n/a</td>
<td>n/a</td>
<td>2035</td>
<td>Capacity and operational improvements at various ramps</td>
<td>$ 25,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 NB Widening</td>
<td>I-95</td>
<td>Exit 133 to Exit 136</td>
<td>X</td>
<td>2045</td>
<td>Widen from 3 to 4 lanes</td>
<td>$ 50,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 Bridge Rehab: Aquia Creek NB/SB</td>
<td></td>
<td>n/a</td>
<td>n/a</td>
<td>2015</td>
<td>Rehabilitate Bridge</td>
<td>$ 5,573,340</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>NB I-95 to EB Rte 3 ramp realignment</td>
<td></td>
<td>n/a</td>
<td>n/a</td>
<td>2015</td>
<td>Shift I-95 off ramp to the west to allow more space for merging onto eastbound Rte 3</td>
<td>$ 5,860,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 Exit 140 Interchange Relocation and Widening</td>
<td>I-95</td>
<td>n/a</td>
<td>n/a</td>
<td>2021</td>
<td>New diverging diamond interchange and widening of Courthouse Rd</td>
<td>$ 150,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 NB Widening</td>
<td>I-95</td>
<td>Exit 133 to Exit 136</td>
<td>X</td>
<td>2021</td>
<td>Partial interchange to and from southbound I-95 and from northbound I-95 to Carl D. Silver Pkwy</td>
<td>$ 40,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 Bridge Rehab: Potomac Creek NB/SB</td>
<td></td>
<td>n/a</td>
<td>n/a</td>
<td>2015</td>
<td>New diverging diamond interchange and widening of Courthouse Rd</td>
<td>$ 150,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>I-95 NB Widening</td>
<td>I-95</td>
<td>Exit 133 to Exit 136</td>
<td>X</td>
<td>2021</td>
<td>partial interchange to and from southbound I-95 and from northbound I-95 to Carl D. Silver Pkwy</td>
<td>$ 40,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>US 1 Interchange near Celebrate VA South</td>
<td></td>
<td>n/a</td>
<td>n/a</td>
<td>2035</td>
<td>Partial interchange to and from southbound I-95 and from northbound I-95 to Carl D. Silver Pkwy</td>
<td>$ 40,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>Safety Improvements at US 1 Woodstock Ln and Telegraph Rd</td>
<td>US-1</td>
<td>n/a</td>
<td>n/a</td>
<td>2025</td>
<td>Safety and turn lane improvements</td>
<td>$ 8,800,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>US 1 over Choppawamiss Creek Bridge Replacement</td>
<td>US-1</td>
<td>0.25 S Russell Rd</td>
<td>0.25 S Russell Rd</td>
<td>111406</td>
<td>X</td>
<td>X</td>
<td>N/A</td>
<td>Replace Bridge</td>
</tr>
<tr>
<td>Stafford County</td>
<td>Turn Lane Improvements at US 1 and Potomac Creek Dr</td>
<td>US-1</td>
<td>n/a</td>
<td>n/a</td>
<td>2021</td>
<td>Construct left turn lane for SB US 1</td>
<td>$ 1,800,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>US 1 Bridge Replacements over Potomac Creek Dr</td>
<td>US-1</td>
<td>n/a</td>
<td>n/a</td>
<td>2021</td>
<td>Replace Bridge</td>
<td>$ 6,576,870</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>Stafford US 1 Courthouse Area Improvements</td>
<td>US-1</td>
<td>Hope Road to Courthouse Rd</td>
<td>100385</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>2025</td>
<td>Turn lane improvements with bike/ped accommodations</td>
</tr>
<tr>
<td>Stafford County</td>
<td>US 17 Business Safety Improvements</td>
<td>US-17</td>
<td>I-95 to Washington Ave</td>
<td>X</td>
<td>2021</td>
<td>Implement Stars Study recommendations</td>
<td>$ 5,133,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>Rte 3 over CSX RR</td>
<td>PR-3</td>
<td>n/a</td>
<td>n/a</td>
<td>2021</td>
<td>Rehabilitate bridge</td>
<td>$ 2,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>Ferry Road (Rte 60) and Route 3 Intersection Improvements</td>
<td>PR-3</td>
<td>n/a</td>
<td>n/a</td>
<td>2021</td>
<td>Turn lane improvements with bike/ped accommodations</td>
<td>$ 5,574,618</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$ 1,184,442,918</td>
</tr>
</tbody>
</table>

Table 7.10 FAMPO 2045 CONSTRAINED HIGHWAY PROJECT LIST
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>UPC #</th>
<th>Regionally Significant</th>
<th>Contained in TIP</th>
<th>AQ Conformity Analysis Network Year</th>
<th>Cost Estimate (2018 Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stafford County</td>
<td>Turn Lane Addition - Route 1 south at Gainsville Rd</td>
<td>US-1</td>
<td>n/a</td>
<td>n/a</td>
<td>X</td>
<td>X</td>
<td>2021</td>
<td>1,415,992</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Rte 3 Safety Improvements</td>
<td>PR-3</td>
<td>I-95 Dixon St</td>
<td>X</td>
<td>N/A</td>
<td></td>
<td></td>
<td>11,500,000</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>US 1 Safety Improvements</td>
<td>US-1</td>
<td>Princess Anne St Rte 3</td>
<td>X</td>
<td>N/A</td>
<td></td>
<td></td>
<td>11,600,000</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Rte 3 Signal Optimization</td>
<td>PR-3</td>
<td>Blue and Gray Parkway William St</td>
<td>100450</td>
<td>X</td>
<td>X</td>
<td>2025</td>
<td>1,047,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>US 17 I-95 bridge replacement and widening</td>
<td>US-17</td>
<td>Hospital Blvd</td>
<td>107140</td>
<td>X</td>
<td>X</td>
<td>2025</td>
<td>20,000,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>US 15 Exit 126, US 1 SB onto Southpoint Pkwy</td>
<td>US-1</td>
<td>I-95 SB Off-Ramp Southpoint Pkwy</td>
<td>110914</td>
<td>X</td>
<td>X</td>
<td>2025</td>
<td>14,495,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Harrison Rd and US 1 Intersection Improvements</td>
<td>US-1</td>
<td>n/a</td>
<td>n/a</td>
<td>X</td>
<td>X</td>
<td>2021</td>
<td>22,732,636</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>US 17 (Mills Drive) and RT 609 Intersection Improvements</td>
<td>US-17</td>
<td>n/a</td>
<td>n/a</td>
<td>X</td>
<td>2021</td>
<td></td>
<td>2,975,000</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Rte 1 Upgrades</td>
<td>US-1</td>
<td>William St Caroline St</td>
<td>113997</td>
<td>X</td>
<td>X</td>
<td></td>
<td>1,260,000</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Rte 1/Pall Hill Ave Intersection Improvements</td>
<td>US-1</td>
<td>n/a</td>
<td>n/a</td>
<td>X</td>
<td>2025</td>
<td></td>
<td>20,000,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Rte 1 and Market St Turn Lane</td>
<td>US-1</td>
<td>n/a</td>
<td>n/a</td>
<td>X</td>
<td>2025</td>
<td></td>
<td>1,047,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Rte 1 Intersection Improvements</td>
<td>PR-3</td>
<td>West of Lick Run East of Lick Run</td>
<td>113806</td>
<td>X</td>
<td>2021</td>
<td></td>
<td>6,100,000</td>
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<td>Spotsylvania County</td>
<td>Rte 3 Operational Improvements</td>
<td>PR-3</td>
<td>Bragg Rd Salem Church Rd</td>
<td>113172</td>
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<td>Butler Rd Improvements</td>
<td>SR-218</td>
<td>Carter St Castle Rock Dr</td>
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<td>Lafayette Blvd Improvements/Widening</td>
<td>US-1 BUS</td>
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<td>Extend SB Lafayette Blvd right turn lane onto Harrison Rd</td>
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<tr>
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<td>Rte 208 and Rte 630 Intersection Improvements</td>
<td>SR-208</td>
<td>n/a</td>
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<td>Lafayette Blvd</td>
<td>US-1 BUS</td>
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<td>n/a</td>
<td>X</td>
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<td>Extend SB Lafayette Blvd right turn lane onto Harrison Rd</td>
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<tr>
<td>Stafford County</td>
<td>#SMART20 - Lafayette Blvd/Kenmore Ave/Charles St Roundabouts</td>
<td>SR-208</td>
<td>Kenmore Ave Charles St</td>
<td>X</td>
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<td>Install Roundabouts</td>
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<td>Lafayette Blvd</td>
<td>US-1 BUS</td>
<td>Blue &amp; Gray Pkwy. City Limits</td>
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<td>US 1 &amp; Enon Rd Intersection Improvements</td>
<td>US-1</td>
<td>n/a</td>
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<td>Widens from 2 to 4 lane facility with bike/ped accommodations</td>
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TOTAL: $166,019,503
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<th>UPC #</th>
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<th>Commencing Project</th>
<th>AQ Conformity Analysis Network Year</th>
<th>Improvements Description</th>
<th>Cost Estimate (2018 Dollars)</th>
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<tbody>
<tr>
<td>Stafford County</td>
<td>Courthouse Road Widening</td>
<td>SC-630</td>
<td>From: Austin Ridge Dr  To: Ramoth Church Rd/Winding Creek Rd</td>
<td>4632</td>
<td>X</td>
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<td>Stafford County</td>
<td>Courthouse Road Widening</td>
<td>SC-630</td>
<td>From: Ramoth Church/Winding Creek  To: Shelton Shop Rd</td>
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<td>2015</td>
<td>Widen to 4 lanes with bike/ped accommodations</td>
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<td>Stafford County</td>
<td>Shelton Shop Rd Widening (oil)</td>
<td>SC-648</td>
<td>From: Garrisonville Road  To: Mountain View Road</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<td>Stafford County</td>
<td>Eximo Hill Road Improvements</td>
<td>SC-628</td>
<td>From: US-1  To: Potomac Run Rd</td>
<td>N/A</td>
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<td>2021</td>
<td>Reconstruct 2-lane road with intersection improvements at US 1 and bike/ped accommodations</td>
<td>$11,458,800</td>
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<tr>
<td>Stafford County</td>
<td>Rte 610 - Garrisonville Road - Widen to 6 Lanes - Phase 2</td>
<td>SC-610</td>
<td>From: Shenandoah Ln  To: Onole Rd</td>
<td>98447</td>
<td>X</td>
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<td>Widen to 6 lanes divided with sidewalks</td>
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<td>Spotsylvania County</td>
<td>Mine Road Widening</td>
<td>SC-636</td>
<td>From: Falcon Dr/Spotsylvania Ave  To: Lansdowne Rd</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<tr>
<td>Spotsylvania County</td>
<td>Old Plank Rd and Ashleigh Park Blvd Intersection Improvements</td>
<td>SC-610</td>
<td>From: n/a  To: n/a</td>
<td>110898</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<tr>
<td>Spotsylvania County</td>
<td>RI 606 (Klubbel Tavern Road) Widening</td>
<td>SC-606</td>
<td>From: US 1  To: US 1</td>
<td>105464</td>
<td>X</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<td>Spotsylvania County</td>
<td>Route 711 - Crossover Movement Conversion</td>
<td>SC-711</td>
<td>From: US 1  To: US 1</td>
<td>105916</td>
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<td>Safety Improvements</td>
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<tr>
<td>Stafford County</td>
<td>Rte 608 over Masapolax Creek</td>
<td>SC-608</td>
<td>From: n/a  To: n/a</td>
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<td>Replace Culvert</td>
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<td>Stafford County</td>
<td>Poplar Road Intersection Improvement</td>
<td>SC-616</td>
<td>From: Poplar Rd  To: Cedar Hill Ln</td>
<td>100622</td>
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<td>Reconstruct intersection to meet current standards</td>
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<tr>
<td>Stafford County</td>
<td>Berea Church Road Reconstruction</td>
<td>SC-654</td>
<td>From: Turnbow Road  To: Warrenton Road</td>
<td>107194</td>
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<td>Reconstruct roadway without added capacity</td>
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<tr>
<td>Stafford County</td>
<td>Leeland Road Widening</td>
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<td>From: Julian Dr  To: Walnut Dr</td>
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<td>Roadway widening for two-way left turn lane</td>
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<td>Stafford County</td>
<td>Layhill Rd &amp; Route 1</td>
<td>SC-610</td>
<td>From: Route 1  To: Forbes St</td>
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<td>Intersection improvements &amp; widening of Layhill Road</td>
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<tr>
<td>Stafford County</td>
<td>Onville Road Widening</td>
<td>SC-610</td>
<td>From: Worth Ave  To: Huilley Dr</td>
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<td>Stafford County</td>
<td>Mountain View Road Improvements</td>
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<td>From: Choptank Rd  To: Kellogg Hill Rd</td>
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<td>3R project to improve geometry and increase safety</td>
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<td>Garrisonville Road Widening</td>
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<td>From: Evastac Rd  To: Shelton Shop Rd</td>
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<td>Widen to 6 lanes with sidewalk</td>
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<td>Spotsylvania County</td>
<td>Germanna Point Dr Extension</td>
<td>SC-1029</td>
<td>From: Current Terminus  To: Spotsylvania Ave</td>
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<td>Extend 2-lane road with bike/ped accommodations</td>
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<td>Rt 2200 over Stream</td>
<td>SC-2200</td>
<td>From: n/a  To: n/a</td>
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<td>Stafford County</td>
<td>Gateway Boulevard Extension</td>
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<td>From: Rte 3  To: Fall Hill Ave</td>
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<td>New 4-Lane Divided Roadway Alignment. Include a bike/ped bridge at Rte. 3</td>
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<td>Lee HIll School Dr and Old Dominion PIкиay Intersection Improvements</td>
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<td>Safety Improvements</td>
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<td>Spotsylvania County</td>
<td>Mt. Olive Rd over N Anna River Bridge Replacement</td>
<td>SC-600</td>
<td>From: .5 miles S of Hanover/Spotsylvania County Line  To: .5 miles N of Hanover/Spotsylvania County Line</td>
<td>81501</td>
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<td>Replace Bridge</td>
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<td>City of Fredericksburg</td>
<td>Carl D. Silver PIкиay Extension</td>
<td>SC-1029</td>
<td>From: Int. with Gordon W. Shelton Blvd  To: X</td>
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<td>2035</td>
<td>Extend 4-lane divided road with bike/ped accommodations</td>
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TOTAL: $298,188,411
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<th>AQ Conformity Analysis Network Year</th>
<th>Improvements Description</th>
<th>Cost Estimate (2018 Dollars)</th>
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<tbody>
<tr>
<td>Spotsylvania County</td>
<td>Route 606 Service Road</td>
<td>SC-2032</td>
<td>Rte 606 to Dan Bell Lane</td>
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<td>Construct service road north of Rte 606</td>
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<td>Rte 147D Culvert Replace</td>
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<td>Bloxomby Lane</td>
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<td>Morton Road Widening</td>
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<td>Leeland Rd to Cherry Laurel Dr</td>
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<td>Bridge over I-95</td>
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<td>0.1 mile West of I-95 to 0.1 mile East of I-95</td>
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<td>Bridge between Jackson Village &amp; Alexander’s Crossing developments; 4 lanes with bike/ped accommodations</td>
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<td>Plan Capital Costs</td>
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<td>Implement bike share program in Fredericksburg area</td>
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<td>Stafford County</td>
<td>Courthouse Rd Sidewalk Project</td>
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<td>Rad Oak Dr to US 1</td>
<td>17570, 107501, 1038077, 112311</td>
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<td>One Line Road Sidewalk Project</td>
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<td>Stafford County</td>
<td>Manning Drive Sidewalks</td>
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<td>Belmont to Ferry Farm</td>
<td>17570, 107501, 1038077, 112311</td>
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<td>Stafford County</td>
<td>Upgrades on Leeland Road</td>
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<td>Deacon Rd to 1.03 Mi N of Deacon Road</td>
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<td>Manning Drive Sidewalks</td>
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<td>James Madison Dr to Forbes St</td>
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<td>Lichtfield Blvd Sidewalks</td>
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<td>Harrogate Rd to Plantation Dr</td>
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<td>Flatford Road Sidewalks</td>
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<td>Parkway Blvd to Winding Creek Rd</td>
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<td>Construct sidewalk adjacent to Flatford Rd</td>
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<td>Butler Rd Sidewalks</td>
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<td>Carter St to St. Clare Brooks Park</td>
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<td>Construct sidewalk adjacent to Butler Rd</td>
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<td>Stafford County</td>
<td>Deacon Road Sidewalks</td>
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<td>VDOT District Office to Leeland Rd</td>
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<td>Construct sidewalk adjacent to Deacon Rd</td>
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<td>Stafford County</td>
<td>Crossing Improvements at Kings Highway and Cool Springs Road/Jett Drive</td>
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<td>Construct 3 crosswalks and install pedestrian signal</td>
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<td>Warrenton Road (US 17 BUS) Sidewalks</td>
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<td>Construct sidewalk adjacent to Warrenton Rd</td>
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<td>City of Fredericksburg</td>
<td>Fall Hill Ave - Riverside Manor Connector - Sidewalks</td>
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<td>Carl D. Silver Pkwy to Fall Hill Ave/ Vidalia St</td>
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<td>Riverside Manor Connector - Sidewalks</td>
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<td>City of Fredericksburg</td>
<td>Riverfront Corridor Connector</td>
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<td>Rappahannock River Heritage Trail to Lafayette Blvd</td>
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<td>N/A</td>
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<td>Construct bike lanes along Sophia St and Ptit St from Lafayette Blvd to Caroline St, construct a cycle track along Caroline St from Ptit St to the RRVT, and improve intersection at Sophia and William</td>
<td>$ 264,000</td>
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<td>City of Fredericksburg</td>
<td>VCR Trail Bridge over Blue &amp; Gray Parkway</td>
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<td>Construct bike/ped bridge over Blue &amp; Gray Pkwy near VCR Trail</td>
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<td>City of Fredericksburg</td>
<td>Kenmore Ave Bike Improvements</td>
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<td>Lafayette Blvd to Rappahannock Canal Path</td>
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<td>N/A</td>
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<td>Construct cycle track between Lafayette Blvd and William St, Sharpens between William St and Grove Ave, and shared-use path between Grove Ave and Canal Path</td>
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<td>City of Fredericksburg</td>
<td>East-West Bike Boulevard</td>
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<td>Rose St and Stafford Ave to Sophia Street</td>
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<td>N/A</td>
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<td>Utilize traffic calming techniques to create bike boulevard from FRED Central to Sophia St</td>
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<tr>
<td>City of Fredericksburg</td>
<td>Skidwell Shared-Use Path</td>
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<td>Skidwell Neighborhood to VCR Trail</td>
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<td>N/A</td>
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<td>Construct paved (natural surface) shared-use path connecting Skidwell to VCR Trail</td>
<td>$ 62,000</td>
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<td>City of Fredericksburg</td>
<td>Virginia Central Railway Trail Bridge</td>
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<td>Construct bike/ped bridge</td>
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<td>City of Fredericksburg</td>
<td>Twin Lake/Remington/Ped Counten</td>
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<td>St Paul St to Twin Lake Dr</td>
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<td>Hospital Drive Shared-Use Path</td>
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<td>Cowan Blvd to Rappahannock Canal Path</td>
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<td>N/A</td>
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<td>Construct shared-use path adjacent to Hospital Dr</td>
<td>$ 542,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Project Description</td>
<td>From</td>
<td>To</td>
<td>Project Jurisdiction</td>
<td>Improvements Description</td>
<td>Cost Estimate (2018 Dollars)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Downtown Fredericksburg Pedestrian Improvements</td>
<td>n/a</td>
<td>n/a</td>
<td>111804</td>
<td>X N/A Street light upgrades, sidewalk reconstruction, crosswalk upgrades and market square alley improvements</td>
<td>$2,550,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>US 1 and Spotsylvania Parkway Intersection Improvements</td>
<td>n/a</td>
<td>n/a</td>
<td>N/A</td>
<td>N/A Construct shared-use path along Spotsylvania Pkwy, repaint 5 crosswalks and install pedestrian signal</td>
<td>$542,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Salem Church Road Shared-use Path and Sidewalk</td>
<td>Rte 3</td>
<td>Harrison Rd</td>
<td>N/A</td>
<td>N/A Construct shared-use path and sidewalk along Salem Church Rd Install 3 crosswalks and pedestrian signal at Rte. 5 and Salem Church Rd</td>
<td>$288,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Harrison Rd and Leavelle Rd/Salem Church Rd Intersection Improvements</td>
<td>n/a</td>
<td>n/a</td>
<td>N/A</td>
<td>N/A Install 3 crosswalks and pedestrian signals. Construct shared-use path to VCR Trail</td>
<td>$520,000</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Smith Station Road Shared-Use Path</td>
<td>Leavelle Rd</td>
<td>1,000 ft west of Leavelle Rd</td>
<td>N/A</td>
<td>N/A Construct shared-use path and repaint crosswalks at Smith Station Rd and Spotsylvania Phwy</td>
<td>$600,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Harrison Rd and Gordon Rd Intersection Improvements</td>
<td>n/a</td>
<td>n/a</td>
<td>N/A</td>
<td>N/A Construct a shared-use path from VCR Trail to intersection. Install 3 crosswalks and a pedestrian signal</td>
<td>$700,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Smith Station Road Sidewalk</td>
<td>Spotsylvania Pkwy</td>
<td>Existing Sidewalk</td>
<td>N/A</td>
<td>N/A Construct sidewalk along Smith Station Rd from existing sidewalk south of Spotsylvania Pkwy to Spotsylvania Phwy</td>
<td>$137,000</td>
<td></td>
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<tr>
<td>Spotsylvania County</td>
<td>Spotwood Furnace Road Sidewalk</td>
<td>Riverbend High School</td>
<td>Rte 3</td>
<td>N/A</td>
<td>N/A Construct sidewalk along Spotwood Furnace Rd</td>
<td>$69,000</td>
<td></td>
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<tr>
<td>Spotsylvania County</td>
<td>Spotsylvania Courthouse Village Streetscape - Phase II</td>
<td>110488</td>
<td></td>
<td>N/A</td>
<td>N/A Construct sidewalks and other ped infrastructure</td>
<td>$1,118,773</td>
<td></td>
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<tr>
<td>Stafford County</td>
<td>Staffordboro Boulevard Sidewalk</td>
<td>VDOT Commuter Lot</td>
<td>Pike's Place</td>
<td>113991</td>
<td>X N/A Construct sidewalks</td>
<td>$950,000</td>
<td></td>
<td></td>
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<tr>
<td>Stafford County</td>
<td>Salisbury Drive Sidewalk</td>
<td>Garrisonville Rd</td>
<td>Mine Rd Commuter Lot</td>
<td>112311</td>
<td>Construct sidewalk</td>
<td>$1,077,500</td>
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<tr>
<td>Stafford County</td>
<td>Belmont-Ferry Farm Trail Phase 6</td>
<td>River Rd</td>
<td>Cool Springs Dr</td>
<td>112311</td>
<td>Construct sidewalk</td>
<td>$2,670,000</td>
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<tr>
<td>City of Fredericksburg</td>
<td>VCR Trail Bridge over U.S. 1 Bypass</td>
<td>Cool Springs Dr</td>
<td>River Rd</td>
<td>Constructor bike/ped bridge over U.S. 1 Bypass near VCR Trail</td>
<td>$1,000,000</td>
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<tr>
<td>City of Fredericksburg</td>
<td>Idawell Blvd/VCR Trail Connector</td>
<td>Havel Run</td>
<td>River Rd</td>
<td>Constructor multi-use trail west side of U.S. Rt. 1, with bridge over Havel Run</td>
<td>$600,000</td>
<td></td>
<td></td>
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<tr>
<td><strong>TOTAL</strong></td>
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<td></td>
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<td>$41,795,441</td>
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<td><strong>State of Good Repair (SGR) Projects</strong></td>
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<td></td>
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<td></td>
<td>$138,000,000</td>
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<tr>
<td>Stafford County</td>
<td>State of Good Repair (SGR) projects from 2025 to 2045</td>
<td></td>
<td></td>
<td></td>
<td>Maintenance of pavements and bridges</td>
<td>$100,000,000</td>
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<td></td>
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<tr>
<td>City of Fredericksburg</td>
<td>State of Good Repair (SGR) projects from 2025 to 2045</td>
<td></td>
<td></td>
<td></td>
<td>Maintenance of pavements and bridges</td>
<td>$38,000,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$138,000,000</td>
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<td></td>
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<tr>
<td><strong>GRAND TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$177,095,441</td>
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</tbody>
</table>
Also included in the Constrained Project List is a category called “TSMO/Park and Ride Lots”. Transportation Systems Management and Operations (TSMO) consists of strategies that seek to improve and enhance the capacity of the existing transportation system through operations and management. Many of the TSMO measures stem from FAMPO’s Congestion Management Process. TSMO strategies include:

**Intersection and Signal Improvements**
- Signal Timing
- Signal Upgrades
- Addition of Turn Lanes
- Grade Separation
- Pavement Restriping
- Lane Assignment Changes
- Signage/Lighting

**Freeway and Arterial Bottleneck Removal**
- Freeway and Arterial Bottleneck Removal
- On/Off Ramp Improvements
- Elimination of Weaving Sections
- Widening Lanes and Shoulders
- Signage/Pavement Marking Improvements
- Elimination of Sharp Vertical/Horizontal Curve

As discussed in the public transportation portion of the Transit Needs Plan, there is a great need for expanded commuter parking in the FAMPO Region. With over 50% of the Region’s workforce commuting outside of the Region to work, and over 375 vanpools, numerous carpools and a variety of commuter buses leaving the Region daily, commuter parking will continue to be an integral component of the transportation network.

A commuter parking lot expansion at the Courthouse Road (Route 630) lot and a new lot at U.S. 1 and Commonwealth Drive in Massaponax have been fully funded. However, the need for an additional 6,000+ spaces has been identified via the I-95 Corridor Transit/TDM Study, all of which are currently unfunded.

Map 28 illustrates the level of service on the Region’s roadways if every fully funded project in the Constrained Plan were built. As shown, these projects would reduce, but not eliminate, regional traffic congestion. Significant congestion remains along the I-95 and U.S. 1/17 corridors as well as Route 3 in Spotsylvania County and Route 208 (Courthouse Road).
2045 Constrained Network Daily Volume to Capacity Ratios/LOS (2045 LOS with Constrained Projects Only)

- < 0.9 (A~D)
- 0.91 - 1.0 (E)
- 1.1 - 1.5 (F)
- < 1.51 (F-)

*Map not updated to reflect May 2020 amendment.*
7.7.3 CONSTRAINED TRANSIT/TDM/INTERCITY

As demonstrated by the population and employment growth that is projected for the Region, as well as increasing traffic congestion problems, the need for public transportation will continue to grow into the future. Since projected Federal revenues for public transportation are held at current levels, per guidance from DRPT, while state revenues will increase by about 50% over the life of the Plan. Local government revenues rise rather substantially, but except for VRE dues, the use of those revenues for transit support will remain at the option of local governments. Provision of economical public transportation will remain a challenge due to the limited funding and the current dispersed land use pattern prevalent throughout the Region.

A total of seven transit projects were included in the constrained plan, as shown in Table 7.11. There are two new commuter bus routes between the FAMPO Region and Northern Virginia/D.C. which were developed as part of the I-95 Transit/TDM Study. Additionally, a Garrisonville to Quantico bus route – providing both local and express service – was developed and identified for funding using local Stafford County funds and some additional projected sources from FRED and FAMPO. A new downtown circulator and hotel connector bus was added in the City of Fredericksburg. Lastly, a new Lee Hill Transfer Center was added in the Massaponax area.

A total of eight TDM projects were included in the constrained plan, as shown in Table 7.11. There is an expansion of the Mine Road lot in northern Stafford County, new lots for Warrenton Rd (U.S. 17 Business), Route 3 East, Chatham Heights Road, and Celebrate Virginia South. Lastly, there is a new Massaponax area lot which could either be a new lot or an expansion of the committed project to build a new lot at U.S. 1 and Commonwealth Drive. This new commuter parking lot is expected to eventually fill up, as significant growth and development is planned in the Massaponax area by 2045.
Map 2045 Constrained Transit & TDM Projects

- Lee Hill Transit Center
- VRE Station Improvements
- Commuter Lot Improvements

Pop. Density/Sq Mile*
- 2600 - 5199
- 5200 - 14663

*5,200 People or higher per square mile is the national norm for hourly transit service

*Map not updated to reflect May 2020 amendment. See table on page 182.
### Table 7.11 FAMPO 2045 CONSTRAINED TRANSIT/TDM PROJECT LIST

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project/Corridor</th>
<th>VDOT UPC #</th>
<th>Regionally Significant</th>
<th>Committed Projects</th>
<th>Project Description</th>
<th>2018 Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transit Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-jurisdiction</td>
<td>New Commuter Bus Routes</td>
<td></td>
<td></td>
<td></td>
<td>Implement two new commuter bus routes from FAMPO Region to Northern Virginia and</td>
<td>$4,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Washington D.C., with 8 total trips. Exact routes TBD</td>
<td></td>
</tr>
<tr>
<td>Stafford County</td>
<td>Garrisonville to Quantico Bus Route</td>
<td></td>
<td></td>
<td>X</td>
<td>New service from Garrisonville commuter lots to Quantico</td>
<td>$245,000</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Downtown Fredericksburg Circulator</td>
<td></td>
<td></td>
<td></td>
<td>New service around the Downtown Fredericksburg area</td>
<td>$400,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>FRED Transit Lee Hill Transfer Center</td>
<td></td>
<td></td>
<td></td>
<td>Construct transfer station near Market St and Wensel Rd</td>
<td>$500,000</td>
</tr>
<tr>
<td>Stafford County</td>
<td>Brooke VRE Station Platforms + Ped Bridge + Ped/Bike Access</td>
<td>111883</td>
<td>X</td>
<td></td>
<td>Expand existing platform, construct second platform and add bike/ped accommodations</td>
<td>$23,391,019</td>
</tr>
<tr>
<td>Stafford County</td>
<td>Leeland Road VRE Station Platforms + Ped Bridge + Ped/Bike Access</td>
<td>111884</td>
<td>X</td>
<td></td>
<td>Expand existing platform, construct second platform and add bike/ped accommodations</td>
<td>$15,257,090</td>
</tr>
<tr>
<td>Multi-jurisdiction</td>
<td>#SMART20 - FRED Transit Shelters and Benches</td>
<td>115177</td>
<td></td>
<td></td>
<td>Transit shelters and benches at various locations</td>
<td>$256,000</td>
</tr>
<tr>
<td><strong>TDM Projects</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-jurisdiction</td>
<td>Regional Commuter Lot Improvements</td>
<td></td>
<td></td>
<td></td>
<td>Miscellaneous commuter lot Improvements regionwide</td>
<td>$100,000</td>
</tr>
<tr>
<td>Multi-jurisdiction</td>
<td>GWRideConnect/TDM Assistance</td>
<td>103685</td>
<td>X</td>
<td></td>
<td>Expand existing parking lot by 225 spaces</td>
<td>$1,595,604</td>
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<tr>
<td>Stafford County</td>
<td>Leeland Road VRE Station Parking Expansion</td>
<td>111885</td>
<td>X</td>
<td>X</td>
<td>Expand new 80-space lot on Chatham Heights Road</td>
<td>$5,519,179</td>
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<tr>
<td>Stafford County</td>
<td>New Chatham Heights Road Commuter Lot</td>
<td></td>
<td></td>
<td></td>
<td>Construct new 80-space lot on Chatham Heights Road</td>
<td>$2,100,000</td>
</tr>
<tr>
<td>Stafford County</td>
<td>New Route 3 East Commuter Lot</td>
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<td></td>
<td>Construct new 150-space lot on Route 3 in eastern Stafford County</td>
<td>$3,000,000</td>
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<tr>
<td>Stafford County</td>
<td>New Warrenton Road (US 17 Bus.) Commuter Lot</td>
<td></td>
<td>X</td>
<td></td>
<td>Construct new 1000-space lot on US 17 Business near Olde Forge Drive</td>
<td>$20,000,000</td>
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<tr>
<td>Stafford County</td>
<td>Mine Road Commuter Lot Expansion</td>
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<td>X</td>
<td></td>
<td>Expand existing parking lot by 400 spaces</td>
<td>$11,700,000</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>New Commuter parking Lot Rte 1 at Commonwealth Dr</td>
<td>109474</td>
<td>X</td>
<td></td>
<td>Construct new lot from 0.234 mi. south of Comm. Dr. to 0.175 mi. north of Comm. Dr. (0.4090 mi)</td>
<td>$17,101,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$105,164,892</td>
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</table>
7.8 PRELIMINARY ENGINEERING/STUDY PROJECT LIST

In addition to the construction projects included in the CLRP, there is also a list of preliminary engineering (PE)/study projects, found on Map 30 and in Table 7.12, to be included for at an estimated cost of $24.7 million. The list includes several interchange modification and justification reports that need to be completed before improvements can be made to those specific interchanges. Other projects/corridors on the list represent additional high-priority needs for the Region that are not able to be funded through construction within the life of this plan. If additional funds were to become available; projects from this list could be funded and moved to the Constrained Highway Projects List.
Constrained PE/Studies Funded Through 2045

- 95 Express Lanes Extension
- Lafayette Blvd Study
- Mine Road Extension
- US 1 Widening/Operational Improvements
- Mills Drive Widening/Operational Improvements
- US 1/RI 208 Corridor Study
- US 1 STARS Study
- US 2/17 Corridor Study
- Harrison Rd Interchange Justification Report
- I95 Exit 143 Interchange Modification Report
- Celebrate Virginia Interchange Justification Report

*Map not updated to reflect May 2020 amendment. See table on page 185*
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project</th>
<th>Study Limits</th>
<th>VDOT UPC #</th>
<th>Study/Improvements Description</th>
<th>Cost Estimate (2018 Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region-wide</td>
<td>95 Express Lanes Extension</td>
<td>US-17 Interchange (Exit 133)</td>
<td>US 1 Interchange (Exit 126)</td>
<td>Study extending the 95 Express Lanes to Massaponax</td>
<td>$ 1,000,000</td>
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<td>Region-wide</td>
<td>I-95 Interchange Improvements (Region-wide)</td>
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<td>For any potential interchange study region-wide</td>
<td>$ 2,000,000</td>
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<td>Stafford County</td>
<td>I-95 Exit 143 Interchange Modification Report</td>
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<td>Modify interchange to include direct connect ramp to 95 Express Lanes</td>
<td>$ 1,000,000</td>
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<td>Spotsylvania County</td>
<td>Harrison Road Interchange Justification Report</td>
<td></td>
<td></td>
<td>Study new I-95 interchange at Harrison Road</td>
<td>$ 1,000,000</td>
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<tr>
<td>Fredericksburg</td>
<td>Celebrate Virginia South Interchange Justification Report</td>
<td></td>
<td></td>
<td>Study new I-95 interchange at Celebrate VA South</td>
<td>$ 500,000</td>
</tr>
<tr>
<td>Region-wide</td>
<td>Northbound Rappahannock River Crossing Interchange Modification Report</td>
<td>Exit 130</td>
<td>Exit 133</td>
<td>IMR for CD Lanes and Bridges Northbound I-95 over Rappahanock River from Exit 130 (Rte 3) to Exit 133 (Rte 17)</td>
<td>$ 250,000</td>
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<tr>
<td>Region-wide</td>
<td>US-1 Widening/Operational Improvements (Region-wide)</td>
<td>Telegraph Rd North Intersection</td>
<td>Mudd Tavern Rd</td>
<td>For any potential widenings/operational improvements region-wide</td>
<td>$ 1,000,000</td>
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<tr>
<td>Stafford County</td>
<td>Mine Road Extension</td>
<td>Courthouse Road (630)</td>
<td>US 17</td>
<td>Widen to 4 lanes divided with bike/ped accommodations</td>
<td>$ 500,000</td>
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<tr>
<td>Spotsylvania County</td>
<td>Mills Dr (US 17) Widening</td>
<td>Hospital Blvd/Germanna Point Dr</td>
<td>Tidewater Trail/Sandy Lane Dr (Rte 2)</td>
<td>Widen to 4 lanes divided with bike/ped accommodations</td>
<td>$ 1,000,000</td>
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<tr>
<td>Region-wide</td>
<td>Lafayette Blvd Improvements/Widening</td>
<td>Rte 3</td>
<td>US 1</td>
<td>Widen to 4 lanes divided with bike/ped accommodations</td>
<td>$ 1,000,000</td>
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<tr>
<td>Region-wide</td>
<td>Corridor Study Rte 1 and Rte 208</td>
<td>Rte 3</td>
<td>US 1</td>
<td>Determine Improvements for corridor</td>
<td>$ 400,000</td>
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<tr>
<td>Region-wide</td>
<td>Corridor Study Rte 2 and Rte 17 BUS</td>
<td>City Limits</td>
<td>US 17 [Mills Dr.]</td>
<td>Determine Improvements for corridor</td>
<td>$ 400,000</td>
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<td>Spotsylvania County</td>
<td>Rte 3 - Commuter Parking Lot Study</td>
<td>Rte 3</td>
<td></td>
<td>Determine location &amp; scope of new PNR lot</td>
<td>$ 500,000</td>
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<td>Fredericksburg</td>
<td>Fredericksburg VRE Station Access/Parking Structure Study</td>
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<td>Study creating new access to Fredericksburg Train Station parking &amp; expanding parking</td>
<td>$ 250,000</td>
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<td>REGIONALLY SIGNIFICANT PROJECTS STUDY</td>
<td>n/a</td>
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<td>Study</td>
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<td>Statewide</td>
<td>VEHICLE FUEL CONVERSION PROGRAM MARKETING</td>
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<td>Fredericksburg</td>
<td>#SGR - CHATHAM BRIDGE DETOUR</td>
<td>n/a</td>
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<td>Detour</td>
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<td>Statewide</td>
<td>Traffic Video Expansion - Statewide</td>
<td>n/a</td>
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<td>Traffic Video</td>
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<td>Jurisdiction</td>
<td>Project</td>
<td>Study Limits</td>
<td>VDOT UPC #</td>
<td>Study/Improvements Description</td>
<td>Cost Estimate (2018 Dollars)</td>
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<td>--------------------------------------------------------------------------</td>
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<tr>
<td>Statewide</td>
<td>Statewide Truck Parking Management System - Phase 1</td>
<td>n/a</td>
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<td>Statewide Truck Parking Management System - Phase 2</td>
<td>n/a</td>
<td>111613</td>
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<td>ITTF FY20 High Speed Communications</td>
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<tr>
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<td>Safety improvement</td>
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</tr>
<tr>
<td>Fredericksburg</td>
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<td>110863</td>
<td>Safety improvement</td>
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<td>ADAPTIVE CAPABLE SIGNAL CONTROLLENS</td>
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<td>Jurisdiction</td>
<td>Project</td>
<td>Study Limits</td>
<td>VDOT UPC #</td>
<td>Study/Improvements Description</td>
<td>Cost Estimate (2018 Dollars)</td>
</tr>
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<td>Pedestrian safety</td>
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<td>Stafford County</td>
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<td>Fredericksburg</td>
<td>FYA CONVERSION OF 25 TRAFFIC SIGNALS</td>
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<td>Fredericksburg</td>
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<td>Study</td>
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<td>Statewide</td>
<td>Highway-Rail Section 130 Pre Scoping PE Only</td>
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<tr>
<td>Statewide</td>
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<td>112497</td>
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</table>

**TOTAL:** $ 24,738,610
7.9  MAP-21 PERFORMANCE MEASURES

7.9.1 TRANSPORTATION PERFORMANCE MANAGEMENT AND FAMPO’S NEXT LONG-RANGE PLAN

Transportation planning is in the midst of significant changes that will shape FAMPO’s future LRTPs. The 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21) directed MPOs and their planning partners to develop LRTPs and Transportation Improvement Programs (TIP) through a performance-driven, outcome-based approach to planning. MAP-21 established seven national goals for the transportation system and directed transportation agencies to invest resources in projects that, collectively, make progress toward the achievement of the goals. The Fixing America’s Surface Transportation (FAST) Act of 2015 affirmed this performance management approach.

Under this new framework, performance measures are defined for each national goal area. States, MPOs, and public transportation agencies will establish performance targets for each measure, and then make transportation investment decisions that result in achieving those performance targets.

Once this framework is fully in place, this will be the first time every state and MPO will monitor and report on the performance of transportation systems using a national framework of consistent performance measures.

Performance Management Network

The national transportation goals defined in MAP-21 address safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

Since the passage of MAP-21 in 2012, U.S. DOT has developed several rulemakings that establish transportation performance measures tied to the national goal areas. The Federal performance measures rules fall into three primary categories – safety, system maintenance, and system performance.

- Safety performance measures track the number and rate of highway, transit, and non-motorized fatalities and serious injuries, and transit derailments, collisions, fires, or evacuations.
- System maintenance measures track the physical condition of roads, bridges, buses, rail cars, and other transit infrastructure and facilities to assess how agencies are maintaining them.
- System performance measures track highway congestion, travel and freight movement reliability, and emissions from cars and trucks to assess how well the highway system is moving people and vehicles.

Table 7.13 summarizes U.S. DOT’s performance measure rules that are applicable to FAMPO. The performance measures identified in each rule and the effective dates for the measures are listed in the table.

The transit safety rule has not yet been finalized. The National Public Transportation Safety Plan guides the national effort in managing the safety risks and safety hazards within our nation’s public transportation systems. When the Public Transportation Agency Safety Plan Final Rule is complete, each transit agency or state DOT will have one year to establish and self-certify their Public Transportation Agency Plans. One of the required elements of that plan will be safety performance targets.
Table 7.13: U.S. DOT Performance Measures Rules – Applicable to FAMPO

<table>
<thead>
<tr>
<th>Rule and Effective Date(s)</th>
<th>Performance Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highway Safety</strong></td>
<td>Number of fatalities</td>
</tr>
<tr>
<td>Final Rule published March 15, 2016. Effective date April 14, 2016.</td>
<td>Fatality rate (per 100 million VMT)</td>
</tr>
<tr>
<td></td>
<td>Number of serious injuries</td>
</tr>
<tr>
<td></td>
<td>Serious injury rate (per 100 million VMT)</td>
</tr>
<tr>
<td></td>
<td>Number of non-motorized fatalities and serious injuries</td>
</tr>
<tr>
<td><strong>Transit Asset Management</strong></td>
<td>Percent of revenue vehicles that have met or exceeded their useful life benchmark</td>
</tr>
<tr>
<td>Final Rule published July 26, 2016. Effective date October 1, 2016.</td>
<td>Percent of non-revenue vehicles that have met or exceeded their useful life benchmark</td>
</tr>
<tr>
<td></td>
<td>Percentage of track segments with performance restrictions</td>
</tr>
<tr>
<td></td>
<td>Percentage of facilities rated in poor condition</td>
</tr>
<tr>
<td><strong>Highway Infrastructure Condition</strong></td>
<td>Percent of pavements on the Interstate system in good condition</td>
</tr>
<tr>
<td></td>
<td>Percent of pavements on the non-Interstate NHS in good condition</td>
</tr>
<tr>
<td></td>
<td>Percent of pavements on the non-Interstate NHS in poor condition</td>
</tr>
<tr>
<td></td>
<td>Percent of NHS bridges classified as in good condition</td>
</tr>
<tr>
<td></td>
<td>Percent of NHS bridges classified as in poor condition</td>
</tr>
<tr>
<td><strong>Highway System Performance</strong></td>
<td>Percent of person miles traveled on the Interstate system that are reliable</td>
</tr>
<tr>
<td>Final Rule published January 18, 2017. Effective date May 20, 2017.</td>
<td>Percent of person miles traveled on the non-Interstate NHS that are reliable</td>
</tr>
<tr>
<td>* Effective date for CO2 emissions measure is September 28, 2017.</td>
<td>Percent of Interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability)</td>
</tr>
<tr>
<td>** FAMPO should coordinate with TPB on this measure (but is not required to include in the LRTP)**</td>
<td>Percent change in tailpipe CO2 emissions on the NHS from 2017*</td>
</tr>
<tr>
<td></td>
<td>Annual hours of peak-hour excessive delay per capita**</td>
</tr>
</tbody>
</table>

**Performance Targets**

States, MPOs, and public transportation providers must establish performance targets for each of the performance measures identified in the table above. The specific deadlines for defining targets vary by measure, and differ for states and MPOs. The Virginia DOT must establish targets for each highway system performance measure not later than one year after the effective date of the applicable performance measure rule. Similar requirements exist for each eligible transit operator for the transit performance measures.

FAMPO must then establish a regional performance target for each measure not later than 180 days after VDOT and/or DRPT or the transit operator sets the performance target. When setting targets for each highway system measure, FAMPO can decide to commit to support to the statewide targets set by VDOT or establish a target specific to the FAMPO planning area.
**Highway Safety** – VDOT established statewide targets within the [2017-2021 Strategic Highway Safety Plan](https://www.vdot.virginia.gov/strategic-plan/strategic-plan/strategic-plan/) and implements a strategic approach for infrastructure improvements to meet targets through the [Highway Safety Improvement Program](https://www.vdot.virginia.gov/highway-safety-improvement-program/) To achieve a goal of reducing deaths and serious injuries by 50% by 2030, Virginia established measurable fatality and serious injury objectives based on 15-year trend data and a combination of other factors including population growth and increases in vehicle miles traveled along with expected increases in young drivers and bicyclists and pedestrians. The following targets will be tracked each year to determine if the SHSP remains on target.

For the highway safety performance measures, FAMPO is required to establish a regional performance target for each measure not later than 180 days after VDOT sets the statewide performance target – by February 2018. Based on review of regional crash and vehicle miles traveled trends, FAMPO has decided to adopt the statewide safety targets.

**Transit Asset Management** – The Transit Asset Management (TAM) rule requires FTA grantees (within the FAMPO region, VRE and FRED) to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure. Transit asset management TAM is “a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.” For the initial target setting requirement, VRE (considered a Tier I recipient, as they operate rail service) and FRED (considered a Tier II recipient as they operate 100 or fewer vehicles across all fixed-route services) submitted the following targets in January 2017. The VRE targets were developed internally by VRE, while the FRED targets were developed as part of the Group Plan developed by Virginia Department of Rail and Public Transportation (DRPT)

Based on current available data:

- **83% of FREDs fleet of 30 vehicles** is within the useful life benchmark,
- **0% of VREs fleet of 20 locomotives and 86 coaches** exceed the useful life benchmark (the average is 6 years and 8 years respectively), and
- **0% of VREs passenger, maintenance, and administrative facilities** are rated below 4 on the TERM (Transit Economic Requirements Model) scale, with an average of 3.7 or above.
FAMPO is required to adopt transit asset targets for the region within 180 days of the identification of transit provider targets. FAMPO is adopting the provider specific targets for the region as provided in the above figure. DRPT is working with the Tier II recipients to develop a TAM Plan by June 2018. VRE is developing their own TAM Plan to address the requirements.

Highway Infrastructure Condition – VDOT maintains and operates over 128,000 lane miles of pavement within Virginia, representing the third largest network of state-maintained highways in the US. For the highway infrastructure condition rule, the focus is on 17,136 lane miles of Interstate and National Highway System (NHS) facilities. VDOT manages and implements an automated data collection program for pavements, covering 100% of national highway system pavements annually. VDOT collects and maintains data on all bridges consistent with definitions and requirements of the National Bridge Inventory.

For the pavement and bridge measures, VDOT is required to set statewide targets by May 20, 2018. VDOT is currently in the process of assembling data and reviewing data trends to inform the establishment of these targets. More information on current and historic VDOT bridge and pavement data is available on VDOT’s [condition dashboard](#). For example, for NHS bridges within the FAMPO region:

- 17% of total NHS bridge deck area is considered in “poor” condition, and
- 23% of total NHS bridge deck area is considered in “good” condition.

FAMPO has 180 days following the establishment of the statewide targets to establish regional targets. FAMPO can choose to set unique regional targets to support the state target.

Highway System Performance – The highway system performance measures applicable to the FAMPO region are primarily focused on travel time reliability on the Interstate and NHS system. Reliability is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) based on speed data and vehicle volume data collected in 15-minute time segments on a daily basis. Measures of reliability attempt to quantify the additional time that each trip may be expected to take to complete relative to an expected or “normal” travel time. The three required measures use existing national datasets, which can be supplemented by regional or local datasets to estimate the percent of person-miles traveled that are considered reliable.
VDOT is currently compiling data and calculating these measures in order to develop baseline data and trends to support development of targets. VDOT is required to set statewide targets by May 20, 2018.

FAMPO has 180 days following the establishment of the statewide targets to establish regional targets. FAMPO can choose to set unique regional targets of support the state target. FAMPO is currently collaborating with VDOT to discuss data trends and target setting approaches.

Planned Performance Reporting
States, MPOs, and public transportation providers must regularly report on progress towards meeting performance targets. Reporting for MPOs will take place in the LRTP and TIP. Per the federal requirements, this current LRTP is not required to report on system performance. Given that all targets are not yet established by VDOT, FAMPO will report performance in the next LRTP Update, scheduled for 2019.

In the 2019 LRTP Update, the LRTP will include a description of each performance target selected for the region, report on the performance of the region’s transportation system as it relates to each target, and report on the progress achieved in meeting the targets over time. At this time, all targets will be established, and 1 or 2 years of performance within the target period will be available.

When developing future TIPs, FAMPO also will make project selection and funding decisions that are expected to result in progress toward achieving the region’s performance targets identified in the LRTP and indicate the anticipated effect of the TIP in achieving the targets.

Performance Management Coordination Requirements
Because states, MPOs and public transportation providers have overlapping performance management roles and responsibilities, MAP-21 requires formal coordination among agencies when establishing targets and assessing progress. Coordination is defined in this context as the cooperative development of plans, programs, and schedules among agencies to achieve general consistency.

FAMPO, VDOT, DRPT, and public transportation providers in the FAMPO region must jointly develop specific written provisions for collecting and sharing information related to transportation performance data, selecting performance targets, reporting performance targets, and reporting performance to be used in tracking progress toward attainment of targets. Thus, coordination will include not only target setting, but also the data collection necessary to support setting targets, identification of investments and strategies to achieve targets, and reporting of progress toward achieving targets. VDOT, FAMPO, and the public transportation providers will develop these procedures in the next several months.

Phase-In of Performance Management Requirements
FAMPO’s 2045 LRTP will be adopted before the new performance management requirements are fully in place. States and MPOs have two years from the effective date of each performance measure rule, and two years from the effective date of the most recent FHWA transportation planning rule (effective on May 27, 2016), whichever is later, to meet the performance requirements when updating LRTPs and TIPs. Therefore, FAMPO will incorporate the performance management provisions in any LRTP update or amendment adopted after May 27, 2018. FAMPO is currently working with VDOT and other stakeholders to develop performance targets and agreements.

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors: (9) Improve the resiliency and reliability of the transportation system reduce or mitigate stormwater impacts of surface transportation.
7.9.2 SAFETY

Metropolitan Planning Rule Requirements 23 CFR 450.324 (h)
The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.

Highway Safety

Background

In 2015, transportation-related fatalities began to increase nationally associated with renewed growth in vehicle miles traveled, as well as in Virginia. The Fredericksburg Area Metropolitan Planning Organization (FAMPO) region saw similar results. To reverse these trends and lower fatalities and serious injuries, Virginia completed the 2017-2021 Strategic Highway Safety Plan (SHSP). The plan provides a comprehensive framework for Virginia stakeholders to address transportation-related crashes. The vision for the plan is for every road user, whether driving, walking, bicycling, or taking transit, to “Arrive Alive” at their destination. The Virginia DOT and other state safety stakeholders will accomplish this by addressing the most pressing safety issues, through a combination of safety programs and projects. However, this vision cannot be achieved individually. Within the LRTP and other short- and long-range transportation planning and programming activities, FAMPO will apply information from the SHSP and the results of regional crash analysis to support investments that render regional and local travel safer and ultimately contribute to the “Arrive Alive” vision.
**SHSP Emphasis Areas, Strategies, and Actions**

The Virginia SHSP is a data-driven plan which establishes a framework of emphasis areas, strategies, and actions to guide stakeholders toward the implementation of effective programs and projects. Virginia’s emphasis areas, or key factors contributing to crashes, are impaired driving, speed, occupant protection, roadway departures, intersections, young drivers, bicycles, and pedestrians. Each emphasis area is supported by a range of multi-disciplinary (engineering, enforcement, education, and emergency response) strategies and actions to characterize effective solutions.

Metropolitan planning requirements formalized in MAP-21 and the FAST Act require FAMPO’s LRTP to align with the SHSP. To facilitate this alignment, VDOT developed crash data heat maps, showing which SHSP emphasis areas are problematic at the regional scale. The data are based on the VDOT Fredericksburg District, not FAMPO boundaries, but still provides insights into where and how FAMPO can address safety concerns through programs and projects in the 2045 Long-Range Transportation Plan. Based on the results of the analysis, the top safety issues to focus resources in the Fredericksburg District include:

- Roadway departures on county roads;
- Intersections on the state system; and
- Speed, particularly at curves.

Secondary issues in the District include young drivers, unbelted drivers, and alcohol impairment. Strategies and actions in the SHSP provide direction on proven methods to address these safety issues, which will be applied in the FAMPO planning area. Programs and projects that advance SHSP strategies or actions are also eligible for funding through VDOT's Highway Safety Improvement Program (HSIP).

**Regional Crash Analysis**

FAMPO considers the results of three different crash analyses to determine locations in the region in need of further investigation, inform decisions regarding future safety programs and projects, and to help convey safety needs to stakeholders and the public.

Figure 7.3, Crash Severity Weighted Hot Spot Analysis, shows the results of a hot spot analysis (HSA), which identifies areas of highly clustered crashes in the region. The HSA methodology weights crashes by injury severity from a value of one, for a property damage only (PDO) crash, to a value of five for a fatal crash. This methodology and accompanying map specifically highlight areas where fatalities and serious injuries are occurring more frequently relative to all crashes, which is the primary focus of safety investments in Virginia. The red indicates clusters of severe (fatal and serious injury) crashes, while blue shows clusters of PDO crashes. The darker the coloring, the more significant the number of crashes. Beige areas indicate there is no evidence of clustering, from a statistical perspective.
Figure 7.3: Crash Severity Weighted Hot Spot Analysis

The concentrations of blue, along I-95 north and throughout King George and Caroline Counties indicates a high number of crashes, but these crashes are of lower severity (e.g. not resulting in fatalities and serious injuries). In contrast, the red area in the City of Fredericksburg indicates a significant cluster of high severity crashes. To a slightly lesser extent, there are clusters of severe crashes throughout Spotsylvania County. Further analysis of crashes in Fredericksburg and other locations with red shading will yield information on potential safety improvements.

While Figure 7.3 shows clusters of high and low severity crashes, the severity weights are arbitrary. The Equivalent Property Damage Only (EPDO) methodology is a nationally recognized approach that applies weights to crashes based on their average costs to society. The 2010 HSIP User’s Manual (FHWA, 2009) provides guidance on severity weights based on nationally averaged data:

- One Fatal crash = 567 PDO crashes
- One Injury crash= 33 PDO crashes
- One PDO crash = 1 PDO crashes

Since VDOT focuses HSIP funding on improvements that best achieve reductions in fatalities and serious injuries, this EPDO analysis helps FAMPO and VDOT focus future studies and safety planning efforts in the locations identified in Figure 7.4, EPDO Weighted Hot Spot Analysis.

Similar to the above Crash Severity map, the red on the EPDO map indicates clusters of severe (fatal and serious injury) crashes; the blue shows clusters of PDO crashes; and the beige indicates no evidence of clustering. Since the EPDO
methodology gives significant weight to fatalities, the red spots on this map show where these are predominantly occurring. Locations for further analysis include the Route 3 corridor in southeastern King George County, the U.S. 17 corridor in Caroline County, the Route 738 corridor in southern Spotsylvania County, the U.S. 1 corridor in Caroline County, and along I-95 between Ladysmith and Thornburg.

Figure 7.4: EPDO Weighted Hot Spot Analysis
Figure 7.5, Fredericksburg EPDO Weighted Hot Spot Analysis, also uses the EPDO methodology and shows severity crash clusters within the City of Fredericksburg. Again, dark red areas indicate clusters of high severity crashes, deep blue clusters represent areas with a high number of low severity crashes, and beige indicates no evidence of clustering. By zooming in, we start to see specific segments and locations, which could be studied further to identify engineering improvements, additional enforcement, or educational campaigns.

**Figure 7.5: EPDO Weighted Hot Spot Analysis Fredericksburg**

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**Pedestrian Safety**

In Virginia, pedestrian crash and fatality rates have steadily climbed between 2014 and 2016. To further address and reduce these fatalities VDOT is developing a statewide Pedestrian Safety Action Plan (PSAP). As part of this effort, VDOT initiated a crash data analysis, which identifies 19 priority crash cluster locations, 300 other crash cluster locations, and over 40 priority pedestrian corridors. Figure 7.6 shows the results of the analysis within the FAMPO region. This data will be used to further study these locations and complement existing planning work as part of the FAMPO Bicycle and Pedestrian Plan.
Performance Targets and Investments

Federal transportation legislation requires FAMPO to adopt or define five evidence-based safety performance measures and accompanying targets. The purpose of the targets is to help VDOT, and regional planning agencies, including FAMPO, prioritize programs and projects that will reduce transportation-related fatalities and serious injuries. FAMPO has adopted VDOT’s five-year objectives which are:

- Reduce fatalities by 2 percent per year
- Reduce serious injuries by 5 percent per year
- Reduce the fatality rate by 3 percent per year
- Reduce the serious injury rate by 7 percent per year
- Reduce bicycle and pedestrian fatalities and serious injuries by 4 percent per year

To meet these objectives, FAMPO prioritizes projects for the LRTP and Transportation Improvement Program (TIP) with safety outcomes in mind. For safety-specific projects (i.e., safety engineering countermeasures), FAMPO coordinates with the VDOT District Office to identify improvements eligible for HSIP funding. For roadway projects, FAMPO uses a project prioritization methodology that considers the safety benefits of a project. Points are awarded to future projects if they can 1) improve geometric deficiencies (up to 18 points) 2) reduce crash history (up to 6 points) and 3) contribute to improved safety for pedestrians and bicyclists (up to 4 points). In addition, the VDOT Districts also have the flexibility to address safety considerations, such as rumble strips or striping in coordination with resurfacing projects.

In VDOT’s FY2018-2023 Six-Year Improvement Program, there are nine unique projects within the Fredericksburg Region, funded to a total of $52.987 million by HSIP funds. Projects include I-95 at Route 3 interchange safety improvements, Route 620 at U.S. 1 intersection improvements in Spotsylvania County, bike and pedestrian upgrades on Leeland Road in Stafford County and a new sidewalk on Courthouse Road from Route 630 to Red Oak Drive in Stafford County. The HSIP also includes corridor specific and district-wide investments to deploy roadway departure countermeasures (signs, flashers, lighting, rumble strips) and traffic signal upgrades.
Examples of other transportation safety projects in the LRTP are:

- Bicycle/Pedestrian improvements along Lafayette Boulevard in Fredericksburg from Twin Lake Drive to Saint Paul Street
- Pedestrian improvements in the Courthouse area of Spotsylvania County
- Safety improvements at the I-95 Exit 126 southbound off-ramp to Southpoint Parkway in Spotsylvania County
- Reconstruction with added capacity on Courthouse Road from VA-732 to VA-628 in Stafford County
- Signal coordination and optimization on Route 3 from Blue & Gray Parkway to William Street in Fredericksburg
- Turn lane extensions on U.S. 301 at Owens Drive/Potomac Drive in King George County

**Transit Safety**

MAP-21 amended Federal transit law by authorizing a new Public Transportation Safety Program that includes a National Public Transportation Safety Plan to improve the safety of all public transportation systems that receive Federal transit funds. The [National Safety Plan](https://www.fhwa.dot.gov/grantassistance/trs/planning/national-safety-plan/) was finalized in January 2017. The purpose of the National Safety Plan, is to guide the national effort in managing the safety risks and safety hazards within our Nation’s public transportation systems.

As recipients of Federal transit funds, Virginia Railway Express and Fredericksburg Regional Transit, are now required to develop their own Agency Safety Plans. Plans would establish targets for fatalities, injuries, safety events, and system reliability and highlight strategies and programs to promote achievement of these targets. VRE has a comprehensive safety initiative that addresses the safety and security of its passengers, surrounding community, first response partners, train crews, host railroads and contractors who support VRE. Details on VREs safety initiative are available [here](https://www.vre.com/safety-and-security).

**Strategies and Policies Serving Homeland Security**

*Metropolitan Planning Rule Requirements 23 CFR 450.324 (h)*

The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.

A new MAP-21 requirement for metropolitan planning is to reference unique regional strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. The FAMPO 2045 CLRP supports improved homeland security by including several projects which support this such as the Atlantic Gateway, I-95 Express Lane extensions, and the I-95 Southbound Rappahannock River Crossing project.

**7.9.3 RESILIENCY, RELIABILITY, STORMWATER AND VULNERABILITY**

**Resiliency and Reliability of the Transportation System**

Transportation system reliability is topic of heightened importance throughout the MAP-21 and FAST Act rulemakings, both from the perspective of metropolitan planning factors and as part of the new federally required performance-based planning process, particularly system performance measures and targets. Unreliable
travel conditions are a major concern for the region, particularly for commuters and freight shippers using the I-95 corridor, resulting in substantial economic losses and costs.

The inclusion of system performance measures and targets for the percent of person miles traveled on the interstate and non-interstate National Highway System that are reliable and the truck travel time reliability index are not required for this LRTP. VDOT is currently reviewing trend data for these measures and adopting statewide targets by May 20, 2018. FAMPO will be required to report system performance and adopt targets in November 2018 for inclusion in future plans.

Multiple reports have presented compelling information on the challenges related to reliability on the I-95 corridor within the FAMPO region:

- **VTrans Multimodal Transportation Plan (VMTP) – 2025 Needs Assessment:**
  - **VTrans2040** adopted a vision, goals, and objectives for Virginia’s transportation system. Within the economic competitiveness goal, two objectives – reduce the amount of travel that takes place in severe congestion, and improve reliability on key corridors for all modes, address transportation system reliability.
  - For the FAMPO region, in the **VMTP 2025 Needs Assessment**, the Office of Intermodal Planning and Investment compiled 2014 speed data supplied by INRIX to map reliability during the PM peak period. As displayed in Figure 7.2, the reliability index (ratio of congested travel time to average travel time) analysis shows poor reliability on I-95, particularly north of Route 3. Other routes have moderated reliability problems in certain areas, such as U.S. 1 near Quantico, U.S. 17 near I-95 and Route 3 near I-95.
  - For the I-95 CoSS, reliability was mapped for different times of day, including weekends (see Figure 7.7). In 2014, the segment of I-95 from U.S. 17 in Spotsylvania through Prince William County experienced the highest buffer time index (a different measure of reliability presenting the percent extra time to travel the corridor relative to an average trip travel time) across all corridors in Virginia, typically averaging a travel time 80% longer than average, uncongested travel.
Figure 7.7: Reliability Index – VMTP 2025 Needs Assessment

- **VTrans Annual Performance Report:**
  - Within the 2016/2017 VTrans Performance Report, using data supplied by INRIX, which tracks average vehicle speed over 15-minute increments throughout the day, VDOT analyzed the buffer time index on the I-95 corridor and 213 additional miles of U.S. and Virginia routes within the FAMPO Region.
  - Roadway reliability in this report is calculated using the buffer time index. The results from 2012 to 2016 are presented in Figure 7.7. For example, in the I-95 corridor, in weekday peak periods in 2016, travelers needed to add at least 45% more time to their average travel time to ensure an on-time arrival.

- **Atlantic Gateway FASTLANE Grant Application (2015)**
  - A primary component of this multifaceted project awarded $165 million from USDOT in 2016 is the extension of the I-95 Express Lanes to Fredericksburg and construction of the Rappahannock River Crossing Southbound.
  - As noted in the successful grant application, congestion and incidents in the corridor make I-95 the 15th most unreliable corridor in the United States according to Texas Transportation Institute;
  - For a one-hour long trip, commuters need to plan for 2.5 hours to ensure an on-time arrival; and
  - Traffic on I-95 causes freight delays between Fredericksburg and Washington, D.C., with a total of 357 million ton-hours of delay and an average delay of 893,000 ton-hours per mile.

The 2045 LRTP includes multiple capacity and operational projects on I-95 that will mitigate these reliability challenges over the coming decades. These projects include:

- **The I-95 Express Lanes Southern Extension** project south of Garrisonville Road (opened in Fall 2017)
• The I-95 Southbound Rappahannock River Crossing project from Exit 133 (U.S. 17) to Exit 130 (Route 3) as funded partially through the Atlantic Gateway FASTLANE grant

• The I-95 Express Lanes Fredericksburg Extension from south of Garrisonville Road to connect to the Rappahannock River Crossing project at Exit 133 (U.S. 17)

These three projects will support guaranteed travel times from Fredericksburg to points in Northern Virginia and Washington D.C. for vanpools, commuter buses, carpools, and single occupant commuters. The Rappahannock River Crossing project will relieve a critical bottleneck on I-95 south of U.S. 17 in Stafford County and help address planned growth that is anticipated to increase traffic volumes over 50% by 2045.

This added capacity on I-95 also enables the transportation system to be more resilient or recover more quickly during crashes or other emergencies on I-95.

Mitigate Stormwater Impacts of Surface Transportation

Metropolitan planning requirements formalized in MAP-21 and the FAST Act requires FAMPO’s LRTP to address a new planning factor: reduce or mitigate stormwater impacts of surface transportation. Stormwater management is a topic of significant importance to the FAMPO region, given the location adjacent to the Rappahannock and Potomac Rivers and overarching concerns for cleaning and restoring the region’s streams, creeks, and rivers flowing into the Chesapeake Bay as part of the U.S. Environmental Protection Agency Total Maximum Daily Load (TMDL) requirements.

On December 29, 2010, the U.S. Environmental Protection Agency established the Chesapeake Bay TMDL, establishing accountability features to guide sweeping actions to restore clean water in the Chesapeake Bay. Despite extensive restoration efforts during the prior 25 years, the TMDL was prompted by insufficient progress and poor water quality in the Chesapeake Bay and its tidal tributaries. The TMDL was required under the federal Clean Water Act and responded to consent decrees in Virginia and the District of Columbia from the late 1990s. It was also a keystone commitment of a federal strategy to meet President Barack Obama’s Executive Order to restore and protect the Bay. More information about the Chesapeake Bay TMDL is available here: https://www.epa.gov/chesapeake-bay-tmdl.

In September 2015, VDOT developed a Draft Chesapeake Bay TMDL action plan covering VDOT small municipal separate storm sewer systems (MS4). Municipal separate storm sewer systems include roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains designed to collect or convey stormwater within VDOT right-of-way. Within the Fredericksburg urbanized area, this includes 3,943 acres of VDOT right-of-way and properties.

The action plan includes best management practices (BMPs), consisting of schedules of activities, prohibitions of practices, maintenance procedures, and other management practices, including both structural and nonstructural practices, to prevent or reduce the pollution of surface waters and groundwater systems. These activities will help VDOT meet or exceed pollutant reduction requirements included within the TMDL Watershed Implementation Plan. VDOT regularly updates its practices and programs to reflect changes to regulations and the agency’s objectives, including its BMP Design Manual, Drainage Manual, and Stormwater BMP Standards & Specifications.

In October 2017, VDOT released its MS4 Year 4 Annual Report highlighting the progress made across six control measures designed to help VDOT meet the TMDL requirements. This includes tracking and confirming requirements associated with maintenance of existing stormwater management facilities, rules of stormwater prevention associated with land disturbing activities (new construction), and best practice designs for new stormwater facilities. Each VDOT project within the FAMPO LRTP meets design and management standards intended to support VDOT meeting or exceeding the TMDL pollutant reduction requirements.

In 2011, GWRC developed a Regional Green Infrastructure Plan which provides analytical tools and strategies to support local governments’ involvement in and response to Virginia’s Chesapeake Bay Watershed Implementation Plan. This Plan is advisory in nature and respects local governments’ autonomy, while identifying regional assets within each
community that, with cooperation among local governments, could be preserved or enhanced to maintain the Region’s high quality of life and natural areas, while supporting clean water.

GWRC and FAMPOs regional scenario planning efforts since 2011 have taken a strategic look at the outcomes from different growth patterns within the region. Four scenarios were analyzed in more detail in 2016 through the GWRC Region Scenario Planning Study – Phase 2. The preferred scenario, community plans, follows locally-adopted comprehensive plans which use mixed-use development and higher densities/intensities to reduce the amount of land needed to meet population and employment growth projections for the region, leaving significantly more land in rural or farm conditions. This has significant positive impacts on stormwater, by reducing the spread of impervious surface across the region and aligns well with GWRC’s Green Infrastructure Plan and the goals of the Chesapeake Bay TMDL. The outcomes of the community plan scenario ultimately supported the 2045 land use and socioeconomic forecasts that are a critical factor in development of the LRTP.

_Vulnerability of Transportation Network_

Metropolitan planning requirements formalized in MAP-21 and the FAST Act requires FAMPO’s LRTP to discuss investments and other strategies to “reduce the vulnerability of the existing transportation infrastructure to natural disasters,” in the capital investment portion of the plan. The completion of GWRCs 2017 Hazard Mitigation Plan Update provides an excellent background into ongoing regional planning, policy, and strategy development to address vulnerability to natural hazards. The GWRC 2017 Hazard Mitigation Plan Update (the Plan) focuses on two primary objectives:

- Identify natural hazards that pose a threat to the safety, health, and economy of the region and its member jurisdictions, as well as steps that can be taken to reduce the impact of these natural hazards in the future, helping communities recover quickly.
- Second, this plan ensures the region’s compliance with the Disaster Mitigation Act of 2000, which requires that local governments develop natural hazard mitigation plans in order to qualify for both pre-disaster and post-disaster grant opportunities.

The Plan acknowledges a diversity of natural threats, including broad hazards, like drought or winter storms, that likely to affect the entire region at once and others, like flooding or wildfires that are usually isolated events that are highly dependent on local topography and conditions. The posed by these hazards also vary widely, from the temporary traffic hazards of winter snows, to the rare but devastating effects of tornados and earthquakes.

The Plan considers the extent and magnitude of the hazard, past occurrences, and the likelihood of future occurrences. Using data from a variety of local, state, and federal agencies, the plan quantifies the human and economic risks associated with these natural hazards. The risks most applicable to the transportation system in the GWRC region include:

**Flooding** – The GWRC region is most susceptible to urban flooding and flash flooding. Low-lying areas adjacent to rivers, streams, and creeks are susceptible to riverine flooding. In addition, portions of the Potomac and Rappahannock Rivers
in the region are subject to tidal flooding. The Plan references the occurrence of over 20 significant floods in the region over the last twenty years, and four major floods on the Rappahannock River since the early-1970’s. Based on historic data from VDOT, there are multiple segments of roadways (on the federal system) in the region susceptible to recurrent flooding, including:

- Stafford County – Rt. 608 from Andrew Chapel Rd. to Marlborough Point Rd.; Rt. 627, from Shelton Shop Rd. to Lightfoot Dr.; Rt. 623, Harrell Rd.; Rt. 607, River Rd.
- Spotsylvania County – Rt. 638 Landsdowne Rd. at Fredericksburg city limits; Rt. 612 at Rt. 608; Rt. 648, Blockhouse Rd.

**Hurricanes and Tropical Storms** – While the GWRC region is somewhat protected from the full strength of a hurricane, its expansive nature makes the region vulnerable to high winds, flooding, and tornadoes that often accompany these extreme weather events. Historically, hurricanes have come close enough to Virginia to produce hurricane force winds (>74 mph) approximately three times every twenty years. In many cases, tropical storms and tropical depressions can cause significant levels of destruction as well, particularly through flooding and wind damage to power lines and other transportation infrastructure (lighting, signage, and signals).

**Severe Thunderstorms and Tornadoes** – The impacts of these storms are typically isolated, however can be very severe. While flash flooding may be associated with these storms, the greater risk is potentially catastrophic wind damage based on storm severity. The region has experienced 17 recorded tornadoes since 1960.

**Winter Storms** – Winter storms can combine different types of precipitation including snow, freezing rain, and ice, as well as high winds, and cold temperatures. These storms can range from being a minor inconvenience to crippling, and potentially life-threatening events that can disrupt transportation and communication services. The broader impact of climate change creates the potential for increased frequency and severity of these hazard events in the future. The Virginia Governor’s Commission on Climate Change, initially established in 2007, released an updated [report](#) in 2015 that included recommendations that Virginia agencies should take to plan for and adapt to climate change impacts.

Even gradual changes in climate have the potential to increase the frequency and severity of natural hazards. Localities in the GWRC region should be aware of these risks, and that past levels of readiness may not be sufficient in the future due to the potential for increased natural disaster frequency as a result of climate change, and local growth that puts more people, businesses, and critical facilities in the path of natural hazards. Multiple resources, including [AdaptVA](#), provide data, forecasts, tools for vulnerability assessments, and adaptation case studies that can help inform planning and policy. Figure 7.8 presents an example map from showing flood risks in downtown Fredericksburg from FEMA’s National Flood Hazard layer. These tools, among others can be used to determine vulnerable transportation assets, and they can be overlaid with traffic information and other infrastructure data to determine asset criticality which can inform specific, asset-level mitigation strategies.
Strategies to Preserve Infrastructure and Reduce Vulnerability

To successfully address these hazards, strategies focusing on a complete cycle of mitigation, preparedness, response, and recovery, are recommended in the Plan. FAMPO, GWRC, and their planning partners, through development of the LRTP, primarily focus on capital strategies to support mitigation. Implementing agencies, including VDOT, while also delivering and maintaining transportation infrastructure, also put in-place protocols and best-practices for preparedness, response, and recovery. The strategies in the Plan which apply directly to mitigation strategies for transportation infrastructure capital investments include:

- Protection of the built environment – protection measures such as modification of existing infrastructure through flood and stormwater control strategies that can help the built environment better withstand natural hazards.
- Hazard modification through construction – structural mitigation projects that can lessen or eliminate the impact of some hazards by modifying areas through the construction of levees, diversion channels, storm sewers, or other engineering solutions.
- The VDOT Drainage Manual sets standards and guidelines for the design of roadway structures for design storms, flood flow evaluations, and FEMA floodplain compliance. These standards are used to provide continuity in the design and operation of the state highway system, to enhance traffic safety, to ensure the use of technically accepted materials and procedures, to provide the most cost-effective highway facilities, and to ensure the fulfillment of all legal obligations. For example, the I-95 Rappahannock River Crossing (southbound) project (FY 2018-2021 TIP), includes a new bridge across the Rappahannock River. With advancement in bridge materials the new bridge will be able to have a longer span and fewer piers than the existing one, helping to mitigate flood risks.

Figure 7.8: Flood Risks Mapping – Fredericksburg

1% annual flood chance is equivalent to a 100-year storm, and 0.2% flood change is equivalent to a 500-year storm, consistent with definitions in FEMA's National Flood Hazard maps.
The 2045 LRTP includes several critical projects that will address vulnerability concerns within the region. These projects will help the regional transportation system to be more resilient to natural disasters and other severe weather events through enhancing communication with travelers and increasing the access to and mobility of critical routes.

- The Rappahannock River Crossing project will provide key additional capacity across the Rappahannock River on the I-95 corridor, enabling I-95 to support additional regional and local trips in the event of bridge closures upstream or downstream resulting from flooding or other impacts.
- Extension of the I-95 Express Lane system approximately 10 miles south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133). The facility is proposed to connect to the I-95 Southbound Rappahannock River Crossing project. These two projects provide additional capacity within the I-95 corridor and an alternative route, managed with advanced traffic management system technologies, to direct traffic and management congestion during severe weather events.
- ITS NoVA proposal to expand ATM system southward to Exit 126 – technology is on I-95 Express Lanes and Fred Ex

7.9.4 TRANSIT AND TDM

Metropolitan Planning Rule Requirements 23 CFR 450.324 (h)

The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.

23 CFR 450.324 (f) (8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate

Transit and TDM Background

The Fredericksburg Area Metropolitan Planning Organization (FAMPO) planning region sees considerable congestion due to its proximity to Washington, D.C., northbound and southbound commuting patterns, and as a primary access point to I-95 and a number of other major U.S. and state routes. To reduce congestion, lower crash risks, promote livability, and enhance personal and economic opportunities, FAMPO plays a significant role in planning for and promoting transit and transportation demand management (TDM) options. The major opportunities in the region to connect individuals to the community and region include new or expanded services to park and ride lots, commuter buses, vanpools and commuter rail.

Current Transit and TDM Opportunities

FAMPO coordinates with entities in the region to promote current transit and TDM services and plan for new programs and projects. These are: Fredericksburg Regional Transit (FRED), which provides all local transit service, the Potomac, and Rappahannock Transportation Commission (PRTC), which co-manages Virginia Railway Express (VRE) commuter rail service, VRE, which operates the commuter rail service, and GWRideConnect, which promotes ridesharing and TDM techniques. An additional entity, MARTZ, is privately owned and operates commuter bus service into and out of the region.
• FRED: Local transit service in the region, operating 22 local routes to provide mobility options for residents, commuters, and visitors. Five routes operate primarily within the city of Fredericksburg; six routes operate in Stafford County; three routes operate in Spotsylvania County and one operates in Caroline County. Three “FRED Express” routes in Fredericksburg are designed primarily to serve University of Mary Washington University (UMW) students. FRED also provides daily trips from the Gordon Road Commuter lot to the Spotsylvania VRE station and from Cowan Boulevard to the Fredericksburg VRE station. Future services that FRED is interested in exploring include feeder service to the Spotsylvania VRE station from Spotsylvania and Caroline counties, feeder service to the Brooke VRE station from commuter lots and feeder service to commuter lots along Route 610 in northern Stafford County from residential areas.

• PRTC: PRTC, through a partnership with the Northern Virginia Transportation Commission (NVTC), manages VRE service between Fredericksburg and Washington, D.C. PRTC also provides express bus services, flex-route bus, and conduct transit planning activities, but outside of the FAMPO region.

• VRE: Commuter rail service between Fredericksburg and Washington, D.C. Service is provided to four stations in the FAMPO Region including: Spotsylvania, Downtown Fredericksburg, Leeland Road, and Brooke Road (the latter two are located in Stafford County). The Spotsylvania station was constructed since the last FAMPO LRTP update. It is serviced by FRED and also includes 1,500 parking spaces. VRE implements the VRE Systems Plan 2040 which is a three-phase approach to deliver critical investments through 2040 to best meet regional travel needs. Phase one will implement more railcars, station parking and train storage tracks, and longer platforms. Phases 2 and 3 seek to run more trains through capacity improvements.

• GWRideConnect: Free ridesharing service that assists commuters who are seeking daily transportation, such as vanpools, carpools and buses, from Fredericksburg, Stafford, Spotsylvania, Caroline and King George counties to employment locations in Washington, D.C., Northern Virginia, Richmond, Dahlgren and other employment sites in the Fredericksburg area. A new statewide park and ride lot interactive map, housed on VDOT’s, provides FAMPO commuters with a list of options for parking, slugging, joining carpools, or accessing transit modes. GWRideConnect updates and implements the Transportation Demand Management Strategic Plan which identifies strategies for service changes and expansion. Some of the priorities in the Plan include commuter lot expansion (spaces and capacity); TDM marketing, promotion, and outreach; and technology to enhance/incentivize TDM options.

• MARTZ: Private company that operates peak period commuter bus service between Stafford County and northern Spotsylvania County and Pentagon City, the Pentagon and downtown Washington, DC. One of the MARTZ routes originates/terminates at the VDOT park & ride lot in Fredericksburg.

Recent Planning Efforts
Several studies have been undertaken to assess the continuing need for new transit and TDM services in the region, as well as to provide enhanced services to existing efforts.

• FAMPO I-95 Transit/TDM Study (2017): This study, led by FAMPO, uses the results of market and existing conditions analyses to inform two scenarios that would improve transit service between the FAMPO region and northern Virginia and Washington, DC. One scenario assumes the growth of a commuter bus system into/out of the region while the other focuses on commuting improvements specifically to VRE and vanpools.

• In the commuter bus focused scenario, over three timeframes (by 2024, by 2030, by 2045), the study identified 14 commuter bus routes, including peak period reverse commute routes and routes supplementing VRE service. This service is supported by a continued growth in demand for vanpools, particularly in corridors not currently served by commuter bus, feeder local bus services through FRED, and expanded park-and-ride lots.

• In the VRE and vanpool focused scenario, the short- and long-range approach targets operational improvements and service expansion to VRE to accommodate projected demand growth.
• **MWCOG Long-Distance Commuter Bus Study (2017)** - This study determined demand for and strategies to operate public commuter bus service into Northern Virginia from areas beyond the National Capital Region Transportation Planning Board planning area. Four potential commuter bus markets in the FAMPO Region were defined by the home-end location, with destinations to the Pentagon and the Arlington County and D.C. core: Orange/Spotsylvania Counties (Route 3), Fredericksburg/Spotsylvania County (Houser Drive), Stafford County (Falmouth), and King George County. The first three markets rated highest in terms of potential ridership out of all of the potential long-distance bus markets corridors analyzed in this study. The study presented some potential operating strategies to promote long-distance commuting, including increased funding for park & ride and ridesharing programs.

• **I-95/I-395 Transit/TDM Study (2016)** – The purpose of this study was to identify a comprehensive, fiscally unconstrained set of transit and transportation demand management investments on which future toll revenues from the I-395 Express lanes may be invested. Potential investments included transit and TDM projects with the intent of maximizing person throughput to support economic development and quality of life for communities along the corridor. Proposed transit improvements in FAMPO jurisdictions included:
  - New bus routes:
    - Express bus to DC/Pentagon/Crystal City from Stafford County/ Fredericksburg/Massaponax
    - FRED routes to VRE stations and commuter Park & Ride Lots
  - Additional commuter parking:
    - Spotsylvania County (Route 3)
    - Stafford County (Route 610, Route 630, Centreport Parkway)
  - Develop transit/TDM hub at Spotsylvania VRE Station
  - Proposed corridor-wide improvements affecting the FAMPO region included: VRE rail infrastructure improvements
  - Improve capacity and frequency on existing VRE routes
  - VRE additional storage capacity
  - VRE additional commuter parking
  - VRE station facility improvements

**New Opportunities**

Transportation projects and programs underway and/or planned will have positive implications for transit and TDM in the FAMPO planning region.

- **Atlantic Gateway/I-95 Express Lanes Fredericksburg Extension**: Virginia received a FASTLANE grant for the Atlantic Gateway project, part of which is to extend I-95 Express Lanes (Fredericksburg Extension) approximately 10 miles south of Route 610 in Stafford County to the vicinity of Route 17. This program of projects has multimodal implications in that it provides an attractive option for expanding commuter bus services into and out of the FAMPO region. In addition, the opening of previous I-95 Express Lanes (2014) led to increases in slugging, carpooling, and vanpooling at commuter lots. Similar trends are expected for this Express Lanes extension project.

- **Atlantic Gateway/VRE Capacity Expansion**: Another portion of the FASTLANE grant will fund new main line track in northern Virginia and Fairfax County, which will support longer and more frequent VRE trains. While these improvements are along the northern portion of the line, they will enhance VRE commuter service throughout the system.

- **I-395 Express Lanes**: VDOT will be converting an eight mile stretch of I-395 in Northern Virginia to high-occupancy toll lanes. Fifteen million in toll revenues will be allocated to transit and TDM projects. Once
available, FAMPO could use this as an opportunity to apply for funding for the non-committed projects in this or future LRTPs. Project ideas are outlined in the I-95/I-395 Transit/TDM Study (2016).

- **SMART SCALE:** SMART SCALE is VDOT’s prioritization process to select transportation projects that meet Virginia’s most critical needs. Projects in the FAMPO region have received funding and the region will continue to seek funding for transit projects. Recommendations from the FAMPO I-95 Transit/TDM Study or I-95/I-395 and Transit/TDM Study (2016) could be submitted for SMART SCALE funding.

- **New FRED Bus Routes:** FAMPO staff has been investigating the prospect of new or enhanced bus routes, in coordination with FRED. Key opportunities include a new bus route along Route 1, north of Garrisonville Road, and creating a new connection to OmniLink’s Dumfries Route to move passengers from Stafford County into Prince William County.

- **Feeder Routes:** Stafford County is developing new and expanded park & ride lots in the I-95 corridor that could be candidates for new or additional feeder service by FRED.

**Committed and Future Investments**

The FAMPO region is committed to connecting individuals to the community and region with a range of transit and TDM options. Through coordination and communication efforts with state, regional, and local partners, the following projects have been identified for funding and other, critical projects, are under consideration for future funding.

**Expanded Park and Ride Lots**

Park and ride lots provide convenient options for commuters to use as drop off and pick up points for carpools, vanpools, or public transit. VDOT has over 300 park and ride locations throughout the Commonwealth, with over 20 in the FAMPO region. Spaces in these lots are in high demand, with some serving as access points to VRE stations. To address this need and ensure more commuters can access transit and TDM options, the following projects have been programmed for funding in the TIP (committed projects) or identified for inclusion in the 2045 LRTP (future investments):

**Committed Projects:**

- Expansion of Courthouse Rd Park and Ride Lot (540 spaces in Stafford County)
- New Commonwealth Drive Park and Ride Lot (715 spaces in Spotsylvania County)
- Expansion of Leeland VRE Lot (225 spaces in Stafford County)
- Relocation and expansion of U.S. 301 Park and Ride Lot near Nice Bridge (part of Gov. Nice Bridge Project for a new 50 space lot near the bridge)

**Future (Constrained 2045 LRTP) Planned Investments:**

- Mine Road PNR Lot Expansion by 500 spaces (Stafford County) – Partially funded in SYIP and SMART SCALE Round 3 Candidate Project
- U.S. 17 (Stafford County) – 1,500 spaces from expansion of existing lot and/or new lot – SMART SCALE Round 3 Candidate Project
- Central Park (Fredericksburg) – 1,500 spaces – SMART SCALE Round 3 Candidate Project
- Rt. 3 East (Stafford County) – 300 spaces – SMART SCALE Round 3 Candidate Project
- Chatham Heights (Stafford County) – 80 spaces – SMART SCALE Round 3 Candidate Project
- North Stafford County (Garrisonville) to Quantico bus route – From the Route 610 and/or Route 630 park-and-ride lot to Quantico VRE

**VRE Service**

VRE service expansion, facilitated through improvements funded as part of the Atlantic Gateway grant, will support more frequent and longer trains. In the FY2018 SMART SCALE cycle, a project to improve the Brooke and Leeland Road
VRE stations and construct a new VRE station at Potomac Shores (in Prince William County) was fully funded. At the Brooke and Leeland Road stations, the project will add a second platform, extend the existing platforms, add bicycle/pedestrian accommodations, and at Leeland Road Station, expand the parking lot capacity. More information on these VRE station projects can be found [here](#).

Costs for the transit needs described in Chapter 6, the Regional Needs Plan, significantly exceed the amount of funding that is projected to be available. This chapter presents a financially constrained transit plan that would use the funding that is projected to be available largely to maintain existing services and for limited improvements:

- **FRED Service** - FRED service will be maintained at current service levels. Any future expansion would need to be locally funded, and at this time, no locally funded expansion is planned.
- **VRE Service** - Service would be extended to Spotsylvania, but otherwise, will continue to provide the same level of service.
- **GWRideConnect** - TDM programs provided by GWRideConnect will be maintained at current levels.
- **I-95/I-395 Corridor Park and Ride Expansion** - Funding has been allocated for the Gordon Road, Staffordboro Boulevard, and CBD park and ride lots. New FTA Section 5307 funding that will be leveraged through the Northern Virginia Vanpool Incentive will provide the ability to continue to expand park and ride spaces beyond currently allocated funding.

Most of the projects identified in the Needs Plan are not included in the Financially Constrained Plan, as funding has not yet been identified. These include:

- FRED Service Expansion
- VRE Service Expansion
- GWRideConnect Program Expansion
- I-95 Expanded Commuter Bus Service
- I-95 HOT Lanes Commuter Bus Start Up Subsidy Program
- Caroline County Regional Transit Service
- Regional Transportation Centers
- Route 1 Corridor Improvements
- Route 3 Corridor Improvements
- Lafayette Boulevard Corridor Improvements
- Human service transportation programs, including a volunteer driver program

The services, programs, and projects included in the Constrained Transit Plan fall far short of meeting the needs identified in the Transit Needs Plan. However, as illustrated in Maps 18 and 19, they will meet many of the needs in the more densely developed areas of the George Washington Region, including those where transit demand is greatest. The Transit Composite Index shown in these figures was developed based on synthesis of a variety of research and other documents that identify the supportable level of transit frequency for various levels of population and employment density. Examples include TCRP Report 102: Transit-Oriented Development in the United States: Experiences, Challenges, and Prospect (2004), Boris Pushkarev and Jeffrey Zupan, Public Transportation and Land Use Policy (1977), and L.D. Frank and Gary Pivo, The Relationship between Land Use and Travel Behavior in the Puget Sound Region, Washington State DOT (1994). The Transit Composite Index blends population and employment by traffic analysis zone (TAZ), based on an indexed ranking of each.

### 7.9.5 TOURISM

The George Washington Region is rich in cultural and natural heritage. From the storied Civil War battlefields, to the fantastic local food and wine scene, to the picturesque Rappahannock flowing in the heart of it all, there is something for everyone here. Tourism is integral to our region’s economy and character. According to the Tourism Advisory
Council the current impact of tourism on the region’s economy is roughly $550 million and coordinated regional efforts could grow that total to $1 billion by 2028. But there’s a problem: congestion, especially on I-95. If it’s miserable to travel to and within our region, fewer tourists will bother visiting. To grow our regional viability as a tourism destination, we must address these issues comprehensively. Several of our Constrained Long Range Projects will help meet that goal; a few are highlighted here:

I-95 Improvements:

Rappahannock River Crossing Projects:
This project, divided into northbound and southbound, will provide local traffic in the region with a route to cross the Rappahannock without merging into I-95’s general purpose lanes, making it much easier for people to travel back and forth locally across the river and greatly helping to ease congestion on I-95 itself. Projects at the 130 and 133 exit interchanges in Fredericksburg and Stafford County will make getting around the region much easier for tourists and locals alike.

95 Express Lanes Extension to Fredericksburg:
This project will extend the 95 Express Lanes 10 miles south from their Garrisonville terminus to U.S. 17 (Exit 133) and connect them to the Rappahannock River Crossing Projects, facilitating travel from our Region to Northern Virginia and beyond.

Chatham Bridge Improvements:
The Chatham Bridge, carrying Route 3 over the Rappahannock, was built in 1941. It links Fredericksburg and Stafford County and is an important connection route for tourists visiting sites such as Ferry Farm, Chatham Manor, and Historic Downtown Fredericksburg itself. The project will rehabilitate the bridge, widening the 4 lanes and providing a barrier-separated shared-use path for pedestrians and cyclists. This last feature is especially significant; there are no other dedicated bike/ped crossings over the Rappahannock River, and providing one here will link a multitude of attractions for active tourists. Destinations in Stafford County, such as the Belmont-Ferry Farm Trail (a shared-use path which will connect the home and grounds of Gari Melcher’s Belmont with Ferry Farm, George Washington’s boyhood home, passing parks and Chatham Manor on the way) will connect safely with downtown Fredericksburg and its recreation trails, restaurants and historical attractions.

Lafayette Boulevard Improvements:
Lafayette Blvd in downtown Fredericksburg is a major route for travel to the train station and into the city itself from Spotsylvania County and because of this it experiences congestion and at present is not a safe place for cyclists and pedestrians. This project will provide for two roundabouts at Charles Street and Kenmore Avenue to facilitate the flow of traffic and includes several bike and pedestrian safety and connection upgrades. Crosswalks will be improved along the Lafayette Blvd corridor; a new shared-use path will connect Jackson Street and the popular Virginia Central Railway Trail with restaurants and historic buildings along Princess Anne St, and the Virginia Railway Express Station. These improvements will link this important corridor with other bicycle and pedestrian amenities being developed in downtown Fredericksburg and provide a new way for visitors to experience our area.

Caroline Street Pedestrian Enhancements:
Fredericksburg, with its unique restaurants, breweries, antique shops and historic buildings, is an outstanding tourist hub for our region that is best explored on foot. This project will greatly improve pedestrian experience downtown. ADA-compliant crosswalk upgrades, street light safety improvements, brick sidewalks, and attractive storm water filters, will add both to the safety and to the charm of our historic district for pedestrians strolling our storied city streets.
7. Action / Discussion Items

h. Resolution 20-43: Approving the 2045 LRTP Amendment (ACTION ITEM) – Mr. Hager (ACTION ITEM) – Mr. Hager
FAMPO RESOLUTION 20-43

APPROVING THE 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) AIR QUALITY CONFORMANCE ANALYSIS REPORT

WHEREAS, FAMPO is responsible for ensuring that the federally required metropolitan transportation planning process is carried out in the Fredericksburg region; and

WHEREAS, the FAMPO planning area is included in an air quality maintenance area; and

WHEREAS, federal regulations (Section 93.108 of the federal conformity rule and CFR part 450) require that fiscally constrained projects identified in the LRTP, within a maintenance region, demonstrate conformity to all applicable air quality regulations; and

WHEREAS, the Virginia Department of Transportation (VDOT) has performed the air quality conformity analysis, demonstrating compliance of the FAMPO 2045 LRTP and FY2021-2024 Transportation Improvement Program; and

WHEREAS, the public was given an opportunity to comment on the Air Quality Conformity Report from May 20, 2020 to June 19, 2020, with a public hearing on June 15, 2020, and no adverse comments were received;

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby endorses the Air Quality Conformity Analysis Report for the 2045 LRTP and FY 2021-2024 TIP and for submission to the Federal Highway Administration for approval.

Adopted by the Policy Committee at its meeting on June 22, 2020.

Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
Fredericksburg Area

FAMPO Amended 2045
Long Range Transportation Plan and FY 2021-2024
Transportation Improvement Program

DRAFT
May 2020

Prepared by: The Virginia Department of Transportation
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Appendix A: Consultation Documentation

Appendix B: Project List
Executive Summary

This report documents that the Amended 2045 Long Range Transportation Plan (LRTP) and fiscal year (FY) 2021-2024 Transportation Improvement Program (TIP) developed by the Fredericksburg Area Metropolitan Planning Organization (FAMPO) has met all applicable federal (40 CFR Parts 51 and 93), state and local requirements for transportation conformity. Accordingly, a finding of conformity for the LRTP is supported.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities be consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

Notwithstanding the revocation of the 1997 ozone national ambient air quality standard (NAAQS) by EPA effective April 6, 2015, the United States Court of Appeals for the District of Columbia Circuit in South Coast Air Quality Mgmt. District v. EPA (“South Coast II,” 882 F.3d 1138) held in its decision on February 16, 2018 that transportation conformity determinations must be made in all areas nation-wide that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The reinstated conformity requirements were subsequently made effective February 16, 2019. The Fredericksburg region met both conditions: 1) it was in maintenance for the 1997 ozone NAAQS at the time of its revocation by EPA, and 2) at that time had already been designated attainment (on May 21, 2012) for the 2008 ozone NAAQS. Therefore, per the South Coast II decision, and notwithstanding the revocation by EPA of the applicable NAAQS, conformity requirements for the 1997 ozone NAAQS again apply for Fredericksburg Maintenance Area. This conformity assessment was conducted following EPA guidance issued pursuant to the court decision.

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1 The format for this report is based on the FHWA 1/3/2019 Template Report.
2 FAMPO is the designated metropolitan planning organization or MPO for the region. See: https://www.fampo.gwregion.org
3 See: FHWA, “Updated: Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS”, memorandum dated October 1, 2018. On p.2, the updated interim guidance states: “After the Court issued its ruling in February 2018, EPA filed a petition for rehearing on various issues, both as to the merits of the Court’s ruling and the remedy imposed by the Court. On September 14, 2018, the Court denied EPA’s request for rehearing on the merits, but stayed its vacatur of the transportation conformity aspects of its ruling until February 16, 2019. In essence, the Court provided EPA with one year from the date of its original decision to implement its ruling, and that year expires on February 16, 2019.”
1.0 Background

The Clean Air Act (CAA) Amendments of 1977 included a provision (Section 176(c)) to ensure that transportation investments “conform” to a State implementation plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans (MTPs), TIPs and projects are consistent with (“conform to”) the State’s air quality goals in the SIP.

Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

2.0 Fredericksburg Air Quality Planning Status

On December 23rd, 2006, the United State Environmental Protection Agency (EPA) approved via Federal Register notice a re-designation request and State Implementation Plan (SIP) revision (maintenance plan) pertaining to the 1997 eight-hour ozone standard (2006 SIP) that had been submitted by the Virginia Department of Environmental Quality (VDEQ). EPA also found adequate and approved motor vehicle emission budgets for ozone precursors (nitrogen oxides or NOx, and volatile organic compounds, or VOC) as specified in the maintenance plan. Pursuant to the requirements of the federal conformity rule, the maintenance plan budgets were to be met in future regional conformity analyses for the Fredericksburg area. The designated maintenance area included the counties of Stafford and Spotsylvania and the City of Fredericksburg.

5 For the current version, see: https://www.epa.gov/clean-air-act-overview/clean-air-act-title-i-air-pollution-prevention-and-control-parts-through-d#id
6 The FAMPO Long-Range Transportation Plan (LRTP) serves as the metropolitan transportation plan (MTP) for the region. The terms are used inter-changeable in this report.
7 Federal Register, Volume 70, Number 246, Friday, December 23, 2006, 40 CFR Parts 52 and 81, Final Rule, pp. 76165-76167, “Approval and Promulgation of Air Quality Implementation Plans; Virginia; Redesignation of the City of Fredericksburg, Spotsylvania County, and Stafford County Ozone Nonattainment Area to Attainment and Approval of the Area’s Maintenance Plan.”
On March 6, 2015 (effective April 6, 2015), EPA published the final rule for the more stringent 2008 ozone NAAQS and at the same time revoked the 1997 ozone NAAQS for which the region had been in maintenance. The region is currently in attainment of all the criteria pollutants for which the EPA has established NAAQS, including the more stringent 2008 and 2015 ozone NAAQS.

### 3.0 Long Range Transportation Plan

This conformity assessment is being prepared for the FAMPO Amended 2045 LRTP and FY 2021-2024 TIP. The project list for the LRTP and TIP is presented in Appendix B.

### 4.0 Transportation Conformity Determination: General Process

Pursuant to the court’s decision in South Coast II, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS is needed in all 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA, including the Fredericksburg area.

Accordingly, following the February 16, 2018 court ruling, a regional conformity analysis (including a regional emission analysis) was conducted for the Fredericksburg 2045 LRTP and FY 18-21 TIP, for which a joint finding of conformity was received from FHWA and FTA on October 29, 2018. Going forward, conformity findings are needed for all updated or amended metropolitan LRTPs and/or TIPs and otherwise no less frequently than every four years.

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9 FHWA, “Updated: Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS”, October 1, 2018, p.2: “After the Court issued its ruling in February 2018, EPA filed a petition for rehearing on various issues, both as to the merits of the Court’s ruling and the remedy imposed by the Court. On September 14, 2018, the Court denied EPA’s request for rehearing on the merits, but stayed its vacatur of the transportation conformity aspects of its ruling until February 16, 2019. In essence, the Court provided EPA with one year from the date of its original decision to implement its ruling, and that year expires on February 16, 2019.”


12 Since modeling is no longer required for areas subject to the South Coast II decision, the title “Regional Conformity Report” is used here to distinguish conformity assessments following that court decision from those conducted previously that did require modeling and were given the title of “Regional Conformity Analysis.”
5.0 Transportation Conformity Requirements

5.1 Overview

This conformity analysis was conducted in compliance with the federal transportation conformity rule (40 CFR Parts 51 and 93)\textsuperscript{13}, the corresponding state transportation conformity regulation or “conformity SIP” (9 VAC 5-151)\textsuperscript{14}, and local conformity consultation procedures established pursuant to the federal and state conformity regulations\textsuperscript{15}.

On November 29, 2018, EPA issued \textit{Transportation Conformity Guidance for the South Coast II Court Decision}\textsuperscript{16} (EPA-420-B-18-050) that addresses how transportation conformity determinations can be made in “orphan” areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS in EPA’s original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the \textit{South Coast II} court decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests for orphan areas for the 1997 ozone NAAQS, including the Fredericksburg Area.

Therefore, transportation conformity for the 1997 ozone NAAQS for can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR

\textsuperscript{13} Federal Transportation Conformity Regulations (EPA Website): https://www.epa.gov/state-and-local-transportation
\textsuperscript{14} Virginia Regulation for Transportation Conformity (9 VAC5-151): https://law.lis.virginia.gov/admincode/title9/agency5/chapter151/
93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Timely Implementation of Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

5.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule for regional emissions analyses apply generally for modeling inputs but also include assumptions about transportation control measures (TCMs) if any are included in an approved and applicable SIP. As orphan areas as defined in the South Coast II decision and per EPA guidance issued in November 2018 do not require regional emission analyses, and the 2006 SIP for the Fredericksburg region did not include TCMs, the use of latest planning assumptions is not applicable for regional conformity determinations for this region.

5.3 Consultation

The requirements in 40 CFR 93.112 were addressed for both interagency and public consultation. The consultation conducted was also consistent with requirements of the Virginia Conformity SIP, which closely reflects the requirements of the federal rule for consultation and was assumed in effect for this assessment, as well as local conformity consultation procedures. The public consultation conducted was also consistent with planning rule requirements in 23 CFR 450, as well as the FAMPO Public Participation Plan. Copies of consultation materials are provided in Appendix A, including a chronology.
5.4 Timely Implementation of TCMs

As noted above under latest planning assumptions, this requirement is not applicable for the Fredericksburg Region as the 2006 SIP for Fredericksburg Region did not include TCMs.

5.5 Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally consistent with DOT’s metropolitan planning regulations at 23 CFR part 450. The FAMPO Amended 2045 LRTP and FY 2021-2024 TIP are fiscally constrained, as documented in Chapter 7 of the 2045 LRTP\(^\text{19}\).

6.0 Conclusion

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.

\(^{19}\) See: [https://www.fampo.gwregion.org/long-range-transportation-planning/](https://www.fampo.gwregion.org/long-range-transportation-planning/)
Appendix A:
Consultation Documentation
CHRONOLOGY OF CONSULTATION ACTIVITIES

FAMPO Technical Advisory Committee (TAC) Approval of the Draft Conformity Report, with Inter-Agency Consultation for Conformity (IACC) and Public Consultation:

- **March 16th, 2020**: FAMPO approval of the fiscally-constrained amended 2045 LRTP and FY 2021-2024 TIP project list for conformity and authorized the FAMPO TAC to approve the draft Regional Conformity Report for public review.

- **May 4th, 2020**: Interagency Consultation Group (ICG) meeting, at which the conformity schedule and project list for the conformity determination was approved by the ICG. An opportunity for public input was provided at this meeting but comments [were/were not] received.

- **May 4th, 2020**: FAMPO TAC approved the draft Regional Conformity Report and proposed finding of conformity for public review. Public comments [were/were not] received on the draft report and/or the proposed finding of conformity.

Formal Public Review Period:

- **Scheduled May 20th – June 19th, 2020**: Thirty-day public review period on the draft Regional Conformity Report and proposed finding of conformity. A public notice with links to copies of the draft Regional Conformity Report was posted on the FAMPO website, a copy of which is provided below.

FAMPO Board Approval of Draft Report, with Public Consultation

- **Scheduled June 22nd, 2020**: FAMPO Board approval of the final Regional Conformity Report and finding of conformity for submittal to FHWA, considering any comments and responses from consultation.

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20 The approval process for the FAMPO generally first involves the TAC, which reviews the draft report and provides a recommendation for approval to the FAMPO Board whose meeting is generally later the same month. FAMPO Board and TAC meetings are open to the public, with announcements typically distributed by email the week before the meeting and posted on the FAMPO website.

21 The EPA transportation conformity rule at 40 CFR 93.105 requires interagency consultation but not the establishment of a formal group for this purpose. Therefore, the term IACC is used here to reference the consultation process actually required under the conformity rule, while the term ICG is retained for the group that has been established for the region.
# Fredericksburg Interagency Consultation Group Members

*As of May 2020*

<table>
<thead>
<tr>
<th>Agency</th>
<th>Designated Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MPO Members</strong></td>
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</tr>
<tr>
<td>Stafford County</td>
<td>Mr. Alex Owsiak</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Mr. Eric Nelson (Chair)</td>
</tr>
<tr>
<td>County of Spotsylvania</td>
<td>Mr. Paul Agnello</td>
</tr>
<tr>
<td><strong>Regional</strong></td>
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</tr>
<tr>
<td>FAMPO</td>
<td>Mr. Adam Hager</td>
</tr>
<tr>
<td>George Washington Regional Commission</td>
<td>Ms. Leigh Anderson</td>
</tr>
<tr>
<td>FRED Transit</td>
<td>Mr. Craig Reed</td>
</tr>
<tr>
<td>Potomac and Rappahannock Transportation Commission</td>
<td>Mr. Chuck Steigerwald</td>
</tr>
<tr>
<td>Virginia Railway Express</td>
<td>Ms. Sonali Soneji</td>
</tr>
<tr>
<td><strong>State</strong></td>
<td></td>
</tr>
<tr>
<td>Dept. of Environmental Quality</td>
<td>Ms. Sonya Lewis-Cheatham</td>
</tr>
<tr>
<td>Dept. of Transportation (Central Office)</td>
<td>Mr. Jim Ponticello</td>
</tr>
<tr>
<td>Dept. of Transportation (District Office)</td>
<td>Mr. Stephen Haynes</td>
</tr>
<tr>
<td>Dept. of Rail &amp; Public Transportation</td>
<td>Ms. Ciara Williams</td>
</tr>
<tr>
<td><strong>Federal</strong></td>
<td></td>
</tr>
<tr>
<td>Environmental Protection Agency</td>
<td>Mr. Gregory Becoat</td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>Mr. Ivan Rucker</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>Ms. Kathleen Zubrzycki</td>
</tr>
</tbody>
</table>
Supporting Documentation:

- FAMPO Resolution dated March 16th, 2020, authorizing FAMPO TAC to approve draft Regional Conformity Report for public review
- Fredericksburg ICG attendance sheet, presentation, and draft meeting minutes dated May 4th, 2020
- FAMPO TAC Agenda dated May 4th, 2020
- Scheduled Public Notice for the Draft Regional Conformity Report (30 day public comment period)
- Scheduled FAMPO documentation (letter or email) that comments [were/were not] received during the public review period, and responses if applicable
- Scheduled FAMPO resolution documenting approval of the Regional Conformity Report for submittal to FHWA for approval
FAMPO RESOLUTION 20-29

ENDORsing the Amended 2045 (Fiscally) Constrained Long Range Plan (CLRp) Project List for Air Quality Conformity Analysis (AQca)

WHEREAS, the U.S. Department of Transportation (USDOT) provides financial assistance to public agencies for transportation technical studies; and

WHEREAS, the USDOT requires approval of regional transportation plans and program by the Metropolitan Planning Organization (MPO) in accordance with 23 U.S.C. part 450; and

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization Policy Committee is the duly designated MPO for the Fredericksburg Area; and

WHEREAS, the Policy Committee has approved the Amended 2045 Fiscally Constrained Long Range Plan Project List.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization Policy Committee endorses the Amended 2045 Fiscally Constrained Long Range Plan Project List for Air Quality Conformity Analysis, as seen in the attachment to this resolution; and

BE IT FURTHER RESOLVED that the Fredericksburg Area Metropolitan Planning Organization Policy Committee authorizes the Technical Advisory Committee to approve the draft Conformity Report for public comment on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 16, 2020.

Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
Appendix B: Project List
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project Description</th>
<th>Route Number</th>
<th>Boundaries</th>
<th>UPC #</th>
<th>Regionally Significant</th>
<th>Improvements Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-Jurisdictional</td>
<td>95 Express Lanes Fredericksburg Extension</td>
<td>I-95</td>
<td>South of Rte 610 to US 17</td>
<td>X</td>
<td>Extend express lane to US 17 interchange (Exit 133)</td>
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</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>I-95 Widening</td>
<td>I-95</td>
<td>Exit 126 to Exit 130</td>
<td>X</td>
<td>Widen northbound and southbound I-95 from 3 to 4 lanes and reconstruct Harrison Rd Bridge</td>
<td></td>
</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>I-95 Corridor ITS/Operational Improvements</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>X</td>
<td>Improved ITS and operations on I-95 and arterials</td>
<td></td>
</tr>
<tr>
<td>Multi-Jurisdictional</td>
<td>I-95 SB Rappahannock River Crossing</td>
<td>I-95</td>
<td>1.29 Miles South of Exit 130 to 0.31 Miles North of Truslow Road</td>
<td>101595 &amp; 110595</td>
<td>X</td>
<td>Construct 3 CD lanes and widen SB US 17 to SB I-95 on-ramp</td>
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<tr>
<td>Stafford County</td>
<td>I-95 SB &amp; NB Over US 17 Bridge Replacement</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>X</td>
<td>Replace Bridge</td>
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<td>Stafford County</td>
<td>I-95 Bridge Rehab: Potomac Creek NB/SB</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>X</td>
<td>Replace Bridge</td>
<td></td>
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<tr>
<td>City of Fredericksburg</td>
<td>I-95 Safety Improvements at Rte 3</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>107715</td>
<td>X</td>
<td>Safety Improvements</td>
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<td>Spotsylvania County</td>
<td>I-95 Bridge Rehab: Ni River NB/SB</td>
<td>I-95</td>
<td>n/a to n/a</td>
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<td></td>
<td>Replace Bridge</td>
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<tr>
<td>Stafford County</td>
<td>I-95 Exit 133 Interchange Improvements</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>X</td>
<td>Capacity and operational improvements at various ramps</td>
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<tr>
<td>City of Fredericksburg</td>
<td>NB I-95 to EB Rte 3 ramp realignment</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>X</td>
<td>Shift I-95 off ramp to the west to allow more space for merging onto eastbound Rte 3</td>
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<td>Spotsylvania County</td>
<td>I-95 Exit 126 Interchange Improvements</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>X</td>
<td>Capacity and operational improvements at various ramps</td>
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<td>Spotsylvania County</td>
<td>I-95 Exit 118 Interchange Improvements</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>100829 &amp; 105463</td>
<td>X</td>
<td>Reconstruct interchange with added capacity</td>
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<td>Stafford County</td>
<td>I-95 Exit 140 Interchange Relocation and Widening</td>
<td>I-95</td>
<td>n/a to n/a</td>
<td>13558</td>
<td>X</td>
<td>New diverging diamond interchange and widening of Courthouse Rd</td>
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<td>Stafford County</td>
<td>I-95 NB Widening</td>
<td>I-95</td>
<td>Exit 133 to Exit 136</td>
<td>X</td>
<td>Widen from 3 to 4 lanes</td>
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</tr>
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<td>Stafford County</td>
<td>I-95 Bridge Rehab: Aquia Creek NB/SB</td>
<td>I-95</td>
<td>n/a to n/a</td>
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<td>City of Fredericksburg</td>
<td>NB I-95 Interchange near Celebrate VA South</td>
<td>I-95</td>
<td>n/a to n/a</td>
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<td>Partial interchange to and from southbound I-95 and from northbound I-95 to Carl D. Silver Pkwy</td>
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<td>Safety Improvements at US 1 and Woodstock Ln and Telegraph Rd</td>
<td>US-1</td>
<td>n/a to n/a</td>
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<td>Safety and turn lane improvements</td>
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<td>Stafford County</td>
<td>US 1 over Chopawamsic Creek Bridge Replacement</td>
<td>US-1</td>
<td>0.26 S Russel Rd to 0.25 S Russel Rd</td>
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<td>Hope Road</td>
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<td>US 17 Business Safety Improvements</td>
<td>US-17</td>
<td>I-95</td>
<td>Washington Ave</td>
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<td>Stafford County</td>
<td>Rte 3 over CSX RR</td>
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<td>Ferry Road (Rte 606) and Route 3 Intersection Improvements</td>
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<td>US 1 Safety Improvements</td>
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<td>Rte 3 Signal Optimization</td>
<td>PR-3</td>
<td>Blue and Gray Parkway</td>
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<td>US 17 I-95 bridge replacement and widening</td>
<td>US-17</td>
<td>US-1</td>
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<td>US-1</td>
<td>I-95 SB Off-Ramp</td>
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<td>US-1</td>
<td>William St</td>
<td>Caroline St</td>
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<td>Rte 1/Fall Hill Ave Intersection Improvements</td>
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<td>Bragg Rd</td>
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<td>Tidewater Trail Widening</td>
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<td>Chatham Bridge Rehabilitation</td>
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<td>US 17 BUS over Deep Run</td>
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<td>Extend SB Lafayette Blvd right turn lane onto Harrison Rd</td>
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<td>Lafayette Blvd and Harrison Rd Turn Lane Improvements</td>
<td>US-1 BUS</td>
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<td>Intersection Improvements with bike/ped accommodations</td>
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<td>Rt 208 and Rt 636 Intersection Improvements</td>
<td>SR-208</td>
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<td>US 1 &amp; Enon Rd Intersection Improvements</td>
<td>US1/Enon Rd</td>
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<td>Courthouse Road Widening</td>
<td>SC-630</td>
<td>Austin Ridge Dr</td>
<td>4632</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<tr>
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<td>Courthouse Road Widening</td>
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<td>Ramoth Church/Winding Creek</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<td>Stafford County</td>
<td>Shelton Shop Rd Widening (st)</td>
<td>SC-648</td>
<td>Garrisonville Road</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<tr>
<td>Stafford County</td>
<td>Eskimo Hill Road Improvements</td>
<td>SC-628</td>
<td>US-1 Potomac Run Rd</td>
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<td>X</td>
<td>Reconstruct 2-lane road with intersection improvements at US 1 and bike/ped accommodations</td>
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<tr>
<td>Stafford County</td>
<td>Rte 610 - Garrisonville Rd - Widen to 6 Lanes - Phase 2</td>
<td>SC-610</td>
<td>Shenandoah Ln</td>
<td>98847</td>
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<td>Widen to 6 lanes divided with sidewalks</td>
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<td>Stafford County</td>
<td>Mine Road Widening</td>
<td>SC-636</td>
<td>Falcon Dr/Spotsylvania Ave</td>
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<td>Old Plank Rd and Ashleigh Park Blvd Intersection Improvements</td>
<td>SC-610</td>
<td>n/a</td>
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<td>Widen to 4 lanes with bike/ped accommodations</td>
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<tr>
<td>Stafford County</td>
<td>Rt 606 (Mudd Tavern Road) Widening</td>
<td>SC-606</td>
<td>US 1 I-95</td>
<td>105464</td>
<td>X</td>
<td>Widen to 4 lanes with bike/ped accommodations</td>
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Collector Projects

<p>| Multi-Jurisdictional | Lansdowne Rd Operational Improvements                              | UR-3952     | Mine Rd Tidewater Trail    |                      | Turn lane Improvements at Mine Rd, Shannon Dr and Tidewater Trail with bike/ped accommodations |
| Stafford County      | US 1 &amp; Enon Rd Intersection Improvements                            | US1/Enon Rd | US1 .02 mi west of Beauregard Dr | 105722              | X                      | Widen to add center turn lane with turn lane improvements at US 1 |
| Stafford County      | Courthouse Road Widening                                             | SC-630       | Austin Ridge Dr Ramoth Church/Winding Creek Shelton Shop Rd | 4632                | X                      | Widen to 4 lanes with bike/ped accommodations |
| Stafford County      | Courthouse Road Widening                                             | SC-630       | Ramoth Church/Winding Creek Shelton Shop Rd |                    |                        | Widen to 4 lanes with bike/ped accommodations |
| Stafford County      | Shelton Shop Rd Widening                                             | SC-648       | Garrisonville Road Mountain View Road |                    | X                      | Widen to 4 lanes with bike/ped accommodations |
| Stafford County      | Eskimo Hill Road Improvements                                        | SC-628       | US-1 Potomac Run Rd         |                    | X                      | Reconstruct 2-lane road with intersection improvements at US 1 and bike/ped accommodations |
| Stafford County      | Rte 610 - Garrisonville Rd - Widen to 6 Lanes - Phase 2              | SC-610       | Shenandoah Ln Onville Rd   | 98847               | X                      | Widen to 6 lanes divided with sidewalks             |
| Stafford County      | Mine Road Widening                                                   | SC-636       | Falcon Dr/Spotsylvania Ave Lansdowne Rd |                    | X                      | Widen to 4 lanes with bike/ped accommodations |
| Stafford County      | Old Plank Rd and Ashleigh Park Blvd Intersection Improvements        | SC-610       | n/a                         | 110898              | X                      | Widen to 4 lanes with bike/ped accommodations |
| Stafford County      | Rt 606 (Mudd Tavern Road) Widening                                   | SC-606       | US 1 I-95                   | 105464              | X                      | Widen to 4 lanes with bike/ped accommodations |</p>
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project</th>
<th>Route Number</th>
<th>Boundaries From</th>
<th>Boundaries To</th>
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<th>Improvements Description</th>
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<tbody>
<tr>
<td>Spotsylvania County</td>
<td>Route 711 - Crossover Movement Conversion</td>
<td>SC-711</td>
<td>US 1</td>
<td>I-95</td>
<td>109516</td>
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<td>Rte. 608 over Massaponax Creek</td>
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<td>Poplar Road Intersection Improvement</td>
<td>SC-616</td>
<td>Poplar Rd</td>
<td>Cedar Hill Ln</td>
<td>100622</td>
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<td>Reconstruct intersection to meet current standards</td>
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<td>Berea Church Road Reconstruction</td>
<td>SC-654</td>
<td>Turslow Road</td>
<td>Warrenton Road</td>
<td>107194</td>
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<td>Reconstruct roadway without added capacity</td>
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<td>#SMART20 Dixon St/Landsdowne Rd Intersection Improvements</td>
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<td>Aquia Creek</td>
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<td>Stefangia Rd/Mountain View Rd Intersection Improvement</td>
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<td>Julian Dr</td>
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<td>Roadway widening for two-way left turn lane</td>
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<td>Layhill Rd &amp; Route 1</td>
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<td>Worth Ave</td>
<td>Hulvey Dr</td>
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<td>Mountain View Road Improvements</td>
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<td>Choptank Rd</td>
<td>Kellogg Mill Rd</td>
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<td>3R project to improve geometry and increase safety</td>
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<td>Garrisonville Road Widening</td>
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<td>Eustace Rd</td>
<td>Shelton Shop Rd</td>
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<td>Widen to 6 lanes with sidewalk</td>
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<tr>
<td>Spotsylvania County</td>
<td>Germanna Point Dr Extension</td>
<td>SC-1029</td>
<td>Current Terminus</td>
<td>Spotsylvania Ave</td>
<td>X</td>
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<td>Extend 2-lane road with bike/ped accommodations</td>
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### Local Roads Projects

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<tr>
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<th>Route Number</th>
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<td>Stafford County</td>
<td>Rte 2200 over Stream</td>
<td>SC-2200</td>
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<td>City of Fredericksburg</td>
<td>Gateway Boulevard Extension</td>
<td>FR-693</td>
<td>Rte 3</td>
<td>Fall Hill Ave</td>
<td>X</td>
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<td>New 4 Lane Divided Roadway Alignment. Include a bike/ped bridge at Rte. 3</td>
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<td>Lee Hill School Dr and Old Dominion Pkwy Intersection Improvements</td>
<td>SC-635</td>
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<td>Mt. Olive Rd over N Anna River Bridge Replacement</td>
<td>SC-650</td>
<td>.05 miles S of Hanover/Spotsy County Line</td>
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<td>Carl D. Silver Pkwy Extension</td>
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<td>Current Terminus</td>
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<td>Route 606 Service Road</td>
<td>SC-2092</td>
<td>Rte 606</td>
<td>Dan Bell Lane</td>
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<td>Construct service road north of Rte 606</td>
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<td>Rte 1470 Culvert Replace</td>
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<td>Bloomsbury Lane</td>
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<td>Cherry Laurel Dr</td>
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<td>County Bridge over I-95</td>
<td>0.1 mile West of I-95</td>
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<td>Bridge between Jackson Village &amp; Alexander's Crossing developments. 4 lanes with bike/ped accommodations</td>
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**Bicycle and Pedestrian Projects**

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<td>Stafford County</td>
<td>Courthouse Rd Sidewalk Project</td>
<td>Rad Oak Dr</td>
<td>US 1</td>
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<td>Implement bike share program in Fredericksburg area</td>
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<td>Onville Road Sidewalk Project</td>
<td>Stafford Mews Ln</td>
<td>Garrisonville Ln</td>
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<td>Construct shared-use path</td>
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<td>Stafford County</td>
<td>Manning Drive Sidewalks</td>
<td>Belmont</td>
<td>Ferry Farm</td>
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<td>Construct shared-use path</td>
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<td>Upgrades on Leeland Road</td>
<td>Deacon Rd</td>
<td>1.03 Mi N of Deacon Road</td>
<td>109477</td>
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<td>Construct new bike lanes</td>
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<td>Manning Drive Sidewalks</td>
<td>James Madison Dr</td>
<td>Forbes St</td>
<td>113837</td>
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<td>Construct sidewalk adjacent to Manning Dr</td>
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<tr>
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<td>Lichfield Blvd Sidewalks</td>
<td>Harrogate Rd</td>
<td>Plantation Dr</td>
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<td>Construct sidewalk adjacent to Lichfield Blvd</td>
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<td>Flatford Road Sidewalks</td>
<td>Parkway Blvd</td>
<td>Winding Creek Rd</td>
<td>113567</td>
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<td>Construct sidewalk adjacent to Flatford Rd</td>
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<td>Butler Road Sidewalks</td>
<td>Carter St</td>
<td>St. Clair Brooks Park</td>
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<td>Construct sidewalk adjacent to Butler Rd</td>
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<td>Deacon Road Sidewalks</td>
<td>VDOT District Office</td>
<td>Leeland Rd</td>
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<td>Construct sidewalk adjacent to Deacon Rd</td>
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<td>Crossing Improvements at Kings Highway</td>
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<td>Construct 3 crosswalks and install pedestrian signal</td>
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<tr>
<td>Stafford County</td>
<td>Warrenton Road (US 17 BUS) Sidewalks</td>
<td>I-95</td>
<td>US 1</td>
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<td>Construct sidewalk adjacent to Warrenton Rd</td>
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<tr>
<td>City of Fredericksburg</td>
<td>Fall Hill Ave - Riverside Manor Connector - Sidewalks</td>
<td>Carl D. Silver Pkwy</td>
<td>Fall Hill Ave/ Vidalia St</td>
<td>113838</td>
<td></td>
<td>Riverside Manor Connector - Sidewalks</td>
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<tr>
<td>City of Fredericksburg</td>
<td>Riverfront Corridor Connector</td>
<td>Rappahannock River</td>
<td>Lafayette Blvd</td>
<td></td>
<td></td>
<td>Construct bike lanes along Sophia St and Pitt St from Lafayette Blvd to Caroline St, construct a cycle track along Caroline St from Pitt St to the RRHT, and improve intersection at Sophia and William</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>VCR Trail Bridge over Blue &amp; Gray Parkway</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
<td></td>
<td>Construct bike/ped bridge over Blue &amp; Gray Pkwy near VCR Trail</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Kenmore Ave Bike Improvements</td>
<td>Lafayette Blvd</td>
<td>Rappahannock Canal Path</td>
<td></td>
<td></td>
<td>Construct cycle track between Lafayette Blvd and William St, Sharrows between William St and Grove Ave, and shared-use path between Grove Ave and Canal Path</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>East-West Bike Boulevard</td>
<td>Rowe St and Stafford Ave</td>
<td>Sophia Street</td>
<td></td>
<td></td>
<td>Utilize traffic calming techniques to create bike boulevard from FRED Central to Sophia St</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Project</td>
<td>Route Number</td>
<td>Boundaries</td>
<td>UPC #</td>
<td>Regionally Significant</td>
<td>Improvements Description</td>
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<tr>
<td>-----------------------</td>
<td>----------------------------------------------</td>
<td>--------------</td>
<td>-----------------------------</td>
<td>--------</td>
<td>------------------------</td>
<td>-----------------------------------------------------------------------------------------</td>
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<tr>
<td>City of Fredericksburg</td>
<td>Idlewild Shared-Use Path</td>
<td></td>
<td>Idlewild Neighborhood</td>
<td>VCR Trail</td>
<td>Construct paved (natural surface) shared-use path connecting Idlewild to VCR Trail</td>
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<tr>
<td>City of Fredericksburg</td>
<td>Virginia Central Railway Trail Bridge</td>
<td>n/a</td>
<td>n/a</td>
<td>109574</td>
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<td>Construct bike/ped bridge</td>
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<td>City of Fredericksburg</td>
<td>Twin Lake/Kensington/Ped Counter</td>
<td>St Paul St</td>
<td>Twin Lake Dr</td>
<td>110932</td>
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<td>Construct shared-use path</td>
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<td>City of Fredericksburg</td>
<td>Hospital Drive Shared-Use Path</td>
<td>Cowan Blvd</td>
<td>Rappahannock Canal Path</td>
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<td>Construct shared-use path adjacent to Hospital Dr</td>
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<tr>
<td>City of Fredericksburg</td>
<td>Downtown Fredericksburg Pedestrian Improvements</td>
<td>n/a</td>
<td>Rappahannock Canal Path</td>
<td>111804</td>
<td></td>
<td>Street light upgrades, sidewalk reconstruction, crosswalk upgrades and market square alley improvements</td>
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<tr>
<td>Spotsylvania County</td>
<td>US 1 and Spotsylvania Parkway Intersection Improvements</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
<td></td>
<td>Construct shared-use path along Spotsylvania Pkwy, repaint 5 crosswalks and install pedestrian signal</td>
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<tr>
<td>Spotsylvania County</td>
<td>Salem Church Road Shared-use Path and Sidewalk</td>
<td>Rte 3</td>
<td>Harrison Rd</td>
<td></td>
<td></td>
<td>Construct shared-use path and sidewalk along Salem Church Rd Install 3 crosswalks and pedestrian signal at Rt. 3 and Salem Church Rd</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Harrison Rd and Leavells Rd/Salem Church Rd Intersection Improvements</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
<td></td>
<td>Install 3 crosswalks and pedestrian signals. Construct shared-use path to VCR Trail</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>Smith Station Road Shared-Use Path</td>
<td>Leavells Rd</td>
<td>1,000 ft west of Leavells Rd</td>
<td></td>
<td></td>
<td>Construct shared-use path and repaint crosswalks at Smith Station Rd and Spotsylvania Pkwy</td>
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<tr>
<td>Spotsylvania County</td>
<td>Harrison Rd and Gordon Rd Intersection Improvements</td>
<td>n/a</td>
<td>n/a</td>
<td></td>
<td></td>
<td>Construct a shared-use path from VCR Trail to intersection. Install 3 crosswalks and a pedestrian signal</td>
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<tr>
<td>Spotsylvania County</td>
<td>Smith Station Road Sidewalk</td>
<td>Spotsylvania Pkwy</td>
<td>Existing Sidewalk</td>
<td></td>
<td></td>
<td>Construct sidewalk along Smith Station Rd from existing sidewalk south of Spotsylvania Pkwy to Spotsylvania Pkwy</td>
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<tr>
<td>Spotsylvania County</td>
<td>Spotswood Furnace Road Sidewalk</td>
<td>Riverbend High School</td>
<td>Rte 3</td>
<td></td>
<td></td>
<td>Construct sidewalk along Spotswood Furnace Rd</td>
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<td>Spotsylvania County</td>
<td>Spotsylvania Courthouse Village Streetscape - Phase II</td>
<td></td>
<td></td>
<td>110488</td>
<td></td>
<td>Construct sidewalks and other ped infrastructure</td>
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<td>Spotsylvania County</td>
<td>Spotswood Furnace Rd Sidewalks</td>
<td>Rte 3</td>
<td>Spotswood Furnace Rd</td>
<td>113991</td>
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<td>Construct sidewalks</td>
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<td>Stafford County</td>
<td>Staffordboro Boulevard Sidewalk</td>
<td>VDOT Commuter Lot</td>
<td>Pike's Place</td>
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<td>Salisbury Drive Sidewalk</td>
<td>Garrisonville Rd</td>
<td>Mine Rd Commuter Lot</td>
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<td>Construct sidewalk</td>
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<td>Stafford County</td>
<td>Belmont-Ferry Farm Trail Phase 6</td>
<td>River Rd</td>
<td>Cool Springs Dr</td>
<td>112311</td>
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<td>Construct bike/ped bridge over U.S. 1 Bypass near VCR Trail</td>
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<td>City of Fredericksburg</td>
<td>VCR Trail Bridge over U.S. 1 Bypass</td>
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<td>City of Fredericksburg</td>
<td>Idlewild Blvd/VCR Trail Connector</td>
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<td>Asphalt surfaced multi-use trail west side of U.S. Rt. 1, with bridge over Hazel Run</td>
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### Transit Projects

<table>
<thead>
<tr>
<th>Jurisdiction</th>
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<th>VDOT UPC #</th>
<th>Regionally Significant</th>
<th>Project Description</th>
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<tbody>
<tr>
<td>Multi-jurisdiction</td>
<td>New Commuter Bus Routes</td>
<td></td>
<td>X</td>
<td>Implement two new commuter bus routes from FAMPO Region to Northern Virginia and Washington D.C., with 8 total trips. Exact routes TBD</td>
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<tr>
<td>Stafford County</td>
<td>Garrisonville to Quantico Bus Route</td>
<td></td>
<td>X</td>
<td>New service from Garrisonville commuter lots to Quantico</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>Downtown Fredericksburg Circulator</td>
<td></td>
<td>X</td>
<td>New service around the Downtown Fredericksburg area</td>
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<tr>
<td>Spotsylvania County</td>
<td>FRED Transit Lee Hill Transfer Center</td>
<td></td>
<td></td>
<td>Construct transfer station near Market St and Wensel Rd</td>
</tr>
<tr>
<td>Stafford County</td>
<td>Brooke VRE Station Platforms + Ped Bridge + Ped/Bike Access</td>
<td>111883</td>
<td>X</td>
<td>Expand existing platform, construct second platform and add bike/ped accommodations</td>
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<tr>
<td>Stafford County</td>
<td>Leeland Road VRE Station Platforms + Ped Bridge + Ped/Bike Access</td>
<td>111884</td>
<td>X</td>
<td>Expand existing platform, construct second platform and add bike/ped accommodations</td>
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<tr>
<td>Multi-jurisdiction</td>
<td>#SMART20 - FRED Transit Shelters and Benches</td>
<td>115177</td>
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<td>Transit shelters and benches at various locations</td>
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### TDM Projects

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<tr>
<td>Multi-jurisdiction</td>
<td>Regional Commuter Lot Improvements</td>
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<td>Miscellaneous commuter lot improvements regionwide</td>
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<td>Multi-jurisdiction</td>
<td>GWRideConnect/TDM Assistance</td>
<td>103685</td>
<td>X</td>
<td></td>
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<tr>
<td>Stafford County</td>
<td>Leeland Road VRE Station Parking Expansion</td>
<td>111885</td>
<td>X</td>
<td>Expand existing parking lot by 225 spaces</td>
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<tr>
<td>Stafford County</td>
<td>New Chatham Heights Road Commuter Lot</td>
<td></td>
<td>X</td>
<td>Construct new 80-space lot on Chatham Heights Road</td>
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<tr>
<td>Stafford County</td>
<td>New Route 3 East Commuter Lot</td>
<td></td>
<td>X</td>
<td>Construct new 150-space lot on Route 3 in eastern Stafford County</td>
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<tr>
<td>Stafford County</td>
<td>New Warrenton Road (US 17 Bus.) Commuter Lot</td>
<td></td>
<td>X</td>
<td>Construct new 1000-space lot on US 17 Business near Olde Forge Drive</td>
</tr>
<tr>
<td>Stafford County</td>
<td>Mine Road Commuter Lot Expansion</td>
<td></td>
<td>X</td>
<td>Expand existing parking lot by 400 spaces</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>New Commuter parking Lot Rte 1 at Commonwealth Dr</td>
<td>109474</td>
<td>X</td>
<td>Construct new lot from 0.234 mi. south of Comm. Dr. to 0.175 mi. north of Comm. Dr. [0.4090 mi]</td>
</tr>
</tbody>
</table>
7. Action / Discussion Items

i. **Resolution 20-44: Approving the FY21 Unified Planning Work Program (ACTION ITEM)** – Mr. Hager

   i. Draft FY21 UPWP as of June 10, 2020

   ii. Draft FY21 UPWP with Tracked Changes since June 10, 2020

   iii. Clean Draft FY21 UPWP as of June 18, 2020
FAMPO RESOLUTION 20-44

APPROVING THE FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization develops its annual work plan and budget in the form of the Unified Planning Work Program (UPWP); and

WHEREAS, the adoption of the Fiscal Year 2021 (FY21) UPWP is required before the fiscal year begins; and

WHEREAS, FAMPO staff has worked with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), and the Technical Advisory Committee (TAC) to develop a work program for FY21, attached; and

WHEREAS, a public hearing on the FY21 UPWP was held June 15, 2020; and

WHEREAS, the public comment period for the FY21 UPWP began on May 20, 2019 and ended on June 19, 2020 and no adverse comments were received; and

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization Policy Committee does hereby adopt the FY21 UPWP.

Adopted by the Policy Committee at its meeting on June 22, 2020.

Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
Mission Statement
The MPO’s mission is to provide a cooperative, continuous and comprehensive ("3C") transportation planning process to build regional agreement on transportation investments, that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals for the safe and efficient movement of people and goods. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process.

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.”
**Preface to the Fiscal Year 2021 Unified Planning Work Program**

FAMPO’s FY21 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning and other special projects.

According to the Weldon Cooper Center for Public Service, the Fredericksburg Metropolitan Planning Organization (FAMPO) Region grew by 14.6% between the 2010 Census and July 2019, to a total of 315,936 residents. This is the highest growth rate in the Commonwealth.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2010 Census</th>
<th>2019 Estimate</th>
<th>Numeric Change since 2010</th>
<th>Percent Change since 2010</th>
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</thead>
<tbody>
<tr>
<td>Stafford</td>
<td>128,961</td>
<td>151,689</td>
<td>22,728</td>
<td>17.6%</td>
</tr>
<tr>
<td>Fredericksburg City</td>
<td>24,286</td>
<td>28,532</td>
<td>4,246</td>
<td>17.5%</td>
</tr>
<tr>
<td>Spotsylvania</td>
<td>122,397</td>
<td>135,715</td>
<td>13,318</td>
<td>10.9%</td>
</tr>
<tr>
<td><strong>FAMPO Total</strong></td>
<td><strong>275,644</strong></td>
<td><strong>315,936</strong></td>
<td><strong>40,292</strong></td>
<td><strong>14.6%</strong></td>
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</table>

Given its proximity to Northern Virginia and Washington, D.C., the Region will continue to experience pressures for both suburban and “exurban” land uses and their attendant commuting patterns.

Development pressure, population growth, attenuate increases in traffic and a 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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<tr>
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<td>Transit Planning</td>
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<tr>
<td>4.7</td>
<td>Special Project Planning</td>
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<td>4.8</td>
<td>FAMPO Administration</td>
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<td>4.9</td>
<td>Contingency</td>
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<tr>
<td>5.0</td>
<td>Summary of Financials</td>
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<td>5.1</td>
<td>FAMPO Budget by Program Activity</td>
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<td>5.2</td>
<td>FAMPO RSTP/STBG Budget</td>
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</tr>
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<td>5.3</td>
<td>FAMPO CMAQ Budget</td>
<td>42</td>
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</table>
1.0 FY21 Unified Planning Work Program

1.1 Introduction – Metropolitan Planning in Fredericksburg

The Fredericksburg area was first identified as an urbanized area in 1992, following the 1990 U.S. Census. An urbanized area is defined 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, a metropolitan planning organization (MPO) must be designated for each urbanized area to carry out specified metropolitan planning activities. Federal transportation funds are available to each MPO to conduct these planning activities.

In its capacity as the region’s MPO since 1992, it is the Fredericksburg Area Metropolitan Planning Organization’s (FAMPO) responsibility to ensure a “continuing, comprehensive and cooperative” transportation planning process. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County and Stafford County. The MPO is responsible for transportation planning and funding allocations in this area and partners with the public, planning organizations, government agencies, elected officials and community groups to develop regional transportation plans. Transportation policy decisions of the MPO are made by the FAMPO Policy Committee. Table 1 presents the membership of the Policy Committee. FAMPO’s transportation planning services are currently provided by the FAMPO staff, including a public participation and Title VI coordinator, an administrative assistant, a full-time transportation planner, three part-time transportation/GIS planners, and one intern. Staff are typically managed by the FAMPO Administrator, who reports to the Policy Committee; however, as of May 2020 this position remains vacant.

Under a 2013 Memorandum of Understanding (MOU) agreement with the FAMPO Policy Committee, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO and serve as FAMPO’s fiscal agent at the pleasure of the FAMPO Policy Committee. Figure 1 presents a map of the FAMPO and GWRC planning areas. GWRC includes five jurisdictions: Stafford, Spotsylvania, King George, and Caroline Counties and the City of Fredericksburg. FY20 FAMPO UPWP activities only include work being done within the FAMPO region. GWRC has a separate Rural Work Program (RWP) that covers rural transportation planning for King George and Caroline Counties.
Table 1. FAMPO Policy Committee Membership

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<thead>
<tr>
<th>Voting</th>
<th>Non-voting</th>
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</thead>
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<tr>
<td>City of Fredericksburg – 3 positions</td>
<td>Caroline County</td>
</tr>
<tr>
<td>Spotsylvania County – 3 positions</td>
<td>King George County</td>
</tr>
<tr>
<td>Stafford County – 3 positions</td>
<td>Department of Rail and Public Transit</td>
</tr>
<tr>
<td>Potomac and Rappahannock Transp. Commission – 1 position</td>
<td>Commonwealth Transportation Board</td>
</tr>
<tr>
<td>Representative for the Virginia Secretary of Transportation – 1 position</td>
<td>Citizens Transportation Advisory Committee</td>
</tr>
<tr>
<td></td>
<td>Federal Highway Administration</td>
</tr>
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<td></td>
<td>Federal Transit Administration</td>
</tr>
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<td></td>
<td>FREDericksburg Regional Transit</td>
</tr>
<tr>
<td></td>
<td>Virginia Department of Transportation</td>
</tr>
</tbody>
</table>
Figure 1. FAMPO and GWRC Planning Areas
1.2 Federal Transportation Legislation and Planning Requirements

The primary federal law governing metropolitan transportation planning is the Fixing America’s Surface Transportation (FAST) Act, enacted in 2015. The FAST Act built upon the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under the FAST Act, MPOs must establish a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following 10 planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Through implementation of this work program, FAMPO will ensure the region’s transportation planning process meets the federal requirements and addresses local transportation challenges. Figure 2 shows the relationship between each UPWP task and the federal planning factors.
### Figure 2. FAMPO UPWP Tasks and the Federal Planning Factors

<table>
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<tr>
<th></th>
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<td>3. Congestion Management</td>
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<td>4. Public Participation</td>
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<td>5. Transportation Demand Management</td>
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<td>6. Transit Planning</td>
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<td>7. Special Project Funding</td>
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<td>8. FAMPO Administration</td>
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<td>9. Contingency</td>
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#### 1.3 The Unified Planning Work Program

To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding 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 Commonwealth of Virginia as well as by 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 or bi-annually adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP (per 23 CFR 450.308(c)) is to identify:
1.4 UPWP Development

Annual development of the UPWP originates in activity between FAMPO staff and the FAMPO Technical Advisory Committee (TAC), which includes representatives from each local government, transit and transportation demand management (TDM) providers, Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT) and the Federal Highway Administration (FHWA). During development, TAC is first briefed on an outline and preliminary budget for the new UPWP that covers July 1 to June 30. This briefing identifies proposed changes to the current year’s work activities, products, schedules, and budgets. After staff incorporates changes from TAC, a complete draft of the program is then presented to TAC and the Policy Committee and released for public comment. Staff considers comments as they prepare the final draft document. In May, the final draft of the UPWP and public comments, are presented to the Policy Committee for approval. The UPWP is then submitted to FTA and FHWA for their review and approval by the beginning of the fiscal year on July 1. While this timeline generally describes typical UPWP development, this FY21 UPWP saw a streamlined process due to the COVID-19 pandemic.

From time to time, the UPWP may need to be amended to address changes in funding resulting from new grant awards, Policy Committee initiatives, or other unforeseen factors. In this event, FAMPO staff will develop a draft amended UPWP for review by TAC and the public (where appropriate) and approval by the Policy Committee.

1.5 FAMPO Accomplishments in FY20

There were significant leadership and staff changes in FY20. FAMPO lost its administrator and deputy administrator, replaced its administrative assistant and public involvement coordinator, and hired a full-time planner. As a result, some FY20 UPWP activities were not completed and have been delayed to FY21. These activities are listed below:

1. 2050 Long Range Transportation Plan (LRTP)
2. Review and update project prioritization process for CMAQ/RSTP, LRTP, and TIP
3. Lafayette Boulevard Multimodal Study Phase 2
4. Route 610 Operational Study
5. US Rte 1 Massaponax STARS Study

Broadly speaking, staff have responsibilities in the areas of administration, long range transportation planning, project level planning, GIS, modeling, public involvement, communications, and congestion management. Staff are 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 planning work was accomplished in the past year:

1. Developed the FY21 UPWP.
2. Sponsored several 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 to maintain and support Regional Land Use Scenario Planning efforts using CommunityViz software.
5. Completed ten regional project pre-applications for SMART SCALE Round 4 consideration.
6. Further developed in-house GIS capability.
7. 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. Worked 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 FY21-26.
10. Continued to provide transportation planning assistance to local governments.
11. Continued active involvement in the state’s I-95 Corridor Study by advocating for the region’s needs and concerns.
12. Amended and maintained the FY2018-2021 Transportation Improvement Program (TIP).
13. Amended and maintained the 2045 Long Range Transportation Plan
14. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO’s planning program to support Congestion Management Process (CMP).
15. Continued to utilize StreetLight Data in FAMPO’s planning program.
16. Developed the FY21-24 TIP.
17. Expanded public involvement efforts and completed outreach for the FY21-24 TIP, FY21 UPWP, air quality conformity analyses, as well as amendments to the 2045 LRTP.
18. Improved FAMPO website and increased social media presence.
19. Increased the information sharing distribution database.
20. Completed Title VI Assurance and training.
21. Provided administrative and operational support for all FAMPO committees.
22. Completed the Lafayette Boulevard Multimodal Study – Phase 1.
23. Processed an amendment to the 2045 LRTP that included adding SMART SCALE Round 3 projects and new FY21-24 TIP window projects.

1.6 FAMPO Staffing for FY21

Like most MPOs in Virginia, FAMPO is staffed by a planning district commission. Proposed FY21 GWRC staffing for FAMPO transportation planning activities is as follows:

1. FAMPO Administrator
2. Public Involvement Coordinator
3. Transportation Planner I or II or III
4. Transportation Planner I or II or III
5. Transportation Planner I or II or III
6. Part Time Transportation Planner I or II or III
7. FAMPO Intern
1.7 Proposed Funding by Federal Source for FY21

The primary funding sources for FAMPO’s planning activities are provided by FHWA and the Federal Transit Administration (FTA) under title 23 U.S.C. and title 49 U.S.C. Chapter 53. MPOs are required to document the transportation planning activities performed with these funds in the UPWP. The FHWA and FTA funding categories included in this UPWP are:

- **FHWA Planning (PL) Funds.** FHWA Planning (PL) funds for urbanized areas are administered by VDOT and are used to support transportation planning activities in the MPO planning area. Planning (PL) Funds require a minimum 20% non-Federal match, which is comprised of a 10% State match and a local match of 10%. FAMPO’s available PL balance for the beginning of the fiscal year includes new PL funds allocated to FAMPO by VDOT plus carryover PL funds that have not been used or obligated in prior years.

- **FTA Section 5303 Funds** – FTA grant funds for urbanized areas are used to support metropolitan transportation planning and for technical studies related to urban public transportation. A non-federal match of 20% is required for these funds, which is comprised of 10% State match and 10% local match.

- **FHWA RSTP/STBG Funds.** Regional Surface Transportation Program Funds (RSTP) are FHWA Surface Transportation Block Grant Program (STBG) funds that are available for a broad range of transportation purposes. RSTP funds are made available to VDOT, which then may provide funds to the MPO. Any RSTP funds provided to an MPO for planning purposes must be shown in the UPWP.

- **FHWA CMAQ Funds.** Federal funds are available for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). These funds may be used for transportation projects or programs that reduce congestion and improve air quality.

Table 2 provides a summary of FY21 funding by federal source and State and local match.
### Table 2. FY21 Funding by Federal Source and Match

<table>
<thead>
<tr>
<th>FY21 Funding</th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
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<tbody>
<tr>
<td></td>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
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<td>FY21 New Allocation</td>
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<tr>
<td>FY20 to FY21 Direct Carryover</td>
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<td>$0</td>
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<td>$55,104</td>
<td>$55,104</td>
<td>$268,380</td>
<td>$33,548</td>
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<tr>
<td>Total</td>
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<td>$268,380</td>
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</tr>
</tbody>
</table>
2.0 Planning Priorities for the FAMPO Region

The FAMPO region is experiencing rapid population growth, development pressure, increases in traffic, and a shortage of transportation funds, all of which pose challenges to addressing congestion and related issues. FAMPO’s work program is designed to support federal MPO planning requirements while responding to these issues. The work program is also shaped by the planning priorities established for the region, ongoing planning efforts, major projects under study or construction, Virginia’s SMART SCALE process, and new or revised planning requirements. This section describes and lists the planning activities FAMPO will undertake to respond to these challenges and the region’s planning priorities.

2.1 FAMPO 2050 Long Range Transportation Plan

FAMPO will complete the 2050 Long-Range Transportation Plan as an update to the existing 2045 plan to continue to meet MAP-21/FAST Act requirements for performance-based planning and programming. The region’s congestion management process (CMP) will be updated as part of this effort.

2.2 Ongoing Transportation Planning

FAMPO will continue to support the Virginia Association of Metropolitan Planning Organizations (VAMPO) through participation on committees and attendance at meetings.

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media, implementing public notices and press releases, providing graphic visualizations when needed, ensuring access to the disabled community for all public meetings; and providing alternate language translation to facilitate the participation of non-English speaking populations when requested. 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, businesses and community groups, as well as other interested parties regarding FAMPO’s draft transportation 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 Public Participation Plan (PPP), as well as implement new virtual participation options. An annual evaluation will be conducted to measure the effectiveness of the PPP.

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.

2.3 Air Quality Planning Activities

In 2004, the EPA classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as an ozone nonattainment area under the 1997 8-hour ozone air quality standards. Due to this designation, FAMPO was subject to the federal transportation conformity rule, which requires that all transportation projects identified in an MPO’s TIP and LRTP conform to the air quality plans developed by the state and MPO for the region.

In 2012, EPA passed a new ozone standard, and subsequently revoked transportation conformity requirements for areas that attained the new standard, which include the FAMPO region. However, on February 16, 2018, a court decision regarding EPA’s revocation (DC Circuit Court of Appeals decision No. 15-1115, South Coast Air Quality Management District, Petitioner v. Environmental Protection Agency, et al., Respondents) effectively reinstated conformity requirements in several areas, including the FAMPO region. As a result of this court decision, FAMPO is once again required to demonstrate transportation conformity of amended or updated TIPs and LRTPs.

In late 2018, EPA issued guidance to address conformity requirements in these areas using more streamlined procedures without the need to conduct a lengthier regional emissions analysis. However, each TIP and/or LRTP amendment or update must still undergo an analysis to demonstrate conformity before it can be approved and adopted. FAMPO will continue to work with VDOT, the Virginia Department of Environmental Quality, FHWA, and other interagency partners to meet the conformity requirements for amended or updated TIPs and LRTPs. FAMPO will also continue to monitor federal air quality court decisions, guidance and rulemakings that may affect the FAMPO region.

2.4 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, a portion of northern Stafford County became a part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA, TMA. This meant that additional planning responsibilities would be required, and either NCRTPB or FAMPO
would have to perform them. In September of 2004, the FAMPO Policy Committee and the NCRTPB entered into an agreement that assures the performance of the TMA planning requirements for the affected portion of Stafford County. This agreement principally requires the coordination of planning activities between the NCRTPB 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 County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for northern Stafford County, a proportionate share of NCRTPB’s federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and NCRTPB will continue to assure the TMA requirements are being satisfied. In FY21, FAMPO will work with NCRTPB to review and update this agreement to be fully compliant with MAP-21/FAST Act requirements and make other updates as needed.

In the 2010 Census, the Fredericksburg UZA did not meet the population threshold to qualify it as its own TMA. Therefore, northern 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 NCRTPB/FAMPO Memorandum of Understanding (MOU) Agreement. This 2004 agreement is scheduled to be updated in FY-21 as a recommended improvement from the 2019 NCRTPB/FAMPO Certification Review process.

### 2.5 Congestion Management Process

In December 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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010 CMP measured the level-of-service (LOS), vehicle crashes and peak period travel times on various regional arterials. These measurements will be used as a baseline for future CMP updates. In 2019, FAMPO updated the CMP, providing data analytics highlighting congestion along specified corridors within the FAMPO region. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO region. The CMP is an integral part of FAMPO’s short-term and long-term planning and project prioritization processes. In FY21, FAMPO will update its CMP and work towards integrating the CMP with the 2050 LRTP.

### 2.6 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 within the conventional surface transportation infrastructure. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives, which include hands-free vehicle navigation, collision avoidance and intelligent cruise control are just a few examples of ITS. VDOT has also extended a 511 information program for interstate conditions throughout the state, including the I-95 corridor through the FAMPO 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 to implement ITS solutions statewide. ITS will play a growing role in FAMPO’s short- and long-term congestion management activities going forward.

### 2.7 Freight Planning

One of the federal planning requirements emphasizes an improved understanding of freight patterns and future demands on state and regional multimodal 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 FAMPO region. VTrans2040, Virginia’s multimodal long-range transportation plan, includes the Virginia Freight Element (VFE), which serves as the state’s freight plan and is fully compliant with freight provisions in the FAST Act. The VFE identifies significant freight system trends, needs, and issues within Virginia, and describes the state’s policies and strategies that will guide freight-related investment decisions and enable the state to meet national freight goals. 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 included in the 2045 LRTP and will be updated as part of the 2050 LRTP effort in FY21.

### 2.8 Environmental Justice/Title VI/Limited English Proficiency

MPOs must adhere to several federal laws and regulations that serve to ensure equitable participation opportunities and outcomes. Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629;1994) directs each federal agency to develop a strategy for identifying and addressing disproportionately high and adverse human health or environmental effects on low-income populations and minority populations.

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color or national origin. Succeeding laws and presidential executive
orders added sex, age, income status, limited English proficiency, and disability to the criteria for which discrimination is prohibited. FAMPO ensures equitable participation and outcomes through proactive public involvement efforts. FAMPO’s public involvement efforts are guided by its Title VI, Limited English Proficiency (LEP) and Public Participation Plans. FAMPO’s proactive efforts include:

a) Preparing and maintaining a demographic profile of the region using the most current statistical information available on race, income and other relevant data.
b) Utilizing socioeconomic maps to tailor outreach strategies to the EJ, Title VI and LEP populations identified.
c) Conducting outreach to include traditionally underserved and protected groups in the transportation planning process.

2.9 Public Participation

Public participation is a major component of the continuing, cooperative and comprehensive (3C) metropolitan transportation planning process. Federal laws and regulations require MPOs to provide equitable opportunities for meaningful public participation in the transportation planning process. FAMPO’s Public Participation Plan, Limited English Proficiency and Title VI plans guide public involvement efforts.

2.10 Performance-Based Planning and Programming

MAP-21 and the FAST Act established a transportation performance management (TPM) framework that requires state departments of transportation (DOTs), MPOs, and public transportation providers to conduct performance-based planning and programming (PBPP) by tracking performance measures and establishing data-driven targets to improve performance. PBPP ensures the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to national transportation goals.

Under this TPM framework, state DOTs, MPOs, and public transportation providers must share performance information, coordinate to set performance targets, and periodically report on performance. FAMPO will work closely with VDOT, DRPT, Fredericksburg Regional Transit (FRED), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), FHWA, and FTA to establish performance targets and monitor and report performance in FAMPO’s planning documents, including amendments or updates to the Long-Range Transportation Plan and Transportation Improvement Program.
3.0 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.

3.1 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:** Ongoing

3.2 FAMPO On-Call and Special Studies

**Study Area:** Lafayette Boulevard Multimodal Study Phase 2  
**UPC Number:** 115612  
**Study Background and Objectives:** Conduct a study of potential highway improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and commuter parking area from Dixon Street. Additionally, develop bicycle/pedestrian improvements along Lafayette Boulevard corridor. Coordinate effort with Phase 1 results and work to evaluate traffic, safety, and accessibility for potential commuter parking and AMTRAK/VRE station improvements. Work cooperatively with the State, FRED, the City of Fredericksburg, and Spotsylvania County, VRE, and other FAMPO members on the study effort. Study originated from City of Fredericksburg/VRE CMAQ/RSTP request.  
**Budget:** $172,990 (RSTP/STBG). (Note: Total study funding was originally: RSTP/STBG - $250,000 and DRPT FY20 5303 - $12,500. FAMPO staff participation in this study will utilize 5303 funds.)  
**Responsible Entity:** FAMPO  
**Estimated Completion:** June 2021
**Study Area:** 2050 Long Range Transportation Plan

**UPC Number:** 113538

**Study Background and Objectives:** Develop a new 2050 Long Range Transportation Plan using the latest planning assumptions and that is fully compliant with new federal requirements for MAP-21/FAST Act Performance Based Planning and for Air Quality Conformity regulations. Integrate FY21-24 TIP update and Congestion Management Process (CMP) into 2050 LRTP. Additionally, update the plan based on the results from the SYIP, SMART SCALE Round 3, and other changes to transportation projects in the FAMPO region.

**Budget:** $200,000 (RSTP/STBG)

**Responsible Entity:** FAMPO

**Estimated Completion:** June 2021

**Study Area:** Rte 610 Operational Study in North Stafford from Rte 1 to Onville Road. Study originated with Stafford County CMAQ/RSTP request.

**UPC Number:** TBD

**Study Background and Objectives:** VDOT operations study to determine targeted low-cost safety and capacity improvements to the corridor.

**Budget:** $75,000 (RSTP/STBG) (Note: Total Study cost estimated at $200,000. As of June 2020, this study has not yet started.)

**Responsible Entity:** VDOT

**Estimated Completion:** June 2021

**Study Area:** US Rte 1 Massaponax STARS Study Area

**UPC Number:** T-22925

**Study Background and Objectives:** VDOT planning study to determine targeted low access management, cost safety and capacity improvements to the corridor. Study originated from VDOT STARS prioritization system with support from Spotsylvania County and FAMPO RSTP support was requested to help advance the study.

**Budget:** $0 (RSTP/STBG) (Note: Total Study cost estimated at $200,000. The $100,000 in RSTP funds has been expended as of June 2020, but the study is not yet complete and thus remains in the UPWP.)

**Responsible Entity:** VDOT

**Estimated Completion:** June 2021
Additional studies are possible, subject to Policy Committee direction.

**Budget:** Various

**Responsible Entity:** FAMPO

**Estimated Completion:** Ongoing
4.0 FY21 FAMPO Unified Planning Work Program Activities by Task

This section details the transportation planning activities that will be carried out by FAMPO staff and its committees in FY21, and the funding that will be applied to each. FAMPO’s planning activities are grouped under the following eight task categories:

1. Long-Range System Level Planning;
2. Short-Range Project Level Planning;
3. Congestion Management;
4. Public Participation;
5. Transportation Demand Management;
6. Transit Planning;
7. Special Project Planning;
8. FAMPO Administration; and

Each task is described below. Unless otherwise indicated, each task will be led by FAMPO staff. End Products (deliverables) are listed first for each planning task and activities are listed within each End Product.
4.1 Long-Range System Level Planning

Description: This planning task includes activities that will result in a coordinated, performance-driven, outcome-based planning process that addresses national and regional issues such as a growing population, mobility choices, and livable communities to develop an optimized multimodal transportation system for the FAMPO region. The activities will also result in a financially constrained LRTP that reflects the region’s vision and goals and is supported with best practices and the latest available data.

End Products:

1. Completion of the 2050 LRTP for FAMPO by June, 2021.*
   a. Update Bicycle/Pedestrian, Freight, Transit, and ITS components of the 2050 LRTP, as needed to satisfy federal and state requirements and ensure that ITS components are consistent with the development of the regional ITS architecture.
   b. Maintain transportation analysis zone (TAZ)-based land use projections for the Region.
   c. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.
   d. Once completed and adopted, maintain the document consistent with federal and state requirements.

2. Completion of an Environmental Justice (EJ) Analysis on the 2050 LRTP.*

3. Maintenance of the 2045 LRTP.***
   a. Continue to satisfy federal requirements for the 2045 LRTP until the 2050 LRTP is adopted.

4. Meet Air Quality Conformity Requirements for the 2050 LRTP.**

5. Updated Highway Project Prioritization Methodology.**

6. Participate in the State’s VTRANS 2045 process and other long range studies impacting the FAMPO region in FY21.***

7. Staff attendance and participation at committee meetings.***
   a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.

8. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning best practices.***

9. Collect, organize and report various system performance data (vehicular and non-vehicular measures), as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.***
10. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.**

11. Serve as a regional leader in providing opportunities for both formal and informal informational exchanges.***
   a. Continue to host meetings and informational exchange discussions regarding procedures to improve transportation planning.
   b. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
   c. Continue to integrate freight planning into the regional planning process. In conjunction with VDOT and local review (through FAMPO Technical Advisory 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.

12. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.***
   a. Continue to work with VDOT to update the regional travel demand model to FAMPO 5.15 which will include a mode split model to enhance its multimodal forecasting abilities.
   b. Continue to enhance current FAMPO land use modeling using CommunityViz and integrate it with the FAMPO travel demand model.

13. Meet all federal requirements related to transportation performance measures.***
   a. In conjunction with VDOT, continue to apply the new requirements of MAP-21 and the FAST Act into the planning process, including addressing intercity transportation, resiliency, travel and tourism, and emergency planning as part of the 2050 LRTP effort.
   b. Work with U.S. DOT and VDOT to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.
   c. Update the system performance report for the 2050 LRTP to reflect the most recent performance targets and data for the federal performance measures and comparison with baseline performance.
**Funding**

* Initiative will be funded with RSTP/STBG, PL, and 5303 funding
** Initiative will be funded with PL funding
*** Initiative will be funded with a combination of PL and 5303 funding

**Planning Factors**
This task is focused on the MPO planning process and long-range planning, and supports all planning factors (#1 - #10).

**Participants**
FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.

**Schedule**
Ongoing throughout the fiscal year.
2050 LRTP planned for completion by June, 2021.

**RSTP/STBG Funded Activities**
Staff intends to utilize up to $200,000 in RSTP/STBG funds (UPC 113538) for consultant support, marketing, and travel to complete the 2050 LRTP. FAMPO staff will utilize PL and 5303 funds to complete this effort.

### Task 4.1 Budget & Breakdown by Funding Source:

<table>
<thead>
<tr>
<th></th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Funds</strong></td>
<td>$90,830</td>
<td>$70,000</td>
<td>$160,000</td>
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<td>$401,038</td>
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</tr>
<tr>
<td><strong>Local Match</strong></td>
<td>$11,354</td>
<td>$8,750</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.2 Short-Range Project Level Planning

**Description:** These tasks will ensure that transportation programs and projects result in an integrated, multimodal transportation system that facilitates the movement of people and goods in the FAMPO region. These activities will help identify opportunities for increased mobility options for projects and will allow the region to conduct a planning process that prioritizes and schedules transportation projects consistent with adopted goals in the long-range plans of the region and the state.

**End Products:**

1. Completed Lafayette Boulevard Multimodal Study – Phase 2.
2. Maintenance of the Regional Bicycle/Pedestrian Count Program.
   a. Continue to track, monitor, and analyze data which will be shared bimonthly with the Bicycle and Pedestrian Advisory Committee.
   b. Purchase one new bicycle/pedestrian counter.
3. Completed Massaponax STARS Study. (VDOT task)
   a. FAMPO staff will participate in the study effort as a stakeholder.
4. Completed Rte 610 Operational Study in North Stafford. (VDOT task)
   a. FAMPO staff will participate in the study effort as a stakeholder.
5. Analysis regarding the effect of the provision of transportation services to low income and minority residents.
   a. Provide technical and GIS assistance to FRED, HGAAA, localities and other regional stakeholders.
   b. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low-income residents within the Region.
6. GIS and other products, as required, in support of transportation projects in the Region.
7. Analysis in response to studies affecting the Region.
8. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.
9. Completed Round 4 SMART SCALE applications.
10. Implementation of FY21-24 TIP.
    a. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.
11. Complete an Environmental Justice (EJ) Analysis on the FY21-24 TIP.
12. Maintenance of FY18-21 TIP.
a. Continue to satisfy federal requirements for the FY18-21 TIP until the FY21-24 TIP is implemented October 1, 2020.

b. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.

13. Meet Air Quality Conformity requirements for the TIP. **

14. Staff attendance and participation at committee meetings. ***

   a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.

15. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning best practices. ***

16. Updated CMAQ/RSTP Funding, Project Application, Selection, and Prioritization Methodology. ***

   a. Potential implementation of a policy to govern CMAQ and RSTP/STBG transfer requests to cover funding shortfalls.

17. Updated regional multimodal database of available and planned transportation facilities and services. **

18. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Advisory Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines. **

<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative will be funded with RSTP/STBG funding ** Initiative will be funded with PL funding *** Initiative will be funded with PL and 5303 funding **** Initiative will be funded with RSTP/STBG and 5303 funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>This task is focused on the short-range project level programming and TIP development processes, and supports all planning factors (#1 - #10).</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, VRE, consultants, and the public.</td>
</tr>
<tr>
<td>Schedule</td>
<td>Ongoing throughout the fiscal year.</td>
</tr>
<tr>
<td>RSTP/STBG Funded Activities</td>
<td>RSTP/STBG funds will be utilized for three VDOT-led studies: Lafayette Boulevard Multimodal Study Phase 2, Massaponax STARS Study, and Route 610 Operational Study. FAMPO staff involvement in the Lafayette Boulevard Multimodal Study Phase 2 will be funded with 5303 funds.</td>
</tr>
</tbody>
</table>

### Task 4.2 Budget & Breakdown by Funding Source:

<table>
<thead>
<tr>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
<tr>
<td>$50,000</td>
<td>$6,250</td>
<td>$6,250</td>
<td>$50,000</td>
<td>$6,250</td>
</tr>
</tbody>
</table>
4.3 Congestion Management

**Description:** FAMPO will update its CMP for the FAMPO region for the 2050 LRTP effort and integrate it into the 2050 LRTP effort and new MAP-21/FAST Act Performance Based Planning and Programming requirements to the extent possible. INRIX, StreetLight Data, and any other available sources for traffic congestion data will be used to enhance the CMP, and information will be provided to interested parties online, via the FAMPO website. FAMPO will coordinate this effort with the ITS and operations agencies and staff within its planning area.

**End Products:**

1. An updated CMP included as part of the 2050 LRTP documentation which will include updated travel time indices, safety and congestion hotspots and safety, ITS, and congestion mitigation strategies, and development of recommendations for specific multimodal corridor improvements.*

2. Continued review of transportation impacts as a result of the COVID-19 pandemic. Staff will monitor traffic and congestion data and report its analyses to committees on an ongoing basis.*

<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative will be funded with PL funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>This task supports planning factors #1 Economic Vitality, #4 Accessibility and Mobility, #5 Quality of Life, #7 Efficient System Management, #9 Reliability, and #10 Enhance Travel and Tourism.</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, FHWA, FTA, local jurisdictions, and consultants</td>
</tr>
<tr>
<td>Schedule</td>
<td>Ongoing throughout the fiscal year.</td>
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</table>

**Task 4.3 Budget & Breakdown by Funding Source:**

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<thead>
<tr>
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<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
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<td>$1,250</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
</tbody>
</table>
4.4 Public Participation

**Description:** Federal law and regulations require MPOs to provide equitable opportunities for the public to participate in the transportation planning process. These activities will keep FAMPO members and planning partners informed about key regional issues and trends, engage the public and stakeholders in development of plans and programs, and provide opportunities for meaningful input to the planning process.

**End Products:**

1. Substantially increased and maintained distribution database.*
2. Distribution of information on public participation opportunities and outreach findings.*
3. Improved FAMPO website to facilitate public participation.*
4. Increased social media and virtual outreach activities.*
5. Creation and distribution of informational materials to the public.*
6. Development of new methods and tools to increase public participation.*
7. Analysis and reporting of public feedback to staff and committee members.*
8. Virtual or in-person public outreach events at accessible locations.*
9. Fulfilled requests and needs for translation services.*
10. Fulfilled FOIA requests.*
11. Support for CTAC operations and recruitment for open positions.*
12. Log of public involvement activities, efforts and participation by month.*
13. Documentation, evaluation and reporting on demographic statistics of FY21 committee members and public participants.*
14. Completion of Title VI training and continuing education offerings.*
15. Participation at PTAB and RHSTCC meetings and offers to support these groups.*
17. Potential amended bylaws and public participation procedures for all FAMPO committees in light of the COVID-19 pandemic.*

<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative funded using PL funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>This task supports planning factors #4 Accessibility and #5 Quality of Life, and indirectly supports the other planning factors by enhancing public involvement in the planning process.</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff (lead), FAMPO Committees, VDOT, local governments, stakeholders, consultants, and the public</td>
</tr>
<tr>
<td>Schedule</td>
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</table>
### Task 4.4 Budget & Breakdown by Funding Source:

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<th>Grand Total</th>
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<td>$0</td>
<td>$106,250</td>
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</tbody>
</table>
4.5 Transportation Demand Management

Description: These activities address TDM planning by FAMPO staff for I-395 Commuter Choice Program and Healthy Generations Area Agency on Aging. This section includes other multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts, including FAMPO staff oversight of GWRideConnect CMAQ allocations and work plan progress.

End Products:

1. Participation in I-395 Commuter Choice and HGAAA meetings and activities.*
   a. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the HGAAA with vehicle programming and planning for mobility-impaired persons.

2. FAMPO assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants.*

3. GWRideConnect Work Plan for CMAQ.*

4. Work with DRPT, VDOT, OmniRide, VRE, AMTRAK, HGAAA, and GWRideConnect on regional TDM/Transit planning efforts and studies as necessary subject to available FAMPO staff resources.*

5. Other potential tasks identified by FAMPO staff or the Policy Committee.*

6. Participation in Regional Commuter and VRE lot utilization surveys.*

| Funding | * Initiative will be funded with 5303 funding |
| Planning Factors | This task supports all planning factors (#1 - #10). |
| Participants | FAMPO staff (lead), FAMPO Committees, GWRideConnect staff, and the public. |
| Schedule | Ongoing throughout the fiscal year. |

Task 4.5 Budget & Breakdown by Funding Source:

<table>
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<tr>
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</tbody>
</table>
4.6 Transit Planning

Description: These activities address the transit planning process and support of projects identified and prioritized by Fredericksburg Regional Transit (FRED) and all transit system that connect in the region. This section also included multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts.

End Products:

1. Participation of FAMPO in FRED Public Transit Advisory Board, meetings and activities.*
   a. Work cooperatively with FRED Transit on regional transit initiatives and projects.
2. FAMPO will work with DRPT, VDOT, PRTC, and FRED Transit on regional transit planning efforts and studies as necessary, subject to available FAMPO staff resources.*
3. Other potential tasks identified by FAMPO staff or the Policy Committee.*

<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative will be funded with 5303 funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
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</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff (lead), FAMPO Committees, FRED, and the public.</td>
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<tr>
<td>Schedule</td>
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Task 4.6 Budget & Breakdown by Funding Source:

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<th>CMAQ</th>
<th>Grand Total</th>
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</thead>
<tbody>
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<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
</tbody>
</table>
4.7 Special Project Planning

**Description:** Includes allowance for special work activities related to non-recurring planning projects or those that do not fit easily into primary categories. In FY21, one potential special project is the response to the 2019 National Capital Region Transportation Planning Board (NCRTPB) Certification review and preparation for the planned 2020 State/Federal Certification review of FAMPO.

**End Products:**


<table>
<thead>
<tr>
<th>Funding</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>Tasks will support one or more of the planning factors, depending on the activity or activities funded.</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.</td>
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<tr>
<td>Schedule</td>
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Task 4.7 Budget & Breakdown by Funding Source:

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<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tr>
</tbody>
</table>
4.8 FAMPO Administration

**Description:** This task supports the overall administration and management of FAMPO’s continuous, cooperative, and comprehensive (3-C) metropolitan planning process to ensure that state and local planning partners maintain eligibility for the use of federal transportation funds for multimodal system improvements. Activities will provide for fiscally sound, organized, and efficient administration of the work program and budget in accordance with agreements with partner agencies, and support FAMPO through preparation of agendas, presentations, minutes and mailings for committee meetings.

**End Products:**

1. Production, correspondence and documentation related to all FAMPO committee meetings and activities.**
   a. Develop and distribute agendas, supporting materials and minutes to FAMPO committees (Technical Advisory Committee, Citizen Transportation Advisory Committee, Bicycle and Pedestrian Committee, and Policy Committee).
   b. Host and prepare agendas for special committee meetings such as subcommittees or the FAMPO Executive Committee
   c. Prepare and transmit, to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.

2. Documentation of public meetings and hearings conducted during FY21.**

3. Documentation of activities in support of transportation planning and informational requests.**

4. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.*

5. Development and implementation of a staff training program including exposure to state and national best practices.*
   a. Attend transportation conferences and planning/training courses as needed.

6. Implement state-of-the-art hardware and software to meet work requirements and client needs.*
   a. Upgrade existing computer equipment, communications equipment, and software as required.

7. Selection of new FAMPO on-call consultants.*
   a. Work with FAMPO committees and the State to advertise and select new consultant teams for FAMPO on-call contracts. Explore the possibility of utilizing VDOT and DRPT on-call consultants.
8. Maintenance of the FY21 UPWP including quarterly reports.**
   a. Process any amendments to the FY21 UPWP and follow FAMPO’s Public Participation Plan as well as federal and state regulations.
   b. Maintain correspondence and documentation of UPWP amendments.
9. Development of the FY2022 UPWP.**
10. Development of Planning (PL) and Section 5303 funding agreements and contracts.**
    a. Prepare progress, financial and associated supportive reports.
    b. Documentation of correspondence related to the administration of Planning (PL), Section 5303, and RSTP/STBG funds.
11. Staff support to all FAMPO committees.**
12. Coordination of activities with adjacent metropolitan planning organizations, planning districts and other transportation planning organizations when necessary.**
13. Coordination with the NCRTPB, per the NCRTPB/FAMPO 2004 Memorandum of Understanding (MOU) and update this MOU to satisfy federal MAP-21/FAST Act requirements.*
14. Updated FAMPO MOUs and agreements as needed to satisfy federal and state requirements and FAMPO needs.*
15. Formal transmission of products and documents as specified in the NCRTPB Agreement.*
16. Updated 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 in coordination with VDOT staff.**
17. Provision of population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning as part of the Cooperative Forecasting Process.*
18. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.*
19. Compliance with state and federal auditing requirements.**
20. Participation with federal and state partners regarding the September 2020 expiration of the FAST Act.**
**Funding**

* Initiative funded with PL funds.
** Initiative funded with a combination of PL and 5303 funds.

**Planning Factors**

This task indirectly supports all planning factors by providing the administration and support necessary to effectively manage the transportation planning process.

**Participants**

FAMPO staff, other MPOs/PDCs, Federal, State, and local agencies, and the public.

**Schedule**

Ongoing throughout the fiscal year.

---

**Task 4.8 Budget & Breakdown by Funding Source:**

<table>
<thead>
<tr>
<th></th>
<th>PL Federal Funds</th>
<th>PL State Match</th>
<th>PL Local Match</th>
<th>S303 Federal Funds</th>
<th>S303 State Match</th>
<th>S303 Local Match</th>
<th>RSTP/STBG Federal Funds</th>
<th>RSTP/STBG State Match</th>
<th>RSTP/STBG Local Match</th>
<th>CMAQ</th>
<th>Grand Total</th>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$137,500</td>
</tr>
</tbody>
</table>
4.9 Contingency

**Description:** This task sets aside funds that are available to support any new projects or additional task activities in FY21 that are not already programmed in the UPWP. Use of Contingency funds will first require an amendment to the UPWP, which requires a recommendation by the FAMPO Technical Advisory Committee and approval of the FAMPO Policy Committee. End Products for this planning task will be defined as activities are defined and funded.

<table>
<thead>
<tr>
<th>Funding</th>
<th>To be determined based on need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>To be determined based on need</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.</td>
</tr>
<tr>
<td>Schedule</td>
<td>To be determined based on need</td>
</tr>
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</table>

**Task 4.9 Budget & Breakdown by Funding Source:**

<table>
<thead>
<tr>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
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<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
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<td>$15,000</td>
<td>$64,000</td>
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</table>
## 5.0 Summary of Financials

<table>
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<tr>
<th>FY21 Funding</th>
<th>PL*</th>
<th>S303</th>
<th>RSTP/STBG**</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
<tr>
<td>FY21 New Allocation</td>
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<td>$39,491</td>
<td>$39,491</td>
<td>$153,867</td>
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<td>FY20 to FY21 Direct Carryover</td>
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<td>$14,078</td>
<td>$114,513</td>
<td>$14,314</td>
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<tr>
<td>Prior Unexpended</td>
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<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

| Previous |                | $358,392 | $89,598 | $0 | $447,990 |
| Total    | $440,830 | $55,104 | $55,104 | $268,380 | $33,548 | $33,548 | $358,392 | $89,598 | $125,000 | $1,459,504 |
| Summary  | $551,038 | $335,476 | $447,990 |

*PL Funds Available:* The amount of PL funds available each fiscal year to the Recipient has three components: (1) **New Allocation**, (2) **Direct Carryover** funds from previous fiscal year and (3) **Prior Unexpended** funds.

1) The **New Allocation** is money that is new to the area for that fiscal year. The State’s authorized PL funds are allocated to the urbanized area by the state’s formula that considers air quality and population.

2) **Direct Carryover** funds are those in the current year that the Recipient requests to have released directly to the next year. (i.e. FY20 PL funds may be deprogrammed for use in FY21) This process is not automatic and is initiated by the Recipient with MPO approval.

3) **Prior Unexpended** funds is the amount of unexpended funds from two years prior to the program year. (i.e. unexpended funds from FY19 will be carried over to FY21). This is an automatic process. Once PL funds are allocated to an area, they stay with the area and continue to be carried over; the MPO will not lose funds because they are unspent.

**RSTP/STBG studies have been prioritized in either the FAMPO CMAQ/RSTP process or the VDOT STARS process. Breakdown by RSTP/STBG line item is shown below in Section 5.2.**
### 5.1 FAMPO Budget by Program Activity

<table>
<thead>
<tr>
<th>FY21 Program Activities</th>
<th>Federal Funds</th>
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<th>Local Match</th>
<th>Federal Funds</th>
<th>State Match</th>
<th>Local Match</th>
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### 5.2 FAMPO RSTP/STBG Budget

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<th>RSTP/STBG Funded Projects</th>
<th>UPC</th>
<th>Category</th>
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<th>FY21 Allocation</th>
<th>FY21 UPWP Budget</th>
<th>UPWP Program Activity</th>
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<td>FAMPO 2050 LRTP</td>
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### 5.3 FAMPO CMAQ Budget

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<th>UPC</th>
<th>Category</th>
<th>Previous + FY20 Projected Leftover Funding</th>
<th>FY21 Allocation</th>
<th>FY21 UPWP Budget</th>
<th>UPWP Planning Activity</th>
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</thead>
<tbody>
<tr>
<td>GWRideConnect Support</td>
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Mission Statement
The MPO’s mission is to provide a cooperative, continuous and comprehensive (“3C”) transportation planning process to build regional agreement on transportation investments, that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals for the safe and efficient movement of people and goods. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process.

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.”
Preface to the Fiscal Year 2021 Unified Planning Work Program

FAMPO’s FY21 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning and other special projects.

According to the Weldon Cooper Center for Public Service, the Fredericksburg Metropolitan Planning Organization (FAMPO) Region grew by 14.6% between the 2010 Census and July 2019, to a total of 315,936 residents. This is the highest growth rate in the Commonwealth.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2010 Census</th>
<th>2019 Estimate</th>
<th>Numeric Change since 2010</th>
<th>Percent Change since 2010</th>
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<td>Stafford</td>
<td>128,961</td>
<td>151,689</td>
<td>22,728</td>
<td>17.6%</td>
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<tr>
<td>Fredericksburg City</td>
<td>24,286</td>
<td>28,532</td>
<td>4,246</td>
<td>17.5%</td>
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<tr>
<td>Spotsylvania</td>
<td>122,397</td>
<td>135,715</td>
<td>13,318</td>
<td>10.9%</td>
</tr>
<tr>
<td><strong>FAMPO Total</strong></td>
<td><strong>275,644</strong></td>
<td><strong>315,936</strong></td>
<td><strong>40,292</strong></td>
<td><strong>14.6%</strong></td>
</tr>
</tbody>
</table>

Given its proximity to Northern Virginia and Washington, D.C., the Region will continue to experience pressures for both suburban and “exurban” land uses and their attendant commuting patterns.

Development pressure, population growth, attenuate increases in traffic and a 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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1.0 FY21 Unified Planning Work Program

1.1 Introduction – Metropolitan Planning in Fredericksburg

The Fredericksburg area was first identified as an urbanized area in 1992, following the 1990 U.S. Census. An urbanized area is defined 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, a metropolitan planning organization (MPO) must be designated for each urbanized area to carry out specified metropolitan planning activities. Federal transportation funds are available to each MPO to conduct these planning activities.

In its capacity as the region’s MPO since 1992, it is the Fredericksburg Area Metropolitan Planning Organization’s (FAMPO) responsibility to ensure a “continuing, comprehensive and cooperative” transportation planning process. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County and Stafford County. The MPO is responsible for transportation planning and funding allocations in this area and partners with the public, planning organizations, government agencies, elected officials and community groups to develop regional transportation plans. Transportation policy decisions of the MPO are made by the FAMPO Policy Committee. Table 1 presents the membership of the Policy Committee. FAMPO’s transportation planning services are currently provided by the FAMPO staff, including a public participation and Title VI coordinator, an administrative assistant, a full-time transportation planner, three part-time transportation/GIS planners, and one intern. Staff are typically managed by the FAMPO Administrator, who reports to the Policy Committee; however, as of May 2020 this position remains vacant.

Under a 2013 Memorandum of Understanding (MOU) agreement with the FAMPO Policy Committee, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO and serve as FAMPO’s fiscal agent at the pleasure of the FAMPO Policy Committee. Figure 1 presents a map of the FAMPO and GWRC planning areas. GWRC includes five jurisdictions: Stafford, Spotsylvania, King George, and Caroline Counties and the City of Fredericksburg. FY20 FAMPO UPWP activities only include work being done within the FAMPO region. GWRC has a separate Rural Work Program (RWP) that covers rural transportation planning for King George and Caroline Counties.
Table 1. FAMPO Policy Committee Membership

<table>
<thead>
<tr>
<th>Voting</th>
<th>Non-voting</th>
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<tbody>
<tr>
<td>City of Fredericksburg – 3 positions</td>
<td>Caroline County</td>
</tr>
<tr>
<td>Spotsylvania County – 3 positions</td>
<td>King George County</td>
</tr>
<tr>
<td>Stafford County – 3 positions</td>
<td>Department of Rail and Public Transit</td>
</tr>
<tr>
<td>Potomac and Rappahannock Transp. Commission – 1 position</td>
<td>Commonwealth Transportation Board</td>
</tr>
<tr>
<td>Representative for the Virginia Secretary of Transportation – 1 position</td>
<td>Citizens Transportation Advisory Committee</td>
</tr>
<tr>
<td></td>
<td>Federal Highway Administration</td>
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<td></td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td></td>
<td>FREDericksburg Regional Transit</td>
</tr>
<tr>
<td></td>
<td>Virginia Department of Transportation</td>
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Figure 1. FAMPO and GWRC Planning Areas
1.2 Federal Transportation Legislation and Planning Requirements

The primary federal law governing metropolitan transportation planning is the Fixing America’s Surface Transportation (FAST) Act, enacted in 2015. The FAST Act built upon the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under the FAST Act, MPOs must establish a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following 10 planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Through implementation of this work program, FAMPO will ensure the region’s transportation planning process meets the federal requirements and addresses local transportation challenges. Figure 2 shows the relationship between each UPWP task and the federal planning factors.
### Figure 2. FAMPO UPWP Tasks and the Federal Planning Factors

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<td>8. FAMPO Administration</td>
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<td>9. Contingency</td>
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### 1.3 The Unified Planning Work Program

To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding 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 Commonwealth of Virginia as well as by 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 or bi-annually adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP (per 23 CFR 450.308(c)) is to identify:
a) The transportation planning work proposed for the next 1- or 2-year period by major activity and task;
b) The agencies and/or organizations who will perform the work;
c) The schedule for completing the work;
d) The end products resulting from that work;
e) The proposed funding sources for each activity; and
f) The total amounts and sources of federal and matching funds.

1.4 UPWP Development

Annual development of the UPWP originates in activity between FAMPO staff and the FAMPO Technical Advisory Committee (TAC), which includes representatives from each local government, transit and transportation demand management (TDM) providers, Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT) and the Federal Highway Administration (FHWA). During development, TAC is first briefed on an outline and preliminary budget for the new UPWP that covers July 1 to June 30. This briefing identifies proposed changes to the current year’s work activities, products, schedules, and budgets. After staff incorporates changes from TAC, a complete draft of the program is then presented to TAC and the Policy Committee and released for public comment. Staff considers comments as they prepare the final draft document. In May, the final draft of the UPWP and public comments, are presented to the Policy Committee for approval. The UPWP is then submitted to FTA and FHWA for their review and approval by the beginning of the fiscal year on July 1. While this timeline generally describes typical UPWP development, this FY21 UPWP saw a streamlined process due to the COVID-19 pandemic.

From time to time, the UPWP may need to be amended to address changes in funding resulting from new grant awards, Policy Committee initiatives, or other unforeseen factors. In this event, FAMPO staff will develop a draft amended UPWP for review by TAC and the public (where appropriate) and approval by the Policy Committee.

1.5 FAMPO Accomplishments in FY20

There were significant leadership and staff changes in FY20. FAMPO lost its administrator and deputy administrator, replaced its administrative assistant and public involvement coordinator, and hired a full-time planner. As a result, some FY20 UPWP activities were not completed and have been delayed to FY21. These activities are listed below:

1. 2050 Long Range Transportation Plan (LRTP)
2. Review and update project prioritization process for CMAQ/RSTP, LRTP, and TIP
3. Lafayette Boulevard Multimodal Study Phase 2
4. Route 610 Operational Study
5. US Rte 1 Massaponax STARS Study

Broadly speaking, staff have responsibilities in the areas of administration, long range transportation planning, project level planning, GIS, modeling, public involvement, communications, and congestion management. Staff are 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 planning work was accomplished in the past year:

1. Developed the FY21 UPWP.
2. Sponsored several 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 to maintain and support Regional Land Use Scenario Planning efforts using CommunityViz software.
5. Completed ten regional project pre-applications for SMART SCALE Round 4 consideration.
6. Further developed in-house GIS capability.
7. 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. Worked 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 FY21-26.
10. Continued to provide transportation planning assistance to local governments.
11. Continued active involvement in the state’s I-95 Corridor Study by advocating for the region’s needs and concerns.
12. Amended and maintained the FY2018-2021 Transportation Improvement Program (TIP).
13. Amended and maintained the 2045 Long Range Transportation Plan
14. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO’s planning program to support Congestion Management Process (CMP).
15. Continued to utilize StreetLight Data in FAMPO’s planning program.
16. Developed the FY21-24 TIP.
17. Expanded public involvement efforts and completed outreach for the FY21-24 TIP, FY21 UPWP, air quality conformity analyses, as well as amendments to the 2045 LRTP.

18. Improved FAMPO website and increased social media presence.

19. Increased the information sharing distribution database.

20. Completed Title VI Assurance and training.

21. Provided administrative and operational support for all FAMPO committees.

22. Completed the Lafayette Boulevard Multimodal Study – Phase 1.

23. Processed an amendment to the 2045 LRTP that included adding SMART SCALE Round 3 projects and new FY21-24 TIP window projects.

1.6 FAMPO Staffing for FY21

Like most MPOs in Virginia, FAMPO is staffed by a planning district commission. Proposed FY21 GWRC staffing for FAMPO transportation planning activities is as follows:

1. FAMPO Administrator

2. Public Involvement Coordinator

2-3. Administrative Assistant or Transportation Planner I or II or III

3-4. Transportation Planner I or II or III

4-5. Transportation Planner I or II or III

5-6. Transportation Planner I or II or III

6-7. Part Time Transportation Planner I or II or III

7-8. FAMPO Intern
1.7 Proposed Funding by Federal Source for FY21

The primary funding sources for FAMPO’s planning activities are provided by FHWA and the Federal Transit Administration (FTA) under title 23 U.S.C. and title 49 U.S.C. Chapter 53. MPOs are required to document the transportation planning activities performed with these funds in the UPWP. The FHWA and FTA funding categories included in this UPWP are:

- **FHWA Planning (PL) Funds.** FHWA Planning (PL) funds for urbanized areas are administered by VDOT and are used to support transportation planning activities in the MPO planning area. Planning (PL) Funds require a minimum 20% non-Federal match, which is comprised of a 10% State match and a local match of 10%. FAMPO’s available PL balance for the beginning of the fiscal year includes new PL funds allocated to FAMPO by VDOT plus carryover PL funds that have not been used or obligated in prior years.

- **FTA Section 5303 Funds** – FTA grant funds for urbanized areas are used to support metropolitan transportation planning and for technical studies related to urban public transportation. A non-federal match of 20% is required for these funds, which is comprised of 10% State match and 10% local match.

- **FHWA RSTP/STBG Funds.** Regional Surface Transportation Program Funds (RSTP) are FHWA Surface Transportation Block Grant Program (STBG) funds that are available for a broad range of transportation purposes. RSTP funds are made available to VDOT, which then may provide funds to the MPO. Any RSTP funds provided to an MPO for planning purposes must be shown in the UPWP.

- **FHWA CMAQ Funds.** Federal funds are available for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). These funds may be used for transportation projects or programs that reduce congestion and improve air quality.

Table 2 provides a summary of FY21 funding by federal source and State and local match.
Table 2. FY21 Funding by Federal Source and Match

<table>
<thead>
<tr>
<th>FY21 Funding</th>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
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</table>
2.0 Planning Priorities for the FAMPO Region

The FAMPO region is experiencing rapid population growth, development pressure, increases in traffic, and a shortage of transportation funds, all of which pose challenges to addressing congestion and related issues. FAMPO’s work program is designed to support federal MPO planning requirements while responding to these issues. The work program is also shaped by the planning priorities established for the region, ongoing planning efforts, major projects under study or construction, Virginia’s SMART SCALE process, and new or revised planning requirements. This section describes and lists the planning activities FAMPO will undertake to respond to these challenges and the region’s planning priorities.

2.1 FAMPO 2050 Long Range Transportation Plan

FAMPO will complete the 2050 Long-Range Transportation Plan as an update to the existing 2045 plan to continue to meet MAP-21/FAST Act requirements for performance-based planning and programming. The region’s congestion management process (CMP) will be updated as part of this effort.

2.2 Ongoing Transportation Planning

FAMPO will continue to support the Virginia Association of Metropolitan Planning Organizations (VAMPO) through participation on committees and attendance at meetings.

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media, implementing public notices and press releases, providing graphic visualizations when needed, ensuring access to the disabled community for all public meetings; and providing alternate language translation to facilitate the participation of non-English speaking populations when requested. 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, businesses and community groups, as well as other interested parties regarding FAMPO’s draft transportation 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 Public Participation Plan (PPP), as well as implement new virtual participation options. An annual evaluation will be conducted to measure the effectiveness of the PPP.

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.

2.3 Air Quality Planning Activities

In 2004, the EPA classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as an ozone nonattainment area under the 1997 8-hour ozone air quality standards. Due to this designation, FAMPO was subject to the federal transportation conformity rule, which requires that all transportation projects identified in an MPO’s TIP and LRTP conform to the air quality plans developed by the state and MPO for the region.

In 2012, EPA passed a new ozone standard, and subsequently revoked transportation conformity requirements for areas that attained the new standard, which include the FAMPO region. However, on February 16, 2018, a court decision regarding EPA’s revocation (DC Circuit Court of Appeals decision No. 15-1115, South Coast Air Quality Management District, Petitioner v. Environmental Protection Agency, et al., Respondents) effectively reinstated conformity requirements in several areas, including the FAMPO region. As a result of this court decision, FAMPO is once again required to demonstrate transportation conformity of amended or updated TIPs and LRTPs.

In late 2018, EPA issued guidance to address conformity requirements in these areas using more streamlined procedures without the need to conduct a lengthier regional emissions analysis. However, each TIP and/or LRTP amendment or update must still undergo an analysis to demonstrate conformity before it can be approved and adopted. FAMPO will continue to work with VDOT, the Virginia Department of Environmental Quality, FHWA, and other interagency partners to meet the conformity requirements for amended or updated TIPs and LRTPs. FAMPO will also continue to monitor federal air quality court decisions, guidance and rulemakings that may affect the FAMPO region.

2.4 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, a portion of northern Stafford County became a part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA, TMA. This meant that additional planning responsibilities would be required, and either NCRTPB or FAMPO
would have to perform them. In September of 2004, the FAMPO Policy Committee and the NCRTPB entered into an agreement that assures the performance of the TMA planning requirements for the affected portion of Stafford County. This agreement principally requires the coordination of planning activities between the NCRTPB 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 County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for northern Stafford County, a proportionate share of NCRTPB’s federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and NCRTPB will continue to assure the TMA requirements are being satisfied. In FY21, FAMPO will work with NCRTPB to review and update this agreement to be fully compliant with MAP-21/FAST Act requirements and make other updates as needed.

In the 2010 Census, the Fredericksburg UZA did not meet the population threshold to qualify it as its own TMA. Therefore, northern 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 NCRTPB/FAMPO Memorandum of Understanding (MOU) Agreement. This 2004 agreement is scheduled to be updated in FY-21 as a recommended improvement from the 2019 NCRTPB/FAMPO Certification Review process.

2.5 Congestion Management Process

In December 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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010 CMP measured the level-of-service (LOS), vehicle crashes and peak period travel times on various regional arterials. These measurements will be used as a baseline for future CMP updates. In 2019, FAMPO updated the CMP, providing data analytics highlighting congestion along specified corridors within the FAMPO region. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO region. The CMP is an integral part of FAMPO’s short-term and long-term planning and project prioritization processes. In FY21, FAMPO will update its CMP and work towards integrating the CMP with the 2050 LRTP.

2.6 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 within the conventional surface transportation infrastructure. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives, which include hands-free vehicle navigation, collision avoidance and intelligent cruise control are just a few examples of ITS. VDOT has also extended a 511 information program for interstate conditions throughout the state, including the I-95 corridor through the FAMPO 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 to implement ITS solutions statewide. ITS will play a growing role in FAMPO’s short- and long-term congestion management activities going forward.

2.7 Freight Planning

One of the federal planning requirements emphasizes an improved understanding of freight patterns and future demands on state and regional multimodal 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 FAMPO region. VTrans2040, Virginia’s multimodal long-range transportation plan, includes the Virginia Freight Element (VFE), which serves as the state’s freight plan and is fully compliant with freight provisions in the FAST Act. The VFE identifies significant freight system trends, needs, and issues within Virginia, and describes the state’s policies and strategies that will guide freight-related investment decisions and enable the state to meet national freight goals. 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 included in the 2045 LRTP and will be updated as part of the 2050 LRTP effort in FY21.

2.8 Environmental Justice/Title VI/Limited English Proficiency

MPOs must adhere to several federal laws and regulations that serve to ensure equitable participation opportunities and outcomes. Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629;1994) directs each federal agency to develop a strategy for identifying and addressing disproportionately high and adverse human health or environmental effects on low-income populations and minority populations.

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color or national origin. Succeeding laws and presidential executive
orders added sex, age, income status, limited English proficiency, and disability to the criteria for which discrimination is prohibited. FAMPO ensures equitable participation and outcomes through proactive public involvement efforts. FAMPO’s public involvement efforts are guided by its Title VI, Limited English Proficiency (LEP) and Public Participation Plans. FAMPO’s proactive efforts include:

   a) Preparing and maintaining a demographic profile of the region using the most current statistical information available on race, income and other relevant data.

   b) Utilizing socioeconomic maps to tailor outreach strategies to the EJ, Title VI and LEP populations identified.

   c) Conducting outreach to include traditionally underserved and protected groups in the transportation planning process.

2.9 Public Participation

Public participation is a major component of the continuing, cooperative and comprehensive (3C) metropolitan transportation planning process. Federal laws and regulations require MPOs to provide equitable opportunities for meaningful public participation in the transportation planning process. FAMPO’s Public Participation Plan, Limited English Proficiency and Title VI plans guide public involvement efforts.

2.10 Performance-Based Planning and Programming

MAP-21 and the FAST Act established a transportation performance management (TPM) framework that requires state departments of transportation (DOTs), MPOs, and public transportation providers to conduct performance-based planning and programming (PBPP) by tracking performance measures and establishing data-driven targets to improve performance. PBPP ensures the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to national transportation goals.

Under this TPM framework, state DOTs, MPOs, and public transportation providers must share performance information, coordinate to set performance targets, and periodically report on performance. FAMPO will work closely with VDOT, DRPT, Fredericksburg Regional Transit (FRED), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), FHWA, and FTA to establish performance targets and monitor and report performance in FAMPO’s planning documents, including amendments or updates to the Long-Range Transportation Plan and Transportation Improvement Program.
3.0 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.

3.1 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:** Ongoing

3.2 FAMPO On-Call and Special Studies

**Study Area:** Lafayette Boulevard Multimodal Study Phase 2

**UPC Number:** 115612

**Study Background and Objectives:** Conduct a study of potential highway improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and commuter parking area from Dixon Street. Additionally, develop bicycle/pedestrian improvements along Lafayette Boulevard corridor. Coordinate effort with Phase 1 results and work to evaluate traffic, safety, and accessibility for potential commuter parking and AMTRAK/VRE station improvements. Work cooperatively with the State, FRED, the City of Fredericksburg, and Spotsylvania County, VRE, and other FAMPO members on the study effort. Study originated from City of Fredericksburg/VRE CMAQ/RSTP request.

**Budget:** $172,990 (RSTP/STBG). (Note: Total study funding was originally: RSTP/STBG - $250,000 and DRPT FY20 5303 - $12,500. FAMPO staff participation in this study will utilize 5303 funds.)

**Responsible Entity:** FAMPO

**Estimated Completion:** June 2021
Study Area: 2050 Long Range Transportation Plan
UPC Number: 113538
Study Background and Objectives: Develop a new 2050 Long Range Transportation using the latest planning assumptions and that is fully compliant with new federal requirements for MAP-21/FAST Act Performance Based Planning and for Air Quality Conformity regulations. Integrate FY21-24 TIP update and Congestion Management Process (CMP) into 2050 LRTP. Additionally, update the plan based on the results from the SYIP, SMART SCALE Round 3, and other changes to transportation projects in the FAMPO region.
Budget: $200,000 (RSTP/STBG)
Responsible Entity: FAMPO
Estimated Completion: June-December 2021

Study Area: Rte 610 Operational Study in North Stafford from Rte 1 to Onville Road. Study originated with Stafford County CMAQ/RSTP request.
UPC Number: TBD
Study Background and Objectives: VDOT operations study to determine targeted low-cost safety and capacity improvements to the corridor.
Budget: $75,000 (RSTP/STBG) (Note: Total Study cost estimated at $200,000. As of June 2020, this study has not yet started.)
Responsible Entity: VDOT
Estimated Completion: June 2021

Study Area: US Rte 1 Massaponax STARS Study Area
UPC Number: T-22925
Study Background and Objectives: VDOT planning study to determine targeted low access management, cost safety and capacity improvements to the corridor. Study originated from VDOT STARS prioritization system with support from Spotsylvania County and FAMPO RSTP support was requested to help advance the study.
Budget: $0 (RSTP/STBG) (Note: Total Study cost estimated at $200,000. The $100,000 in RSTP funds has been expended as of June 2020, but the study is not yet complete and thus remains in the UPWP.)
Responsible Entity: VDOT
Estimated Completion: June 2021
Additional studies are possible, subject to Policy Committee direction.

**Budget:** Various

**Responsible Entity:** FAMPO

**Estimated Completion:** Ongoing
4.0 FY21 FAMPO Unified Planning Work Program Activities by Task

This section details the transportation planning activities that will be carried out by FAMPO staff and its committees in FY21, and the funding that will be applied to each. FAMPO’s planning activities are grouped under the following eight task categories:

1. Long-Range System Level Planning;
2. Short-Range Project Level Planning;
3. Congestion Management;
4. Public Participation;
5. Transportation Demand Management;
6. Transit Planning;
7. Special Project Planning;
8. FAMPO Administration; and

Each task is described below. Unless otherwise indicated, each task will be led by FAMPO staff. End Products (deliverables) are listed first for each planning task and activities are listed within each End Product.
4.1 Long-Range System Level Planning

**Description:** This planning task includes activities that will result in a coordinated, performance-driven, outcome-based planning process that addresses national and regional issues such as a growing population, mobility choices, and livable communities to develop an optimized multimodal transportation system for the FAMPO region. The activities will also result in a financially constrained LRTP that reflects the region’s vision and goals and is supported with best practices and the latest available data.

**End Products:**

1. **Completion of the 2050 LRTP for FAMPO by JuneDecember, 2021.*
   
   a. Update Bicycle/Pedestrian, Freight, Transit, and ITS components of the 2050 LRTP, as needed to satisfy federal and state requirements and ensure that ITS components are consistent with the development of the regional ITS architecture.
   
   b. Maintain transportation analysis zone (TAZ)-based land use projections for the Region.
   
   c. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.
   
   d. Once completed and adopted, maintain the document consistent with federal and state requirements.

2. **Completion Commencement** of an Environmental Justice (EJ) Analysis on the 2050 LRTP.*

3. Maintenance of the 2045 LRTP .***
   
   a. Continue to satisfy federal requirements for the 2045 LRTP until the 2050 LRTP is adopted.

4. Meet Air Quality Conformity Requirements for the 2050 LRTP.**

5. Updated Highway Project Prioritization Methodology.**

6. Participate in the State’s VTRANS 2045 process and other long range studies impacting the FAMPO region in FY21.***

7. Staff attendance and participation at committee meetings.***
   
   a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.

8. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning best practices.***

9. Collect, organize and report various system performance data (vehicular and non-vehicular measures), as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.***
10. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.**

11. Serve as a regional leader in providing opportunities for both formal and informal informational exchanges.***
   a. Continue to host meetings and informational exchange discussions regarding procedures to improve transportation planning.
   b. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
   c. Continue to integrate freight planning into the regional planning process. In conjunction with VDOT and local review (through FAMPO Technical Advisory 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.

12. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.***
   a. Continue to work with VDOT to update the regional travel demand model to FAMPO 5.15 which will include a mode split model to enhance its multimodal forecasting abilities.
   b. Continue to enhance current FAMPO land use modeling using CommunityViz and integrate it with the FAMPO travel demand model.

13. Meet all federal requirements related to transportation performance measures.***
   a. In conjunction with VDOT, continue to apply the new requirements of MAP-21 and the FAST Act into the planning process, including addressing intercity transportation, resiliency, travel and tourism, and emergency planning as part of the 2050 LRTP effort.
   b. Work with U.S. DOT and VDOT to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.
   c. Update the system performance report for the 2050 LRTP to reflect the most recent performance targets and data for the federal performance measures and comparison with baseline performance.
FAMPO FY21 Unified Planning Work Program (UPWP)
Draft

| Funding | * Initiative will be funded with RSTP/STBG, PL, and 5303 funding  
** Initiative will be funded with PL funding  
*** Initiative will be funded with a combination of PL and 5303 funding |
| Planning Factors | This task is focused on the MPO planning process and long-range planning, and supports all planning factors (#1 - #10). |
| Participants | FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public. |
| Schedule | Ongoing throughout the fiscal year.  
2050 LRTP planned for completion by June December, 2021. |
| RSTP/STBG Funded Activities | Staff intends to utilize up to $1200,000 in RSTP/STBG funds (UPC 113538) for consultant support, marketing, and travel to complete the 2050 LRTP. FAMPO staff will utilize up to $100,000 in RSTP/STBG funds but will primarily utilize PL and 5303 funds to complete this effort. |

Task 4.1 Budget & Breakdown by Funding Source:

<table>
<thead>
<tr>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
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4.2 Short-Range Project Level Planning

**Description:** These tasks will ensure that transportation programs and projects result in an integrated, multimodal transportation system that facilitates the movement of people and goods in the FAMPO region. These activities will help identify opportunities for increased mobility options for projects and will allow the region to conduct a planning process that prioritizes and schedules transportation projects consistent with adopted goals in the long-range plans of the region and the state.

**End Products:**

1. Completed Lafayette Boulevard Multimodal Study – Phase 2.****
2. Maintenance of the Regional Bicycle/Pedestrian Count Program.**
   a. Continue to track, monitor, and analyze data which will be shared bimonthly with the Bicycle and Pedestrian Advisory Committee.
   b. Purchase one new bicycle/pedestrian counter.
3. Completed Massaponax STARS Study.* (VDOT task)
   a. FAMPO staff will participate in the study effort as a stakeholder.
4. Completed Rte 610 Operational Study in North Stafford.* (VDOT task)
   a. FAMPO staff will participate in the study effort as a stakeholder.
5. Analysis regarding the effect of the provision of transportation services to low income and minority residents.***
   a. Provide technical and GIS assistance to FRED, HGAAA, localities and other regional stakeholders.
   b. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low-income residents within the Region.
6. GIS and other products, as required, in support of transportation projects in the Region.**
7. Analysis in response to studies affecting the Region.**
8. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.***
9. Completed Round 4 SMART SCALE applications.**
10. Implementation of FY21-24 TIP.**
    a. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.
11. Complete an Environmental Justice (EJ) Analysis on the FY21-24 TIP.**
12. Maintenance of FY18-21 TIP.**
29

a. Continue to satisfy federal requirements for the FY18-21 TIP until the FY21-24 TIP is implemented October 1, 2020.

b. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.

13. Meet Air Quality Conformity requirements for the TIP.**

14. Staff attendance and participation at committee meetings.***

   a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.

15. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning best practices.***

16. Updated CMAQ/RSTP Funding, Project Application, Selection, and Prioritization Methodology.***

   a. Potential implementation of a policy to govern CMAQ and RSTP/STBG transfer requests to cover funding shortfalls.

17. Updated regional multimodal database of available and planned transportation facilities and services.**

18. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Advisory Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines.**

| Funding | * Initiative will be funded with RSTP/STBG funding  
** Initiative will be funded with PL funding  
*** Initiative will be funded with PL and 5303 funding  
**** Initiative will be funded with RSTP/STBG and 5303 funding |
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<td>RSTP/STBG Funded Activities</td>
<td>RSTP/STBG funds will be utilized for three VDOT-led studies: Lafayette Boulevard Multimodal Study Phase 2, Massaponax STARS Study, and Route 610 Operational Study. FAMPO staff involvement in the Lafayette Boulevard Multimodal Study Phase 2 will be funded with 5303 funds.</td>
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Task 4.2 Budget & Breakdown by Funding Source:

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Funding Initiative will be funded with RSTP/STBG funding  
** Initiative will be funded with PL funding  
*** Initiative will be funded with PL and 5303 funding  
**** Initiative will be funded with RSTP/STBG and 5303 funding
4.3 Congestion Management

Description: FAMPO will update its CMP for the FAMPO region for the 2050 LRTP effort and integrate it into the 2050 LRTP effort and new MAP-21/FAST Act Performance Based Planning and Programming requirements to the extent possible. INRIX, StreetLight Data, and any other available sources for traffic congestion data will be used to enhance the CMP, and information will be provided to interested parties online, via the FAMPO website. FAMPO will coordinate this effort with the ITS and operations agencies and staff within its planning area.

End Products:

1. An updated CMP included as part of the 2050 LRTP documentation which will include updated travel time indices, safety and congestion hotspots and safety, ITS, and congestion mitigation strategies, and development of recommendations for specific multimodal corridor improvements.*

2. Continued review of transportation impacts as a result of the COVID-19 pandemic. Staff will monitor traffic and congestion data and report its analyses to committees on an ongoing basis.*

**Funding**

* Initiative will be funded with PL funding

**Planning Factors**

This task supports planning factors #1 Economic Vitality, #4 Accessibility and Mobility, #5 Quality of Life, #7 Efficient System Management, #9 Reliability, and #10 Enhance Travel and Tourism.

**Participants**

FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, FHWA, FTA, local jurisdictions, and consultants

**Schedule**

Ongoing throughout the fiscal year.

Task 4.3 Budget & Breakdown by Funding Source:

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<thead>
<tr>
<th>Funding</th>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$10,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$12,500</td>
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<tr>
<td>Local</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$12,500</td>
</tr>
</tbody>
</table>
4.4 Public Participation

**Description:** Federal law and regulations require MPOs to provide equitable opportunities for the public to participate in the transportation planning process. These activities will keep FAMPO members and planning partners informed about key regional issues and trends, engage the public and stakeholders in development of plans and programs, and provide opportunities for meaningful input to the planning process.

**End Products:**

1. Substantially increased and maintained distribution database. *
2. Distribution of information on public participation opportunities and outreach findings. *
3. Improved FAMPO website to facilitate public participation.*
4. Increased social media and virtual outreach activities.*
5. Creation and distribution of informational materials to the public.*
6. Development of new methods and tools to increase public participation.*
7. Analysis and reporting of public feedback to staff and committee members.*
8. Virtual or in-person public outreach events at accessible locations.*
9. Fulfilled requests and needs for translation services.*
10. Fulfilled FOIA requests.*
11. Support for CTAC operations and recruitment for open positions.*
12. Log of public involvement activities, efforts and participation by month.*
13. Documentation, evaluation and reporting on demographic statistics of FY21 committee members and public participants.*
14. Completion of Title VI training and continuing education offerings.*
15. Participation at PTAB and RHSTCC meetings and offers to support these groups.*
17. Potential amended bylaws and public participation procedures for all FAMPO committees in light of the COVID-19 pandemic.*

| Funding | * Initiative funded using PL funds |
| Planning Factors | This task supports planning factors #4 Accessibility and #5 Quality of Life, and indirectly supports the other planning factors by enhancing public involvement in the planning process. |
| Participants | FAMPO staff (lead), FAMPO Committees, VDOT, local governments, stakeholders, consultants, and the public |
| Schedule | Ongoing throughout the fiscal year. |
Task 4.4 Budget & Breakdown by Funding Source:

<table>
<thead>
<tr>
<th></th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
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<tr>
<td>$85,000</td>
<td>$10,625</td>
<td>$10,625</td>
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<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>
4.5 Transportation Demand Management

**Description:** These activities address TDM planning by FAMPO staff for I-395 Commuter Choice Program and Healthy Generations Area Agency on Aging. This section includes other multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts, including FAMPO staff oversight of GWRideConnect CMAQ allocations and work plan progress.

**End Products:**

1. Participation in I-395 Commuter Choice and HGAAA meetings and activities.*
   - Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the HGAAA with vehicle programming and planning for mobility-impaired persons.
2. FAMPO assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants.*
3. GWRideConnect Work Plan for CMAQ.*
4. Work with DRPT, VDOT, OmniRide, VRE, AMTRAK, HGAAA, and GWRideConnect on regional TDM/Transit planning efforts and studies as necessary subject to available FAMPO staff resources.*
5. Other potential tasks identified by FAMPO staff or the Policy Committee.*
6. Participation in Regional Commuter and VRE lot utilization surveys.*

**Funding**

<table>
<thead>
<tr>
<th>Planning Factors</th>
<th>Participants</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Initiative will be funded with 5303 funding</td>
<td>FAMPO staff (lead), FAMPO Committees, GWRideConnect staff, and the public.</td>
<td>Ongoing throughout the fiscal year.</td>
</tr>
</tbody>
</table>

**Task 4.5 Budget & Breakdown by Funding Source:**

<table>
<thead>
<tr>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
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<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
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<td>$0</td>
<td>$15,000</td>
<td>$1,875</td>
</tr>
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</table>
4.6 Transit Planning

**Description:** These activities address the transit planning process and support of projects identified and prioritized by Fredericksburg Regional Transit (FRED) and all transit system that connect in the region. This section also included multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts.

**End Products:**

1. Participation of FAMPO in FRED Public Transit Advisory Board, meetings and activities.*
   a. Work cooperatively with FRED Transit on regional transit initiatives and projects.
2. FAMPO will work with DRPT, VDOT, PRTC, and FRED Transit on regional transit planning efforts and studies as necessary, subject to available FAMPO staff resources.*
3. Other potential tasks identified by FAMPO staff or the Policy Committee.*

<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative will be funded with 5303 funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>This task supports all planning factors (#1 - #10).</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff (lead), FAMPO Committees, FRED, and the public.</td>
</tr>
<tr>
<td>Schedule</td>
<td>Ongoing throughout the fiscal year.</td>
</tr>
</tbody>
</table>

**Task 4.6 Budget & Breakdown by Funding Source:**

<table>
<thead>
<tr>
<th></th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
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<td>$3,750</td>
</tr>
<tr>
<td>Local Match</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>
4.7 Special Project Planning

Description: Includes allowance for special work activities related to non-recurring planning projects or those that do not fit easily into primary categories. In FY21, one potential special project is the response to the 2019 National Capital Region Transportation Planning Board (NCRTPB) Certification review and preparation for the planned 2020 State/Federal Certification review of FAMPO.

End Products:


<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative will be funded with 5303 funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>Tasks will support one or more of the planning factors, depending on the activity or activities funded.</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.</td>
</tr>
<tr>
<td>Schedule</td>
<td>As necessary throughout the fiscal year.</td>
</tr>
</tbody>
</table>

Task 4.7 Budget & Breakdown by Funding Source:

<table>
<thead>
<tr>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
<tr>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$184,380</td>
<td>$2,212,978</td>
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</tbody>
</table>
4.8 FAMPO Administration

**Description:** This task supports the overall administration and management of FAMPO’s continuous, cooperative, and comprehensive (3-C) metropolitan planning process to ensure that state and local planning partners maintain eligibility for the use of federal transportation funds for multimodal system improvements. Activities will provide for fiscally sound, organized, and efficient administration of the work program and budget in accordance with agreements with partner agencies, and support FAMPO through preparation of agendas, presentations, minutes and mailings for committee meetings.

**End Products:**

1. Production, correspondence and documentation related to all FAMPO committee meetings and activities.**
   a. Develop and distribute agendas, supporting materials and minutes to FAMPO committees (Technical Advisory Committee, Citizen Transportation Advisory Committee, Bicycle and Pedestrian Committee, and Policy Committee).
   b. Host and prepare agendas for special committee meetings such as subcommittees or the FAMPO Executive Committee
   c. Prepare and transmit, to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.

2. Documentation of public meetings and hearings conducted during FY21.**

3. Documentation of activities in support of transportation planning and informational requests.**

4. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.*

5. Development and implementation of a staff training program including exposure to state and national best practices.*
   a. Attend transportation conferences and planning/training courses as needed.

6. Implement state-of-the-art hardware and software to meet work requirements and client needs.*
   a. Upgrade existing computer equipment, communications equipment, and software as required.

7. Selection of new FAMPO on-call consultants.*
   a. Work with FAMPO committees and the State to advertise and select new consultant teams for FAMPO on-call contracts. Explore the possibility of utilizing VDOT and DRPT on-call consultants.
8. Maintenance of the FY21 UPWP including quarterly reports.**
   a. Process any amendments to the FY21 UPWP and follow FAMPO’s Public Participation Plan as well as federal and state regulations.
   b. Maintain correspondence and documentation of UPWP amendments.
9. Development of the FY2022 UPWP.**
10. Development of Planning (PL) and Section 5303 funding agreements and contracts.**
    a. Prepare progress, financial and associated supportive reports.
    b. Documentation of correspondence related to the administration of Planning (PL), Section 5303, and RSTP/STBG funds.
11. Staff support to all FAMPO committees.**
12. Coordination of activities with adjacent metropolitan planning organizations, planning districts and other transportation planning organizations when necessary.**
13. Coordination with the NCRTPB, per the NCRTPB/FAMPO 2004 Memorandum of Understanding (MOU) and update this MOU to satisfy federal MAP-21/FAST Act requirements.*
14. Updated FAMPO MOUs and agreements as needed to satisfy federal and state requirements and FAMPO needs.*
15. Formal transmission of products and documents as specified in the NCRTPB Agreement.*
16. Updated 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 in coordination with VDOT staff.**
17. Provision of population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning as part of the Cooperative Forecasting Process.*
18. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.*
19. Compliance with state and federal auditing requirements.**
20. Participation with federal and state partners regarding the September 2020 expiration of the FAST Act.**
### Funding
* Initiative funded with PL funds.
** Initiative funded with a combination of PL and 5303 funds.

### Planning Factors
This task indirectly supports all planning factors by providing the administration and support necessary to effectively manage the transportation planning process.

### Participants
FAMPO staff, other MPOs/PDCs, Federal, State, and local agencies, and the public.

### Schedule
Ongoing throughout the fiscal year.

### Task 4.8 Budget & Breakdown by Funding Source:

<table>
<thead>
<tr>
<th></th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Local Match</td>
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<td>$3,125</td>
<td>$0</td>
<td>$0</td>
<td>$3,125</td>
</tr>
</tbody>
</table>
4.9 Contingency

**Description:** This task sets aside funds that are available to support any new projects or additional task activities in FY21 that are not already programmed in the UPWP. Use of Contingency funds will first require an amendment to the UPWP, which requires a recommendation by the FAMPO Technical Advisory Committee and approval of the FAMPO Policy Committee. End Products for this planning task will be defined as activities are defined and funded.

<table>
<thead>
<tr>
<th>Funding</th>
<th>To be determined based on need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>To be determined based on need</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.</td>
</tr>
<tr>
<td>Schedule</td>
<td>To be determined based on need</td>
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**Task 4.9 Budget & Breakdown by Funding Source:**

<table>
<thead>
<tr>
<th></th>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
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<td>$604,000</td>
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</tr>
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<td></td>
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</tr>
<tr>
<td>Local Match</td>
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<td>$7,584,000</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>State Match</td>
<td>$15,000</td>
<td>$7,584,000</td>
<td>$0</td>
<td></td>
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</tr>
<tr>
<td>Local Match</td>
<td>$15,000</td>
<td>$7,584,000</td>
<td>$0</td>
<td></td>
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<tr>
<td>Local Match</td>
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<td>$7,584,000</td>
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Funds: Federal $120,000, State $15,000, Local $15,000, CMAQ $0, Total $2,534,000.
## 5.0 Summary of Financials

<table>
<thead>
<tr>
<th>FY21 Funding</th>
<th>PL*</th>
<th>5303</th>
<th>RSTP/STBG**</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
<tr>
<td>FY21 New Allocation</td>
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<td>$39,491</td>
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<tr>
<td>FY20 to FY21 Direct Carryover</td>
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<td>$14,078</td>
<td>$114,513</td>
<td>$14,314</td>
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<td>Prior Unexpended</td>
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<td>$0</td>
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<tr>
<td>Previous</td>
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<td></td>
<td></td>
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<tr>
<td>Total</td>
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<td>$55,104</td>
<td>$55,104</td>
<td>$268,380</td>
<td>$33,548</td>
</tr>
<tr>
<td>Summary</td>
<td>$551,038</td>
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<td>$335,476</td>
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</table>

*PL Funds Available:* The amount of PL funds available each fiscal year to the Recipient has three components: (1) **New Allocation**, (2) **Direct Carryover** funds from previous fiscal year and (3) **Prior Unexpended** funds.

1) The **New Allocation** is money that is new to the area for that fiscal year. The State's authorized PL funds are allocated to the urbanized area by the state's formula that considers air quality and population.

2) **Direct Carryover** funds are those in the current year that the Recipient requests to have released directly to the next year. (i.e. FY20 PL funds may be deprogrammed for use in FY21) This process is not automatic and is initiated by the Recipient with MPO approval.

3) **Prior Unexpended** funds is the amount of unexpended funds from two years prior to the program year. (i.e. unexpended funds from FY19 will be carried over to FY21). This is an automatic process. Once PL funds are allocated to an area, they stay with the area and continue to be carried over; the MPO will not lose funds because they are unspent.

**RSTP/STBG studies have been prioritized in either the FAMPO CMAQ/RSTP process or the VDOT STARS process. Breakdown by RSTP/STBG line item is shown below in Section 5.2.
## 5.1 FAMPO Budget by Program Activity

<table>
<thead>
<tr>
<th>FY21 Funding</th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
<tr>
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<td>$11,354</td>
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<td>4.9</td>
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<td>$15,000</td>
<td>$604,000</td>
<td>$758,000</td>
</tr>
<tr>
<td>Total</td>
<td>$440,830</td>
<td>$55,104</td>
<td>$55,104</td>
<td>$268,380</td>
<td>$33,548</td>
</tr>
</tbody>
</table>
### 5.2 FAMPO RSTP/STBG Budget

<table>
<thead>
<tr>
<th>RSTP/STBG Funded Projects</th>
<th>UPC</th>
<th>Category</th>
<th>Previous + FY20 Projected Leftover Funding</th>
<th>FY21 Allocation</th>
<th>FY21 UPWP Budget</th>
<th>UPWP Program Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAMPO 2050 LRTP</td>
<td>113538</td>
<td>Consultant support, travel, marketing ($100k), staffing ($100k)</td>
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<td>$200,000</td>
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</tr>
<tr>
<td>VDOT Lafayette Boulevard Multimodal Study – Phase 2</td>
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<td>Study</td>
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<td>$172,990</td>
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<td>Rt 610 Operational Study</td>
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<td>Study</td>
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<td>$75,000</td>
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<td>Study</td>
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<td>$0</td>
<td>$0</td>
<td>4.2</td>
</tr>
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</table>

### 5.3 FAMPO CMAQ Budget

<table>
<thead>
<tr>
<th>CMAQ Funded Projects</th>
<th>UPC</th>
<th>Category</th>
<th>Previous + FY20 Projected Leftover Funding</th>
<th>FY21 Allocation</th>
<th>FY21 UPWP Budget</th>
<th>UPWP Planning Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>GWRideConnect Support</td>
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<td>Staffing and marketing</td>
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<td>$125,000</td>
<td>$125,000</td>
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</tr>
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</table>
Unified Planning Work Program

Fiscal Year 2021

Fredericksburg Area Metropolitan Planning Organization

Draft (Clean copy inclusive of changes between June 10, 2020 and June 18, 2020)

Approved by the FAMPO Policy Committee June XX, 2020
Mission Statement
The MPO’s mission is to provide a cooperative, continuous and comprehensive (“3C”) transportation planning process to build regional agreement on transportation investments, that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals for the safe and efficient movement of people and goods. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process.

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.”
Preface to the Fiscal Year 2021 Unified Planning Work Program

FAMPO’s FY21 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning and other special projects.

According to the Weldon Cooper Center for Public Service, the Fredericksburg Metropolitan Planning Organization (FAMPO) Region grew by 14.6% between the 2010 Census and July 2019, to a total of 315,936 residents. This is the highest growth rate in the Commonwealth.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2010 Census</th>
<th>2019 Estimate</th>
<th>Numeric Change since 2010</th>
<th>Percent Change since 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stafford</td>
<td>128,961</td>
<td>151,689</td>
<td>22,728</td>
<td>17.6%</td>
</tr>
<tr>
<td>Fredericksburg City</td>
<td>24,286</td>
<td>28,532</td>
<td>4,246</td>
<td>17.5%</td>
</tr>
<tr>
<td>Spotsylvania</td>
<td>122,397</td>
<td>135,715</td>
<td>13,318</td>
<td>10.9%</td>
</tr>
<tr>
<td>FAMPO Total</td>
<td>275,644</td>
<td>315,936</td>
<td>40,292</td>
<td>14.6%</td>
</tr>
</tbody>
</table>

Given its proximity to Northern Virginia and Washington, D.C., the Region will continue to experience pressures for both suburban and “exurban” land uses and their attendant commuting patterns.

Development pressure, population growth, attenuate increases in traffic and a 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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1.0 FY21 Unified Planning Work Program

1.1 Introduction – Metropolitan Planning in Fredericksburg

The Fredericksburg area was first identified as an urbanized area in 1992, following the 1990 U.S. Census. An urbanized area is defined 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, a metropolitan planning organization (MPO) must be designated for each urbanized area to carry out specified metropolitan planning activities. Federal transportation funds are available to each MPO to conduct these planning activities.

In its capacity as the region’s MPO since 1992, it is the Fredericksburg Area Metropolitan Planning Organization’s (FAMPO) responsibility to ensure a “continuing, comprehensive and cooperative” transportation planning process. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County and Stafford County. The MPO is responsible for transportation planning and funding allocations in this area and partners with the public, planning organizations, government agencies, elected officials and community groups to develop regional transportation plans. Transportation policy decisions of the MPO are made by the FAMPO Policy Committee. Table 1 presents the membership of the Policy Committee. FAMPO’s transportation planning services are currently provided by the FAMPO staff, including a public participation and Title VI coordinator, an administrative assistant, a full-time transportation planner, three part-time transportation/GIS planners, and one intern. Staff are typically managed by the FAMPO Administrator, who reports to the Policy Committee; however, as of May 2020 this position remains vacant.

Under a 2013 Memorandum of Understanding (MOU) agreement with the FAMPO Policy Committee, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO and serve as FAMPO’s fiscal agent at the pleasure of the FAMPO Policy Committee. Figure 1 presents a map of the FAMPO and GWRC planning areas. GWRC includes five jurisdictions: Stafford, Spotsylvania, King George, and Caroline Counties and the City of Fredericksburg. FY20 FAMPO UPWP activities only include work being done within the FAMPO region. GWRC has a separate Rural Work Program (RWP) that covers rural transportation planning for King George and Caroline Counties.
Table 1. FAMPO Policy Committee Membership

<table>
<thead>
<tr>
<th><strong>Voting</strong></th>
<th><strong>Non-voting</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Fredericksburg – 3 positions</td>
<td>Caroline County</td>
</tr>
<tr>
<td>Spotsylvania County – 3 positions</td>
<td>King George County</td>
</tr>
<tr>
<td>Stafford County – 3 positions</td>
<td>Department of Rail and Public Transit</td>
</tr>
<tr>
<td>Potomac and Rappahannock Transp. Commission – 1 position</td>
<td>Commonwealth Transportation Board</td>
</tr>
<tr>
<td>Representative for the Virginia Secretary of Transportation – 1 position</td>
<td>Citizens Transportation Advisory Committee</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td></td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td></td>
<td>FREDericksburg Regional Transit</td>
</tr>
<tr>
<td></td>
<td>Virginia Department of Transportation</td>
</tr>
</tbody>
</table>
1.2 Federal Transportation Legislation and Planning Requirements

The primary federal law governing metropolitan transportation planning is the Fixing America’s Surface Transportation (FAST) Act, enacted in 2015. The FAST Act built upon the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under the FAST Act, MPOs must establish a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following 10 planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Through implementation of this work program, FAMPO will ensure the region’s transportation planning process meets the federal requirements and addresses local transportation challenges. Figure 2 shows the relationship between each UPWP task and the federal planning factors.
1.3 The Unified Planning Work Program

To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding 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 Commonwealth of Virginia as well as by 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 or bi-annually adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP (per 23 CFR 450.308(c)) is to identify:
a) The transportation planning work proposed for the next 1- or 2-year period by major activity and task;
b) The agencies and/or organizations who will perform the work;
c) The schedule for completing the work;
d) The end products resulting from that work;
e) The proposed funding sources for each activity; and
f) The total amounts and sources of federal and matching funds.

1.4 UPWP Development

Annual development of the UPWP originates in activity between FAMPO staff and the FAMPO Technical Advisory Committee (TAC), which includes representatives from each local government, transit and transportation demand management (TDM) providers, Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT) and the Federal Highway Administration (FHWA). During development, TAC is first briefed on an outline and preliminary budget for the new UPWP that covers July 1 to June 30. This briefing identifies proposed changes to the current year’s work activities, products, schedules, and budgets. After staff incorporates changes from TAC, a complete draft of the program is then presented to TAC and the Policy Committee and released for public comment. Staff considers comments as they prepare the final draft document. In May, the final draft of the UPWP and public comments, are presented to the Policy Committee for approval. The UPWP is then submitted to FTA and FHWA for their review and approval by the beginning of the fiscal year on July 1. While this timeline generally describes typical UPWP development, this FY21 UPWP saw a streamlined process due to the COVID-19 pandemic.

From time to time, the UPWP may need to be amended to address changes in funding resulting from new grant awards, Policy Committee initiatives, or other unforeseen factors. In this event, FAMPO staff will develop a draft amended UPWP for review by TAC and the public (where appropriate) and approval by the Policy Committee.

1.5 FAMPO Accomplishments in FY20

There were significant leadership and staff changes in FY20. FAMPO lost its administrator and deputy administrator, replaced its administrative assistant and public involvement coordinator, and hired a full-time planner. As a result, some FY20 UPWP activities were not completed and have been delayed to FY21. These activities are listed below:

1. 2050 Long Range Transportation Plan (LRTP)
2. Review and update project prioritization process for CMAQ/RSTP, LRTP, and TIP
3. Lafayette Boulevard Multimodal Study Phase 2
4. Route 610 Operational Study
5. US Rte 1 Massaponax STARS Study

Broadly speaking, staff have responsibilities in the areas of administration, long range transportation planning, project level planning, GIS, modeling, public involvement, communications, and congestion management. Staff are 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 planning work was accomplished in the past year:

1. Developed the FY21 UPWP.
2. Sponsored several 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 to maintain and support Regional Land Use Scenario Planning efforts using CommunityViz software.
5. Completed ten regional project pre-applications for SMART SCALE Round 4 consideration.
6. Further developed in-house GIS capability.
7. 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. Worked 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 FY21-26.
10. Continued to provide transportation planning assistance to local governments.
11. Continued active involvement in the state’s I-95 Corridor Study by advocating for the region’s needs and concerns.
12. Amended and maintained the FY2018-2021 Transportation Improvement Program (TIP).
13. Amended and maintained the 2045 Long Range Transportation Plan
14. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO’s planning program to support Congestion Management Process (CMP).
15. Continued to utilize StreetLight Data in FAMPO’s planning program.
16. Developed the FY21-24 TIP.
17. Expanded public involvement efforts and completed outreach for the FY21-24 TIP, FY21 UPWP, air quality conformity analyses, as well as amendments to the 2045 LRTP.
18. Improved FAMPO website and increased social media presence.
19. Increased the information sharing distribution database.
20. Completed Title VI Assurance and training.
21. Provided administrative and operational support for all FAMPO committees.
22. Completed the Lafayette Boulevard Multimodal Study – Phase 1.
23. Processed an amendment to the 2045 LRTP that included adding SMART SCALE Round 3 projects and new FY21-24 TIP window projects.

1.6 FAMPO Staffing for FY21

Like most MPOs in Virginia, FAMPO is staffed by a planning district commission. Proposed FY21 GWRC staffing for FAMPO transportation planning activities is as follows:

1. FAMPO Administrator
2. Public Involvement Coordinator
3. Administrative Assistant or Transportation Planner I or II or III
4. Transportation Planner I or II or III
5. Transportation Planner I or II or III
6. Transportation Planner I or II or III
7. Part Time Transportation Planner I or II or III
8. FAMPO Intern
1.7 Proposed Funding by Federal Source for FY21

The primary funding sources for FAMPO’s planning activities are provided by FHWA and the Federal Transit Administration (FTA) under title 23 U.S.C. and title 49 U.S.C. Chapter 53. MPOs are required to document the transportation planning activities performed with these funds in the UPWP. The FHWA and FTA funding categories included in this UPWP are:

- **FHWA Planning (PL) Funds.** FHWA Planning (PL) funds for urbanized areas are administered by VDOT and are used to support transportation planning activities in the MPO planning area. Planning (PL) Funds require a minimum 20% non-Federal match, which is comprised of a 10% State match and a local match of 10%. FAMPO’s available PL balance for the beginning of the fiscal year includes new PL funds allocated to FAMPO by VDOT plus carryover PL funds that have not been used or obligated in prior years.

- **FTA Section 5303 Funds** – FTA grant funds for urbanized areas are used to support metropolitan transportation planning and for technical studies related to urban public transportation. A non-federal match of 20% is required for these funds, which is comprised of 10% State match and 10% local match.

- **FHWA RSTP/STBG Funds.** Regional Surface Transportation Program Funds (RSTP) are FHWA Surface Transportation Block Grant Program (STBG) funds that are available for a broad range of transportation purposes. RSTP funds are made available to VDOT, which then may provide funds to the MPO. Any RSTP funds provided to an MPO for planning purposes must be shown in the UPWP.

- **FHWA CMAQ Funds.** Federal funds are available for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). These funds may be used for transportation projects or programs that reduce congestion and improve air quality.

Table 2 provides a summary of FY21 funding by federal source and State and local match.
Table 2. FY21 Funding by Federal Source and Match

<table>
<thead>
<tr>
<th>FY21 Funding</th>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
<tr>
<td>FY21 New Allocation</td>
<td>$315,924</td>
<td>$39,491</td>
<td>$39,491</td>
<td>$153,867</td>
<td>$19,234</td>
</tr>
<tr>
<td>FY20 to FY21 Direct Carryover</td>
<td>$112,627</td>
<td>$14,078</td>
<td>$14,078</td>
<td>$114,513</td>
<td>$14,314</td>
</tr>
<tr>
<td>Prior Unexpended</td>
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<td>$1,535</td>
<td>$1,535</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Previous</td>
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<td>$1,535</td>
<td>$1,535</td>
<td>$358,392</td>
<td>$89,598</td>
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<tr>
<td>Total</td>
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<td>$55,104</td>
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<td>$268,380</td>
<td>$33,548</td>
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<tr>
<td>Summary</td>
<td>$551,033</td>
<td></td>
<td></td>
<td>$335,476</td>
<td></td>
</tr>
</tbody>
</table>

FAMPO FY21 Unified Planning Work Program (UPWP)
Draft
2.0  Planning Priorities for the FAMPO Region

The FAMPO region is experiencing rapid population growth, development pressure, increases in traffic, and a shortage of transportation funds, all of which pose challenges to addressing congestion and related issues. FAMPO’s work program is designed to support federal MPO planning requirements while responding to these issues. The work program is also shaped by the planning priorities established for the region, ongoing planning efforts, major projects under study or construction, Virginia’s SMART SCALE process, and new or revised planning requirements. This section describes and lists the planning activities FAMPO will undertake to respond to these challenges and the region’s planning priorities.

2.1  FAMPO 2050 Long Range Transportation Plan

FAMPO will complete the 2050 Long-Range Transportation Plan as an update to the existing 2045 plan to continue to meet MAP-21/FAST Act requirements for performance-based planning and programming. The region’s congestion management process (CMP) will be updated as part of this effort.

2.2  Ongoing Transportation Planning

FAMPO will continue to support the Virginia Association of Metropolitan Planning Organizations (VAMPO) through participation on committees and attendance at meetings.

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media, implementing public notices and press releases, providing graphic visualizations when needed, ensuring access to the disabled community for all public meetings; and providing alternate language translation to facilitate the participation of non-English speaking populations when requested. 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, businesses and community groups, as well as other interested parties regarding FAMPO’s draft transportation 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 Public Participation Plan (PPP), as well as implement new virtual participation options. An annual evaluation will be conducted to measure the effectiveness of the PPP.

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
un 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.

2.3 Air Quality Planning Activities

In 2004, the EPA classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as an ozone nonattainment area under the 1997 8-hour ozone air quality standards. Due to this designation, FAMPO was subject to the federal transportation conformity rule, which requires that all transportation projects identified in an MPO’s TIP and LRTP conform to the air quality plans developed by the state and MPO for the region.

In 2012, EPA passed a new ozone standard, and subsequently revoked transportation conformity requirements for areas that attained the new standard, which include the FAMPO region. However, on February 16, 2018, a court decision regarding EPA’s revocation (DC Circuit Court of Appeals decision No. 15-1115, South Coast Air Quality Management District, Petitioner v. Environmental Protection Agency, et al., Respondents) effectively reinstated conformity requirements in several areas, including the FAMPO region. As a result of this court decision, FAMPO is once again required to demonstrate transportation conformity of amended or updated TIPs and LRTPs.

In late 2018, EPA issued guidance to address conformity requirements in these areas using more streamlined procedures without the need to conduct a lengthier regional emissions analysis. However, each TIP and/or LRTP amendment or update must still undergo an analysis to demonstrate conformity before it can be approved and adopted. FAMPO will continue to work with VDOT, the Virginia Department of Environmental Quality, FHWA, and other interagency partners to meet the conformity requirements for amended or updated TIPs and LRTPs. FAMPO will also continue to monitor federal air quality court decisions, guidance and rulemakings that may affect the FAMPO region.

2.4 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, a portion of northern Stafford County became a part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA, TMA. This meant that additional planning responsibilities would be required, and either NCRTPB or FAMPO...
would have to perform them. In September of 2004, the FAMPO Policy Committee and the NCRTPB entered into an agreement that assures the performance of the TMA planning requirements for the affected portion of Stafford County. This agreement principally requires the coordination of planning activities between the NCRTPB 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 County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for northern Stafford County, a proportionate share of NCRTPB’s federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and NCRTPB will continue to assure the TMA requirements are being satisfied. In FY21, FAMPO will work with NCRTPB to review and update this agreement to be fully compliant with MAP-21/FAST Act requirements and make other updates as needed.

In the 2010 Census, the Fredericksburg UZA did not meet the population threshold to qualify it as its own TMA. Therefore, northern 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 NCRTPB/FAMPO Memorandum of Understanding (MOU) Agreement. This 2004 agreement is scheduled to be updated in FY-21 as a recommended improvement from the 2019 NCRTPB/FAMPO Certification Review process.

2.5 Congestion Management Process

In December 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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010 CMP measured the level-of-service (LOS), vehicle crashes and peak period travel times on various regional arterials. These measurements will be used as a baseline for future CMP updates. In 2019, FAMPO updated the CMP, providing data analytics highlighting congestion along specified corridors within the FAMPO region. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO region. The CMP is an integral part of FAMPO’s short- term and long-term planning and project prioritization processes. In FY21, FAMPO will update its CMP and work towards integrating the CMP with the 2050 LRTP.

2.6 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 within the conventional surface transportation infrastructure. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives, which include hands-free vehicle navigation, collision avoidance and intelligent cruise control are just a few examples of ITS. VDOT has also extended a 511 information program for interstate conditions throughout the state, including the I-95 corridor through the FAMPO 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 to implement ITS solutions statewide. ITS will play a growing role in FAMPO’s short- and long-term congestion management activities going forward.

2.7 Freight Planning

One of the federal planning requirements emphasizes an improved understanding of freight patterns and future demands on state and regional multimodal 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 FAMPO region. VTrans2040, Virginia’s multimodal long-range transportation plan, includes the Virginia Freight Element (VFE), which serves as the state’s freight plan and is fully compliant with freight provisions in the FAST Act. The VFE identifies significant freight system trends, needs, and issues within Virginia, and describes the state’s policies and strategies that will guide freight-related investment decisions and enable the state to meet national freight goals. 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 included in the 2045 LRTP and will be updated as part of the 2050 LRTP effort in FY21.

2.8 Environmental Justice/Title VI/Limited English Proficiency

MPOs must adhere to several federal laws and regulations that serve to ensure equitable participation opportunities and outcomes. Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629;1994) directs each federal agency to develop a strategy for identifying and addressing disproportionately high and adverse human health or environmental effects on low-income populations and minority populations.

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color or national origin. Succeeding laws and presidential executive
orders added sex, age, income status, limited English proficiency, and disability to the criteria for which discrimination is prohibited. FAMPO ensures equitable participation and outcomes through proactive public involvement efforts. FAMPO’s public involvement efforts are guided by its Title VI, Limited English Proficiency (LEP) and Public Participation Plans. FAMPO’s proactive efforts include:

a) Preparing and maintaining a demographic profile of the region using the most current statistical information available on race, income and other relevant data.

b) Utilizing socioeconomic maps to tailor outreach strategies to the EJ, Title VI and LEP populations identified.

c) Conducting outreach to include traditionally underserved and protected groups in the transportation planning process.

2.9 Public Participation

Public participation is a major component of the continuing, cooperative and comprehensive (3C) metropolitan transportation planning process. Federal laws and regulations require MPOs to provide equitable opportunities for meaningful public participation in the transportation planning process. FAMPO’s Public Participation Plan, Limited English Proficiency and Title VI plans guide public involvement efforts.

2.10 Performance-Based Planning and Programming

MAP-21 and the FAST Act established a transportation performance management (TPM) framework that requires state departments of transportation (DOTs), MPOs, and public transportation providers to conduct performance-based planning and programming (PBPP) by tracking performance measures and establishing data-driven targets to improve performance. PBPP ensures the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to national transportation goals.

Under this TPM framework, state DOTs, MPOs, and public transportation providers must share performance information, coordinate to set performance targets, and periodically report on performance. FAMPO will work closely with VDOT, DRPT, Fredericksburg Regional Transit (FRED), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), FHWA, and FTA to establish performance targets and monitor and report performance in FAMPO’s planning documents, including amendments or updates to the Long-Range Transportation Plan and Transportation Improvement Program.
3.0 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.

3.1 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:** Ongoing

3.2 FAMPO On-Call and Special Studies

**Study Area:** Lafayette Boulevard Multimodal Study Phase 2

**UPC Number:** 115612

**Study Background and Objectives:** Conduct a study of potential highway improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and commuter parking area from Dixon Street. Additionally, develop bicycle/pedestrian improvements along Lafayette Boulevard corridor. Coordinate effort with Phase 1 results and work to evaluate traffic, safety, and accessibility for potential commuter parking and AMTRAK/VRE station improvements. Work cooperatively with the State, FRED, the City of Fredericksburg, and Spotsylvania County, VRE, and other FAMPO members on the study effort. Study originated from City of Fredericksburg/VRE CMAQ/RSTP request.

**Budget:** $172,990 (RSTP/STBG). (Note: Total study funding was originally: RSTP/STBG - $250,000 and DRPT FY20 5303 - $12,500. FAMPO staff participation in this study will utilize 5303 funds.)

**Responsible Entity:** FAMPO

**Estimated Completion:** June 2021
Study Area: 2050 Long Range Transportation Plan

UPC Number: 113538

Study Background and Objectives: Develop a new 2050 Long Range Transportation using the latest planning assumptions and that is fully compliant with new federal requirements for MAP-21/FAST Act Performance Based Planning and for Air Quality Conformity regulations. Integrate FY21-24 TIP update and Congestion Management Process (CMP) into 2050 LRTP. Additionally, update the plan based on the results from the SYIP, SMART SCALE Round 3, and other changes to transportation projects in the FAMPO region.

Budget: $200,000 (RSTP/STBG)

Responsible Entity: FAMPO

Estimated Completion: December 2021

Study Area: Rte 610 Operational Study in North Stafford from Rte 1 to Onville Road. Study originated with Stafford County CMAQ/RSTP request.

UPC Number: TBD

Study Background and Objectives: VDOT operations study to determine targeted low-cost safety and capacity improvements to the corridor.

Budget: $75,000 (RSTP/STBG) (Note: Total Study cost estimated at $200,000. As of June 2020, this study has not yet started.)

Responsible Entity: VDOT

Estimated Completion: June 2021

Study Area: US Rte 1 Massaponax STARS Study Area

UPC Number: T-22925

Study Background and Objectives: VDOT planning study to determine targeted low access management, cost safety and capacity improvements to the corridor. Study originated from VDOT STARS prioritization system with support from Spotsylvania County and FAMPO RSTP support was requested to help advance the study.

Budget: $0 (RSTP/STBG) (Note: Total Study cost estimated at $200,000. The $100,000 in RSTP funds has been expended as of June 2020, but the study is not yet complete and thus remains in the UPWP.)

Responsible Entity: VDOT

Estimated Completion: June 2021
Additional studies are possible, subject to Policy Committee direction.

**Budget:** Various  
**Responsible Entity:** FAMPO  
**Estimated Completion:** Ongoing
4.0 FY21 FAMPO Unified Planning Work Program Activities by Task

This section details the transportation planning activities that will be carried out by FAMPO staff and its committees in FY21, and the funding that will be applied to each. FAMPO’s planning activities are grouped under the following eight task categories:

1. Long-Range System Level Planning;
2. Short-Range Project Level Planning;
3. Congestion Management;
4. Public Participation;
5. Transportation Demand Management;
6. Transit Planning;
7. Special Project Planning;
8. FAMPO Administration; and

Each task is described below. Unless otherwise indicated, each task will be led by FAMPO staff. End Products (deliverables) are listed first for each planning task and activities are listed within each End Product.
4.1 Long-Range System Level Planning

**Description:** This planning task includes activities that will result in a coordinated, performance-driven, outcome-based planning process that addresses national and regional issues such as a growing population, mobility choices, and livable communities to develop an optimized multimodal transportation system for the FAMPO region. The activities will also result in a financially constrained LRTP that reflects the region’s vision and goals and is supported with best practices and the latest available data.

**End Products:**

1. Completion of the 2050 LRTP for FAMPO by December, 2021.*
   a. Update Bicycle/Pedestrian, Freight, Transit, and ITS components of the 2050 LRTP, as needed to satisfy federal and state requirements and ensure that ITS components are consistent with the development of the regional ITS architecture.
   b. Maintain transportation analysis zone (TAZ)-based land use projections for the Region.
   c. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.
   d. Once completed and adopted, maintain the document consistent with federal and state requirements.
2. Commencement of an Environmental Justice (EJ) Analysis on the 2050 LRTP.*
3. Maintenance of the 2045 LRTP .***
   a. Continue to satisfy federal requirements for the 2045 LRTP until the 2050 LRTP is adopted.
4. Meet Air Quality Conformity Requirements for the 2050 LRTP.**
5. Updated Highway Project Prioritization Methodology.**
6. Participate in the State’s VTRANS 2045 process and other long range studies impacting the FAMPO region in FY21.***
7. Staff attendance and participation at committee meetings.***
   a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.
8. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning best practices.***
9. Collect, organize and report various system performance data (vehicular and non-vehicular measures), as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.***
10. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.**

11. Serve as a regional leader in providing opportunities for both formal and informal informational exchanges.***
   a. Continue to host meetings and informational exchange discussions regarding procedures to improve transportation planning.
   b. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
   c. Continue to integrate freight planning into the regional planning process. In conjunction with VDOT and local review (through FAMPO Technical Advisory 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.

12. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.***
   a. Continue to work with VDOT to update the regional travel demand model to FAMPO 5.15 which will include a mode split model to enhance its multimodal forecasting abilities.
   b. Continue to enhance current FAMPO land use modeling using CommunityViz and integrate it with the FAMPO travel demand model.

13. Meet all federal requirements related to transportation performance measures.***
   a. In conjunction with VDOT, continue to apply the new requirements of MAP-21 and the FAST Act into the planning process, including addressing intercity transportation, resiliency, travel and tourism, and emergency planning as part of the 2050 LRTP effort.
   b. Work with U.S. DOT and VDOT to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.
   c. Update the system performance report for the 2050 LRTP to reflect the most recent performance targets and data for the federal performance measures and comparison with baseline performance.
**FAMPO FY21 Unified Planning Work Program (UPWP)**

**Draft**

<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative will be funded with RSTP/STBG, PL, and 5303 funding</th>
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<tbody>
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<td>** Initiative will be funded with PL funding</td>
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<tr>
<td></td>
<td>*** Initiative will be funded with a combination of PL and 5303 funding</td>
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**Planning Factors**

This task is focused on the MPO planning process and long-range planning, and supports all planning factors (#1 - #10).

**Participants**

FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.

**Schedule**

Ongoing throughout the fiscal year.

2050 LRTP planned for completion by December, 2021.

**RSTP/STBG Funded Activities**

Staff intends to utilize up to $100,000 in RSTP/STBG funds (UPC 113538) for consultant support, marketing, and travel to complete the 2050 LRTP. FAMPO staff will utilize up to $100,000 in RSTP/STBG funds but will primarily utilize PL and 5303 funds to complete this effort.

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### Task 4.1 Budget & Breakdown by Funding Source:

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</table>
4.2  Short-Range Project Level Planning

Description: These tasks will ensure that transportation programs and projects result in an integrated, multimodal transportation system that facilitates the movement of people and goods in the FAMPO region. These activities will help identify opportunities for increased mobility options for projects and will allow the region to conduct a planning process that prioritizes and schedules transportation projects consistent with adopted goals in the long-range plans of the region and the state.

End Products:

1. Completed Lafayette Boulevard Multimodal Study – Phase 2.****
2. Maintenance of the Regional Bicycle/Pedestrian Count Program.**
   a. Continue to track, monitor, and analyze data which will be shared bimonthly with the Bicycle and Pedestrian Advisory Committee.
   b. Purchase one new bicycle/pedestrian counter.
3. Completed Massaponax STARS Study.* (VDOT task)
   a. FAMPO staff will participate in the study effort as a stakeholder.
4. Completed Rte 610 Operational Study in North Stafford.* (VDOT task)
   a. FAMPO staff will participate in the study effort as a stakeholder.
5. Analysis regarding the effect of the provision of transportation services to low income and minority residents.***
   a. Provide technical and GIS assistance to FRED, HGAAA, localities and other regional stakeholders.
   b. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low-income residents within the Region.
6. GIS and other products, as required, in support of transportation projects in the Region.**
7. Analysis in response to studies affecting the Region.**
8. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.***
9. Completed Round 4 SMART SCALE applications.**
10. Implementation of FY21-24 TIP.**
    a. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.
11. Complete an Environmental Justice (EJ) Analysis on the FY21-24 TIP.**
12. Maintenance of FY18-21 TIP.**
a. Continue to satisfy federal requirements for the FY18-21 TIP until the FY21-24 TIP is implemented October 1, 2020.

b. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.

13. Meet Air Quality Conformity requirements for the TIP.**

14. Staff attendance and participation at committee meetings.***

a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.

15. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning best practices.***

16. Updated CMAQ/RSTP Funding, Project Application, Selection, and Prioritization Methodology.***

a. Potential implementation of a policy to govern CMAQ and RSTP/STBG transfer requests to cover funding shortfalls.

17. Updated regional multimodal database of available and planned transportation facilities and services.**

18. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Advisory Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines.**

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<th>*** Initiative will be funded with PL and 5303 funding</th>
<th>**** Initiative will be funded with RSTP/STBG and 5303 funding</th>
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<td>Participants</td>
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<td>RSTP/STBG Funded Activities</td>
<td>RSTP/STBG funds will be utilized for three VDOT-led studies: Lafayette Boulevard Multimodal Study Phase 2, Massaponax STARS Study, and Route 610 Operational Study. FAMPO staff involvement in the Lafayette Boulevard Multimodal Study Phase 2 will be funded with 5303 funds.</td>
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Task 4.2 Budget & Breakdown by Funding Source:

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4.3 Congestion Management

**Description:** FAMPO will update its CMP for the FAMPO region for the 2050 LRTP effort and integrate it into the 2050 LRTP effort and new MAP-21/FAST Act Performance Based Planning and Programming requirements to the extent possible. INRIX, StreetLight Data, and any other available sources for traffic congestion data will be used to enhance the CMP, and information will be provided to interested parties online, via the FAMPO website. FAMPO will coordinate this effort with the ITS and operations agencies and staff within its planning area.

**End Products:**

1. An updated CMP included as part of the 2050 LRTP documentation which will include updated travel time indices, safety and congestion hotspots and safety, ITS, and congestion mitigation strategies, and development of recommendations for specific multimodal corridor improvements.*

2. Continued review of transportation impacts as a result of the COVID-19 pandemic. Staff will monitor traffic and congestion data and report its analyses to committees on an ongoing basis.*

<table>
<thead>
<tr>
<th>Funding</th>
<th>* Initiative will be funded with PL funding</th>
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<tbody>
<tr>
<td>Planning Factors</td>
<td>This task supports planning factors #1 Economic Vitality, #4 Accessibility and Mobility, #5 Quality of Life, #7 Efficient System Management, #9 Reliability, and #10 Enhance Travel and Tourism.</td>
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<td>Participants</td>
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<td>Schedule</td>
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**Task 4.3 Budget & Breakdown by Funding Source:**

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</table>
4.4 Public Participation

**Description:** Federal law and regulations require MPOs to provide equitable opportunities for the public to participate in the transportation planning process. These activities will keep FAMPO members and planning partners informed about key regional issues and trends, engage the public and stakeholders in development of plans and programs, and provide opportunities for meaningful input to the planning process.

**End Products:**

1. Substantially increased and maintained distribution database.*
2. Distribution of information on public participation opportunities and outreach findings.*
3. Improved FAMPO website to facilitate public participation.*
4. Increased social media and virtual outreach activities.*
5. Creation and distribution of informational materials to the public.*
6. Development of new methods and tools to increase public participation.*
7. Analysis and reporting of public feedback to staff and committee members.*
8. Virtual or in-person public outreach events at accessible locations.*
9. Fulfilled requests and needs for translation services.*
10. Fulfilled FOIA requests.*
11. Support for CTAC operations and recruitment for open positions.*
12. Log of public involvement activities, efforts and participation by month.*
13. Documentation, evaluation and reporting on demographic statistics of FY21 committee members and public participants.*
14. Completion of Title VI training and continuing education offerings.*
15. Participation at PTAB and RHSTCC meetings and offers to support these groups.*
17. Potential amended bylaws and public participation procedures for all FAMPO committees in light of the COVID-19 pandemic.*

<table>
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<tr>
<th><strong>Funding</strong></th>
<th>* Initiative funded using PL funds</th>
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</thead>
<tbody>
<tr>
<td><strong>Planning Factors</strong></td>
<td>This task supports planning factors #4 Accessibility and #5 Quality of Life, and indirectly supports the other planning factors by enhancing public involvement in the planning process.</td>
</tr>
<tr>
<td><strong>Participants</strong></td>
<td>FAMPO staff (lead), FAMPO Committees, VDOT, local governments, stakeholders, consultants, and the public</td>
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<tr>
<td><strong>Schedule</strong></td>
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Task 4.4 Budget & Breakdown by Funding Source:

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4.5 Transportation Demand Management

**Description:** These activities address TDM planning by FAMPO staff for I-395 Commuter Choice Program and Healthy Generations Area Agency on Aging. This section includes other multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts, including FAMPO staff oversight of GWRideConnect CMAQ allocations and work plan progress.

**End Products:**

1. Participation in I-395 Commuter Choice and HGAAA meetings and activities.*
   a. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the HGAAA with vehicle programming and planning for mobility-impaired persons.

2. FAMPO assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants.*

3. GWRideConnect Work Plan for CMAQ.*

4. Work with DRPT, VDOT, OmniRide, VRE, AMTRAK, HGAAA, and GWRideConnect on regional TDM/Transit planning efforts and studies as necessary subject to available FAMPO staff resources.*

5. Other potential tasks identified by FAMPO staff or the Policy Committee.*

6. Participation in Regional Commuter and VRE lot utilization surveys.*

**Funding**

- Initiative will be funded with 5303 funding

**Planning Factors**

- This task supports all planning factors (#1 - #10).

**Participants**

- FAMPO staff (lead), FAMPO Committees, GWRideConnect staff, and the public.

**Schedule**

- Ongoing throughout the fiscal year.

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4.6 Transit Planning

**Description:** These activities address the transit planning process and support of projects identified and prioritized by Fredericksburg Regional Transit (FRED) and all transit system that connect in the region. This section also included multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts.

**End Products:**

1. Participation of FAMPO in FRED Public Transit Advisory Board, meetings and activities.*
   a. Work cooperatively with FRED Transit on regional transit initiatives and projects.
2. FAMPO will work with DRPT, VDOT, PRTC, and FRED Transit on regional transit planning efforts and studies as necessary, subject to available FAMPO staff resources.*
3. Other potential tasks identified by FAMPO staff or the Policy Committee.*

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### Task 4.6 Budget & Breakdown by Funding Source:

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<td>Federal Funds</td>
<td>State Match</td>
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4.7 Special Project Planning

**Description:** Includes allowance for special work activities related to non-recurring planning projects or those that do not fit easily into primary categories. In FY21, one potential special project is the response to the 2019 National Capital Region Transportation Planning Board (NCRTPB) Certification review and preparation for the planned 2020 State/Federal Certification review of FAMPO.

**End Products:**


| Funding         | * Initiative will be funded with 5303 funding *
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**Task 4.7 Budget & Breakdown by Funding Source:**

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* Federal and State Match include non-project related costs for administrative support.
4.8 FAMPO Administration

Description: This task supports the overall administration and management of FAMPO’s continuous, cooperative, and comprehensive (3-C) metropolitan planning process to ensure that state and local planning partners maintain eligibility for the use of federal transportation funds for multimodal system improvements. Activities will provide for fiscally sound, organized, and efficient administration of the work program and budget in accordance with agreements with partner agencies, and support FAMPO through preparation of agendas, presentations, minutes and mailings for committee meetings.

End Products:

1. Production, correspondence and documentation related to all FAMPO committee meetings and activities.**
   a. Develop and distribute agendas, supporting materials and minutes to FAMPO committees (Technical Advisory Committee, Citizen Transportation Advisory Committee, Bicycle and Pedestrian Committee, and Policy Committee).
   b. Host and prepare agendas for special committee meetings such as subcommittees or the FAMPO Executive Committee
   c. Prepare and transmit, to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.

2. Documentation of public meetings and hearings conducted during FY21.**

3. Documentation of activities in support of transportation planning and informational requests.**

4. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.*

5. Development and implementation of a staff training program including exposure to state and national best practices.*
   a. Attend transportation conferences and planning/training courses as needed.

6. Implement state-of-the-art hardware and software to meet work requirements and client needs.*
   a. Upgrade existing computer equipment, communications equipment, and software as required.

7. Selection of new FAMPO on-call consultants.*
   a. Work with FAMPO committees and the State to advertise and select new consultant teams for FAMPO on-call contracts. Explore the possibility of utilizing VDOT and DRPT on-call consultants.
8. Maintenance of the FY21 UPWP including quarterly reports.**
   a. Process any amendments to the FY21 UPWP and follow FAMPO’s Public Participation Plan
      as well as federal and state regulations.
   b. Maintain correspondence and documentation of UPWP amendments.
9. Development of the FY2022 UPWP.**
10. Development of Planning (PL) and Section 5303 funding agreements and contracts.**
    a. Prepare progress, financial and associated supportive reports.
    b. Documentation of correspondence related to the administration of Planning (PL), Section
       5303, and RSTP/STBG funds.
11. Staff support to all FAMPO committees.**
12. Coordination of activities with adjacent metropolitan planning organizations, planning districts
    and other transportation planning organizations when necessary.**
13. Coordination with the NCRTPB, per the NCRTPB/FAMPO 2004 Memorandum of Understanding
    (MOU) and update this MOU to satisfy federal MAP-21/FAST Act requirements.*
14. Updated FAMPO MOUs and agreements as needed to satisfy federal and state requirements and
    FAMPO needs.*
15. Formal transmission of products and documents as specified in the NCRTPB Agreement.*
16. Updated 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
    in coordination with VDOT staff.**
17. Provision of population, household and employment forecast data as it is updated to
    Metropolitan Washington Council of Governments (MWCOG) Department of Community
    Planning as part of the Cooperative Forecasting Process.*
18. Continue support for VAMPO, through committee participation and attendance at quarterly
    meetings.*
19. Compliance with state and federal auditing requirements.**
20. Participation with federal and state partners regarding the September 2020 expiration of the FAST
    Act.**
Task 4.8 Budget & Breakdown by Funding Source:

<table>
<thead>
<tr>
<th></th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>$85,000</td>
<td>$25,000</td>
<td>$0</td>
<td>$0</td>
<td>$137,500</td>
</tr>
<tr>
<td>State Match</td>
<td>$10,625</td>
<td>$3,125</td>
<td>$0</td>
<td>$0</td>
<td>$13,750</td>
</tr>
<tr>
<td>Local Match</td>
<td>$10,625</td>
<td>$3,125</td>
<td>$0</td>
<td>$0</td>
<td>$13,750</td>
</tr>
</tbody>
</table>
4.9 Contingency

**Description:** This task sets aside funds that are available to support any new projects or additional task activities in FY21 that are not already programmed in the UPWP. Use of Contingency funds will first require an amendment to the UPWP, which requires a recommendation by the FAMPO Technical Advisory Committee and approval of the FAMPO Policy Committee. End Products for this planning task will be defined as activities are defined and funded.

<table>
<thead>
<tr>
<th>Funding</th>
<th>To be determined based on need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Factors</td>
<td>To be determined based on need</td>
</tr>
<tr>
<td>Participants</td>
<td>FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.</td>
</tr>
<tr>
<td>Schedule</td>
<td>To be determined based on need</td>
</tr>
</tbody>
</table>

**Task 4.9 Budget & Breakdown by Funding Source:**

<table>
<thead>
<tr>
<th></th>
<th>PL</th>
<th>S303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>$120,000</td>
<td>$60,000</td>
<td>$0</td>
<td>$0</td>
<td>$225,000</td>
</tr>
<tr>
<td>State Match</td>
<td>$15,000</td>
<td>$7,500</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>$15,000</td>
<td>$7,500</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
</tbody>
</table>

39
## 5.0 Summary of Financials

<table>
<thead>
<tr>
<th>FY21 Funding</th>
<th>PL*</th>
<th>5303</th>
<th>RSTP/STBG**</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Federal Funds</td>
<td>State Match</td>
<td>Local Match</td>
<td>Federal Funds</td>
<td>State Match</td>
</tr>
<tr>
<td>FY21 New Allocation</td>
<td>$315,924</td>
<td>$39,491</td>
<td>$39,491</td>
<td>$153,867</td>
<td>$19,234</td>
</tr>
<tr>
<td>FY20 to FY21 Direct Carryover</td>
<td>$112,627</td>
<td>$14,078</td>
<td>$14,078</td>
<td>$114,513</td>
<td>$14,314</td>
</tr>
<tr>
<td>Prior Unexpended</td>
<td>$12,279</td>
<td>$1,535</td>
<td>$1,535</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Previous</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$358,392</td>
</tr>
<tr>
<td>Total</td>
<td>$440,830</td>
<td>$55,104</td>
<td>$55,104</td>
<td>$268,380</td>
<td>$33,548</td>
</tr>
<tr>
<td>Summary</td>
<td>$551,038</td>
<td>$335,476</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*PL Funds Available:* The amount of PL funds available each fiscal year to the Recipient has three components: (1) **New Allocation**, (2) **Direct Carryover** funds from previous fiscal year and (3) **Prior Unexpended** funds.

1) The **New Allocation** is money that is new to the area for that fiscal year. The State’s authorized PL funds are allocated to the urbanized area by the state’s formula that considers air quality and population.

2) **Direct Carryover** funds are those in the current year that the Recipient requests to have released directly to the next year. (i.e. FY20 PL funds may be deprogrammed for use in FY21) This process is not automatic and is initiated by the Recipient with MPO approval.

3) **Prior Unexpended** funds is the amount of unexpended funds from two years prior to the program year. (i.e. - unexpended funds from FY19 will be carried over to FY21). This is an automatic process. Once PL funds are allocated to an area, they stay with the area and continue to be carried over; the MPO will not lose funds because they are unspent.

**RSTP/STBG studies have been prioritized in either the FAMPO CMAQ/RSTP process or the VDOT STARS process. Breakdown by RSTP/STBG line item is shown below in Section 5.2.**
### 5.1 FAMPO Budget by Program Activity

<table>
<thead>
<tr>
<th>FY21 Program Activities</th>
<th>PL</th>
<th>5303</th>
<th>RSTP/STBG</th>
<th>CMAQ</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Funds</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1 $90,830</td>
<td>$11,354</td>
<td>$11,354</td>
<td>$70,000</td>
<td>$8,750</td>
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<tr>
<td>4.2 $50,000</td>
<td>$6,250</td>
<td>$6,250</td>
<td>$50,000</td>
<td>$6,250</td>
<td>$198,392</td>
</tr>
<tr>
<td>4.3 $10,000</td>
<td>$1,250</td>
<td>$1,250</td>
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<td>$0</td>
<td>$0</td>
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<tr>
<td>4.4 $85,000</td>
<td>$10,625</td>
<td>$10,625</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>4.5 $0</td>
<td>$0</td>
<td>$0</td>
<td>$15,000</td>
<td>$1,875</td>
<td>$1,875</td>
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<tr>
<td>4.6 $0</td>
<td>$0</td>
<td>$0</td>
<td>$30,000</td>
<td>$3,750</td>
<td>$3,750</td>
</tr>
<tr>
<td>4.7 $0</td>
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<td>$0</td>
<td>$18,380</td>
<td>$2,298</td>
<td>$2,298</td>
</tr>
<tr>
<td>4.8 $85,000</td>
<td>$10,625</td>
<td>$10,625</td>
<td>$25,000</td>
<td>$3,125</td>
<td>$3,125</td>
</tr>
<tr>
<td>4.9 $120,000</td>
<td>$15,000</td>
<td>$15,000</td>
<td>$60,000</td>
<td>$7,500</td>
<td>$7,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$440,830</strong></td>
<td><strong>$55,104</strong></td>
<td><strong>$268,380</strong></td>
<td><strong>$33,548</strong></td>
<td><strong>$33,548</strong></td>
</tr>
</tbody>
</table>
5.2 FAMPO RSTP/STBG Budget

<table>
<thead>
<tr>
<th>RSTP/STBG Funded Projects</th>
<th>UPC</th>
<th>Category</th>
<th>Previous + FY20 Projected Leftover Funding</th>
<th>FY21 Allocation</th>
<th>FY21 UPWP Budget</th>
<th>UPWP Program Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>FAMPO 2050 LRTP</td>
<td>113538</td>
<td>Consultant support ($100k), staffing ($100k)</td>
<td>$256,559</td>
<td>$0</td>
<td>$200,000</td>
<td>4.1</td>
</tr>
<tr>
<td>VDOT Lafayette Boulevard Multimodal Study – Phase 2</td>
<td>115612</td>
<td>Study</td>
<td>$172,990</td>
<td>$0</td>
<td>$172,990</td>
<td>4.2</td>
</tr>
<tr>
<td>Rt 610 Operational Study</td>
<td>TBD</td>
<td>Study</td>
<td>$75,000</td>
<td>$0</td>
<td>$75,000</td>
<td>4.2</td>
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<tr>
<td>Rt 1 Massaponax STARS Study</td>
<td>115613</td>
<td>Study</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>4.2</td>
</tr>
</tbody>
</table>

5.3 FAMPO CMAQ Budget

<table>
<thead>
<tr>
<th>CMAQ Funded Projects</th>
<th>UPC</th>
<th>Category</th>
<th>Previous + FY20 Projected Leftover Funding</th>
<th>FY21 Allocation</th>
<th>FY21 UPWP Budget</th>
<th>UPWP Planning Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>GWRideConnect Support</td>
<td>103685</td>
<td>Staffing and marketing</td>
<td>$162,876</td>
<td>$125,000</td>
<td>$125,000</td>
<td>4.5</td>
</tr>
</tbody>
</table>
7. Action / Discussion Items

j. Resolution 20-45: Approving the FY20 UPWP Amendment (ACTION ITEM) – Mr. Hager
FAMPO RESOLUTION 20-45

APPROVING THE FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM AMENDMENT

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization develops its annual work plan and budget in the form of the Unified Planning Work Program (UPWP); and

WHEREAS, the FAMPO Fiscal Year 2020 (FY20) UPWP was adopted by the Policy Committee on June 20, 2019; and

WHEREAS, due to a projected shortfall in FY20 expenditures, staff has formally requested to the Virginia Department of Transportation (VDOT) to deprogram $126,705 ($112,627 federal, $14,078 state) in PL funds from FY20 for a direct carryover to FY21; and

WHEREAS, such a request requires a Unified Planning Work Program (UPWP) amendment (attached); and

WHEREAS, the FAMPO Technical Advisory Committee (TAC) has approved the FY20 UPWP Amendment to ensure full GWRC staffing of FAMPO positions in FY21; and

WHEREAS, a 30-day public comment period and public hearing have been held and no adverse comments were received.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization Policy Committee approves the FY20 UPWP, as amended.

Adopted by the Policy Committee at its meeting on June 22, 2020.

Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
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.”

MISSION STATEMENT

The MPO’s mission is to provide a cooperative, continuous and comprehensive (“3C”) transportation planning process to build regional agreement on transportation investments, that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals for the safe and efficient movement of people and goods. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process.
PREFACE TO THE FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM

FAMPO’s FY2020 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning and other special projects.

According to the Weldon Cooper Center for Public Service, the Fredericksburg Metropolitan Planning Organization (FAMPO) Region grew by 12.8% between the 2010 Census and July 2018, to a total of 310,938 residents. This is the second-highest growth rate in the Commonwealth, behind Northern Virginia.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2010 Census</th>
<th>2018 Estimate</th>
<th>Numeric Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stafford</td>
<td>128,961</td>
<td>149,110</td>
<td>20,149</td>
<td>15.6%</td>
</tr>
<tr>
<td>Fredericksburg City</td>
<td>24,286</td>
<td>28,387</td>
<td>4,101</td>
<td>16.9%</td>
</tr>
<tr>
<td>Spotsylvania</td>
<td>122,397</td>
<td>133,441</td>
<td>11,044</td>
<td>9.0%</td>
</tr>
<tr>
<td>FAMPO Total</td>
<td>275,644</td>
<td>310,938</td>
<td>35,294</td>
<td>12.8%</td>
</tr>
</tbody>
</table>

Given its proximity to Northern Virginia and Washington, D.C., the Region will continue to experience pressures for both suburban and “exurban” land-uses and their attendant commuting patterns.

Development pressure, population growth, attenuate increases in traffic and a 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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SECTION 1: FY2020 UNIFIED PLANNING WORK PROGRAM

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, a Metropolitan Planning Organization (MPO) must be designated for each urbanized area to carry out specified metropolitan planning activities. Federal transportation funds are available to each MPO to conduct these planning activities. 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 (Policy Committee) composed of eleven elected and nine non-elected voting officials 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. The MPO is responsible for transportation planning and funding allocations in this area and partners with the public, planning organizations, government agencies, elected officials and community groups to develop regional transportation plans. Transportation policy decisions of the MPO are made by the FAMPO Policy Committee. Table 1 presents the membership of the Policy Committee. FAMPO’s transportation planning services are currently provided by a staff of seven, including a FAMPO administrator, Public Participation/Title VI Coordinator, Principal Planner, three Regional Planners, and a FAMPO intern. Staff is managed by the FAMPO Administrator, who reports to the Policy Committee. Under a 2013 Memorandum of Understanding (MOU) agreement with the FAMPO Policy Committee, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO and serve as FAMPO’s fiscal agent at the pleasure of the FAMPO Policy Committee. Figure 1 presents a map of the FAMPO and GWRC planning areas. GWRC includes five jurisdictions: Stafford, Spotsylvania, King George, and Caroline Counties and the City of Fredericksburg. FY2020 FAMPO UPWP activities only include work being done within the FAMPO region. GWRC has a separate Rural Work Plan (RWP) program that covers Rural transportation planning for King George and Caroline counties.
<table>
<thead>
<tr>
<th>Voting</th>
<th>Non-voting</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Fredericksburg – 3 positions</td>
<td>Caroline County</td>
</tr>
<tr>
<td>Spotsylvania County – 3 positions</td>
<td>King George County</td>
</tr>
<tr>
<td>Stafford County – 3 positions</td>
<td>Department of Rail and Public Transit</td>
</tr>
<tr>
<td>Potomac and Rappahannock Transp. Commission</td>
<td>Commonwealth Transportation Board</td>
</tr>
<tr>
<td>Representative for the Virginia Secretary of Transportation</td>
<td>Citizens Transportation Advisory Group</td>
</tr>
<tr>
<td></td>
<td>Federal Highway Administration</td>
</tr>
</tbody>
</table>
FEDERAL TRANSPORTATION LEGISLATION AND PLANNING REQUIREMENTS

The current federal law governing metropolitan transportation planning is the Fixing America’s Surface Transportation (FAST) Act, enacted in 2015. Under the FAST Act, MPOs must establish a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following 10 planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Through implementation of this work program, FAMPO will ensure the region’s transportation planning process meets the federal requirements and addresses local transportation challenges. Figure 2 shows the relationship between each UPWP task and the federal planning factors.

**Figure 2. FAMPO UPWP Tasks and the Federal Planning Factors**

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>1. Long-Range System Level Planning</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>2. Short-Range Project Level Planning</td>
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<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>3. Congestion Management</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>4. Public Participation</td>
<td>✔</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. TDM/Transit Planning</td>
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<td>✔</td>
<td>✔</td>
<td>✔</td>
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<td>✔</td>
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<tr>
<td>6. Special Project Funding</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>7. FAMPO Administration</td>
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<td>✔</td>
<td>✔</td>
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<td>8. Contingency</td>
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</tbody>
</table>

**THE UNIFIED PLANNING WORK PROGRAM**

1. To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding 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 Commonwealth 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.

2. Prior to spending funds on transportation planning activities, all MPOs are required to annually or bi-annually adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP is to identify:
   a. The transportation planning work proposed for the next 1- or 2-year period by major activity and task;
   b. The agencies and/or organizations who will perform the work;
   c. The schedule for completing the work;
   d. The end products resulting from that work;
   e. The proposed funding sources for each activity; and
   f. The total amounts and sources of Federal and matching funds.

UPWP DEVELOPMENT

Annual development of the UPWP originates in activity between FAMPO staff and the FAMPO Technical Committee, which includes representatives from each local government, transit and transportation demand management (TDM) providers, Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT) and the Federal Highway Administration (FHWA). The Technical Committee is first briefed on an outline and preliminary budget for the new UPWP that covers July 1 to June 30. This briefing identifies proposed changes to the current year’s work activities, products, schedules, and budgets. After changes from the Technical Committee are incorporated, a complete draft of the program is then presented to the Technical Committee and Policy Committee and released for public comment. Any comments are provided to staff for consideration in preparing the final draft document. In May, the final draft of the UPWP is presented to the Policy Committee for approval. The UPWP is then submitted to FTA and FHWA for their review and approval by July 1.

From time to time, the UPWP may need to be amended to address changes in funding resulting from new grant awards, Policy Committee initiatives, or other unforeseen factors. These changes would result in a UPWP amendment. In this event, FAMPO staff will develop a draft Amended UPWP for review by the FAMPO Technical Committee and approval of the FAMPO Policy Committee.

FAMPO ACCOMPLISHMENTS IN FY2019

The number of GWRC staff devoted to FAMPO transportation planning was set at seven full-time equivalent positions for FY-2019, but due to key staff members retiring and/or leaving and administrative challenges, FAMPO operated for much of the year with only four full-time equivalent staff members. As a result, some FY-2019 UPWP activities were not completed and have been delayed to FY2020. These activities are listed below:

1. 2050 Long Range Transportation Plan (LRTP)
2. Lafayette Boulevard Multimodal Study – Phase 1
3. I-95 Study in FAMPO
4. Review and update project prioritization process for CMAQ/RSTP, LRTP, and TIP

Broadly speaking, staff have responsibilities in the areas of administration, long range transportation planning, project level planning, GIS, modeling, public involvement, communications, 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 planning work was accomplished in the past year:

1. Developed the FY2020 UPWP.
2. Sponsored several 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 to maintain and support Regional Land Use Scenario Planning efforts using CommunityViz software.
5. Completed eight regional project applications for SMART SCALE Round 3 consideration.
6. Helped obtain a total of eight regional and local Smart Scale Round 3 projects in the FAMPO region in cooperation with the State and using available CMAQ/RSTP resources.
7. Further developed in-house GIS capability.
8. Worked with VDOT to develop new version 5.0 travel demand model.
9. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with the National Capital Region Transportation Planning Board (NCRTPB).
10. Worked with the Virginia Department of Environmental Quality (DEQ) and VDOT officials regarding the development and dissemination of Air Quality and Conformity Review materials and discussions of pending Environmental Protection Agency (EPA) policy decisions.
11. 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.
12. Continued active involvement in the 95/395 Express Lanes projects.
13. Worked 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 FY2020-2026.
14. Continued to provide transportation planning assistance to local governments.
15. Amended and maintained the FY2018-2021 Transportation Improvement Program (TIP).
16. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO’s planning program to support Congestion Management Process (CMP).
17. Continued to utilize StreetLight Data in FAMPO’s planning program.
19. Participated in April 10-11\textsuperscript{th} TPB MPO Certification Review
20. Updated the 2045 Long Range Transportation Plan (LRTP) to be compliant Map-21/FAST Act performance-based planning and programming measures.
21. Completed the I-95 Corridor Phase 2 Multimodal Study and summary report for 2019 General Assembly

**PROPOSED FUNDING BY FEDERAL SOURCE FOR FY2020**

The number of GWRC staff devoted to FAMPO transportation planning is set at eight full-time equivalent positions and an intern for FY2020. These positions are:

1. FAMPO Administrator
2. Deputy FAMPO Administrator/
3. Public Involvement/Communications Director
4. Administrative Assistant
5. Transportation Planner I or II or III
6. Transportation Planner I or II or III
7. Transportation Planner/GIS Analyst I or II or III
8. Transportation Engineer/Planner (Modeling) I or II or III
9. FAMPO Intern

**FY2020 FAMPO ORGANIZATIONAL CHART**
The primary funding sources for FAMPO’s planning activities are FHWA and Federal Transit Administration (FTA) funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53. MPOs are required to document the transportation planning activities performed with these funds in the UPWP. The FHWA and FTA funding categories included in this UPWP are:

- **FHWA Planning (PL) Funds.** FHWA Planning (PL) funds for urbanized areas are administered by VDOT and are used to support transportation planning activities in the MPO planning area. Planning (PL) Funds require a minimum 20% non-Federal match, which is comprised of a 10% State match and a local match of 10%. FAMPO’s available PL balance for the beginning of the fiscal year includes new PL funds allocated to FAMPO by VDOT plus carryover PL funds that have not been used or obligated in prior years.

- **FTA Section 5303 Funds** – FTA grant funds for urbanized areas are used to support metropolitan transportation planning and for technical studies related to urban public transportation. A non-Federal match of 20% is required for these funds, which is comprised of 10% State match and 10% local match.

- **FHWA RSTP Funds.** Regional Surface Transportation Funds (RSTP) are FHWA Surface Transportation Block Grant Program (STBG) funds that are available for a broad range of transportation purposes, including planning studies. RSTP funds are made available to VDOT, which then may provide funds to the MPO. Any RSTP funds provided to an MPO for planning purposes must be shown in the UPWP.

- **FHWA CMAQ Funds.** Federal funds available for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Funds may be used for transportation projects or programs that reduce congestion and improve air quality.

- **DRPT State.** These are state funds from a Department of Rail and Public Transportation (DRPT) Technical Assistance Grant.

Table 2 provides a summary of proposed FY2020 funding by Federal source and State and local match.
Table 2 – FY2020 Proposed Funding by Federal Source and Match

<table>
<thead>
<tr>
<th>Draft FY-20 Funding</th>
<th>Planning (PL)</th>
<th>Section 5303</th>
<th>RSTP</th>
<th>CMAQ</th>
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</tr>
</tbody>
</table>

$431,972 $202,967 $2,004,403 $125,000 $85,760 $2,850,102
SECTION 2: PLANNING PRIORITIES FOR THE FAMPO REGION

As discussed in the Preface to the UPWP, the FAMPO region is experiencing rapid population growth, development pressure, increases in traffic, and a shortage of transportation funds that pose challenges to addressing congestion and related issues. FAMPO's work program is designed to support Federal MPO planning requirements while responding to these issues. The work program is also shaped by the planning priorities established for the region, ongoing planning efforts, major projects under study or construction, Virginia's SMART SCALE process, and new or revised planning requirements. This section describes and lists the planning activities FAMPO will undertake to respond to these challenges and the region’s planning priorities.

FAMPO’S FY2020 PLANNING 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 FAMPO Region.

FAMPO will continue to support the Virginia Association of Metropolitan Planning Organizations (VAMPO) through participation on committees and attendance at meetings.

FAMPO will complete the 2050 Constrained Long-Range Plan as an update to the existing 2045 Plan to continue to meet MAP-21/Fixing America’s Surface Transportation (FAST) Act requirements for performance-based planning and programming. The Region’s Congestion Management Process (CMP) will be updated as part of this effort for the FAMPO region.

A multimodal study effort for Lafayette Blvd will be initiated and the transit study component completed.

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media implementing public notices and press releases, providing graphic visualizations at meetings when needed, insuring the access to the disabled community for all public meetings; and providing alternate language translation to facilitate the participation of non-English speaking populations when requested. 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, businesses and community groups, as well as other interested parties regarding FAMPO’s draft transportation 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 Public Participation Plan (PPP), and an annual evaluation will be conducted to measure the effectiveness of the PPP.

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 FY2020 include the following:

1. Further develop and maintain the FY2018-2021 TIP to reflect changes in projects and federal funding obligations through June 2020.
2. Develop a UPWP for FY2021.
3. Continue to enhance Geographic Information Systems (GIS) for a variety of applications.
4. Work with DEQ, Environmental Protection Agency (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 continue to provide up-to-date information through social media.
7. Review contract procurement and task order procedures.
8. Assist local jurisdictions with transportation projects and grant applications.
9. Enhance member education on the transportation process and regional transportation issues.
10. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using Community Viz software and working with VDOT.
11. Review FAMPO’s Prioritization Methodologies and potentially amend/adjust as necessary.
12. Support Commonwealth of Virginia efforts to improve integration between transportation and economic development in FAMPO.
13. Coordinate with VDOT and local governments to promote Transportation Alternatives (TA) projects for the FAMPO area under the MAP-21 and FAST Act programs.
14. Work with the CTB, VDOT, and FAMPO committees to allocate RSTP and CMAQ funds for FY2021-2026.
15. Work with the Policy Committee, the Commonwealth and other interests to provide applications for discretionary funding for transportation projects under the SMART SCALE Program and other potential state and federal funding opportunities.
16. Continue to support regional bicycle and pedestrian planning efforts, including the Bicycle Pedestrian Advisory Committee (BPAC) and regional bicycle/pedestrian data collection efforts.
17. Coordinate with VDOT on Arterial Preservation Program and STARS study efforts within FAMPO and/or GWRC.
18. Coordinate with VDOT on I-95 Corridor improvement study.
19. Conduct I-95 and US Route 1 studies as requested by the FAMPO Policy Committee.
20. Coordinate, as appropriate, with the Virginia Office of Intermodal Planning and Investment of the Secretary of Transportation (OPI) in the development of VTrans and Virginia Surface Transportation Plan (VSTP) updates; including attendance at meetings, workshops and providing local data, input and recommendations regarding policies and projects of regional significance.
21. Work with U.S. DOT and OIPI in developing and implementing various MAP-21/Fast Act Performance Based Planning Initiatives. Develop CLRP/TIP documents that are fully compliant with MAP-21/FAST Act requirements.

22. Update the Congestion Management Plan as part of the 2050 LRTP Update.


24. Conduct an Air Quality Conformity Analysis as needed.

25. Review FAMPO agreements and update as necessary.

26. Work with GWRC to review and update MOUs between FAMPO and GWRC as necessary.

27. Work with the National Capitol Region Transportation Planning Board (NCRTPB) to update MOU between NCRTPB and FAMPO to be fully compliant with Map-21/FAST Act requirements and make other updates as necessary.

28. Make improvements to FAMPO processes and procedures as requested by FHWA/FTA from the 2019 NCRTPB Certification Review.

29. Participate in an additional planned State/Federal Certification Review process in FY-20 for FAMPO.

30. Update the Title VI, Environmental Justice and LEP Plan in FY2020.

**AIR QUALITY PLANNING ACTIVITIES**

Effective June 15, 2004, the Environmental Protection Agency (EPA) classified the City of Fredericksburg, Spotsylvania County and Stafford County as a moderate ozone non-attainment area under the 1997 8-hour Ozone National Ambient Air Quality Standard (NAAQS). Subsequently, and based on an improvement in ozone monitoring data, the Fredericksburg ozone non-attainment area was re-designated into attainment with the 1997 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 FY2012-2015 TIP and 2040 LRTP, and it was approved by the FHWA on March 29, 2013.

Prior to 2004, FAMPO’s air quality planning activities were limited to Stafford County’s inclusion in the Washington DC-MD-VA severe 1-hour ozone nonattainment area. To comply with the transportation conformity regulations, FAMPO and the NCRTPB entered into an agreement to submit descriptions of Stafford County’s transportation projects to the NCRTPB, so they could be evaluated for conformity review. The 1-hour ozone standard, however, was superseded by the 1997 8-hour ozone standard, and 2005 was the last year in which the Stafford County project descriptions were required to be submitted to the NCRTPB. However, coordination with NCRTPB 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 SIP revision must be prepared for each affected region and submitted to the EPA by the Governor. 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 (DEQ) serve as staff to the GWAQC.

In July 2011 FAMPO endorsed an updated 1997 8-hour ozone Maintenance Plan containing revised motor vehicle emissions budgets that were created with EPA’s new mobile model called 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, prepare each conformity analysis on FAMPO’s TIP and LRTP and present 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.

Effective April 6, 2015, EPA finalized a rulemaking for the implementation of the 2008 ozone standard that designated the Fredericksburg region as being in attainment with the standard and revoked the 1997 ozone standard in its entirety. As a result, the Fredericksburg region temporarily became in attainment with all the NAAQS, and therefore transportation conformity requirements were no longer applied in the Fredericksburg region. FAMPO will continue to work with VDOT, DEQ, and FHWA to monitor transportation conformity requirements and provide information as requested.

However, effective April 23, 2018 FHWA issued new guidance on conformity requirements reversing some of the April 6, 2015 rulemaking for the FAMPO Region. The new guidance states transportation conformity, regarding the 1997 ozone NAAQS, will still need to be determined for FAMPO LRTP and TIP updates, until further notice. As a result, FAMPO will be subject to conformity analysis for its LRTP and TIP for the foreseeable future. FAMPO completed conformity for its 2045 Constrained Long Range Transportation Plan and FY2018-2021 TIP on October 12, 2018. Conformity could be necessary to complete again in FY2020 as a result of changes in regionally significant projects due to SMART SCALE Round 3, I-95 project changes, fiscal constraint changes, and/or land use changes.
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, a portion of northern Stafford County became a part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA, TMA. This meant that additional planning responsibilities would be required, and either NCRTPB or FAMPO would have to perform them. In September of 2004, the FAMPO Policy Committee agreed to enter into an agreement with the NCRTPB 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 NCRTPB 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 County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for northern Stafford County, a proportionate share of NCRTPB’s Federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and NCRTPB will continue to assure the TMA requirements are being satisfied. In FY2020, FAMPO will work with NCRTPB to review and update this agreement to be fully compliant with Map-21/FAST Act requirements and make other updates as needed.

In the 2010 Census, the Fredericksburg UZA did not meet the population threshold to qualify it as its own TMA. Therefore, northern 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 NCRTPB/FAMPO Memorandum of Understanding (MOU) Agreement. This 2004 agreement is scheduled to be updated in FY-20 as a recommended improvement from the 2019 NCRTPB/FAMPO Certification Review process.

CONGESTION MANAGEMENT PROCESS

In December 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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010 CMP measured the level-of-service (LOS), vehicle crashes and peak period travel times on various regional arterials. These measurements will be used as a baseline for future CMP updates. In 2019, FAMPO updated the CMP, providing data analytics highlighting congestion along specified corridors within the FAMPO region. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO Region. The CMP is an integral part of FAMPO’s short-term and long-term planning and project prioritization processes. In FY2020, FAMPO will update its CMP and work towards integrating the CMP with the 2050 LRTP.
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 within the conventional surface transportation infrastructure. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives, 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 FAMPO 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 to implement ITS solutions statewide. ITS will play a growing role in FAMPO’s short- and long-term congestion management activities going forward.

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 multimodal 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 FAMPO Region. VTrans2040, Virginia’s multimodal long-range transportation plan, includes the Virginia Freight Element (VFE), which serves as the State’s freight plan and is fully compliant with freight provisions in the FAST Act. The VFE identifies significant freight system trends, needs, and issues within Virginia, and describes the State’s policies and strategies that will guide freight-related investment decisions and enable the State to meet national freight goals. 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 included in the 2045 LRTP and will be updated as part of the 2050 LRTP effort in FY2020.

ENVIRONMENTAL JUSTICE/TITLE VI

Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629;1994) directs each Federal Agency to develop a strategy for identifying and addressing disproportionately high and adverse human health or environmental effects on low-income populations and minority populations. FAMPO advances Environmental Justice (EJ) through its numerous policies, programs and activities.
Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color or national origin, against participants or clients of programs that receive Federal funding. Succeeding laws and Presidential Executive Orders added sex, age, income status and disability to the criteria for which discrimination is prohibited.

Implementation of these principles are supported in all aspects of FAMPO’s planning and programming which include:

- Prepare and maintain a demographic profile of the region using the most current statistical information available on race, income and other relevant data. By utilizing socioeconomic maps, each outreach strategy will be tailored toward the EJ/Title VI/LEP populations identified for each specific planning study.
- Continue to conduct Title VI outreach to involve members of low-income and minority populations in the transportation planning process by implementing the Title VI Compliance Plan, Limited English Proficiency (LEP) Plan and the PPP.
- Partner with the Title VI agencies within the GW Region, FAMPO will be able to timely disperse information to those affected by the planning study.
- Disseminate information to the public on the processes used and findings of any analyses.

The Title VI Nondiscrimination Plan was updated in March 2019.

PUBLIC PARTICIPATION

Public participation, outreach and communication are essential to carrying out the continuing, cooperative and comprehensive (3C) metropolitan transportation planning process. 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 PPP requires that members of the public are given a thirty-day review and comment period on all draft work programs prior to adoption, as well as for any subsequent amendments to the adopted program, except for the PPP which requires a 45-day review and comment period. Following the review period and prior to adoption, a public hearing is held.

In 2017, FAMPO adopted the PPP which focused on updating FAMPO’s Title VI Community Resources Directory to ensure that the Region’s traditionally disadvantaged populations are involved in the planning process. The purpose of the PPP is to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process. Effective transportation planning recognizes the critical link between transportation and other societal goals. The PPP is due for another update in FY2021.
PERFORMANCE-BASED PLANNING AND PROGRAMMING

The FAST Act and its predecessor, the Moving Ahead for Progress in the 21st Century Act (MAP-21), established a transportation performance management (TPM) framework that requires state departments of transportation (DOTs), MPOs, and public transportation providers to conduct performance-based planning and programming (PBPP) by tracking performance measures and establishing data-driven targets to improve performance. PBPP ensures the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to national transportation goals.

Under this TPM framework, state DOTs, MPOs, and public transportation providers must share performance information, coordinate to set performance targets, and periodically report on performance. FAMPO will work closely with VDOT, DRPT, Fredericksburg Regional Transit (FRED), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), FHWA, and FTA to establish performance targets and monitor and report performance in FAMPO’s planning documents, including amendments or updates to the Long-Range Transportation Plan and Transportation Improvement Program.
SECTION 3: 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.

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: Ongoing

FAMPO ON-CALL AND SPECIAL STUDIES

Study Area: Lafayette Boulevard Multimodal Study Phase 1

DRPT Project 71319-01

Study Background and Objectives: Conduct a study of potential transit improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and planned Lee Hill Transfer Station. Work to evaluate commuter parking and AMTRAK/VRE station needs. Work cooperatively with DRPT, FRED, the City of Fredericksburg, and Spotsylvania County, VRE, and other FAMPO members on the study effort.

Budget: $120,760 (DRPT State FY2019 Technical Assistance – Estimated $85,760 remaining and $35,000 DRPT FY2020 5303).

Responsible Entity: FAMPO

Estimated Completion: March, 2020
**Study Area:** Lafayette Boulevard Multimodal Study Phase 2

**UPC Number:** 115612

**Study Background and Objectives:** Conduct a study of potential highway improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and commuter parking area from Dixon Street. Additionally, develop bicycle/pedestrian improvements along Lafayette Boulevard corridor. Coordinate effort with Phase 1 results and effort and work to evaluate traffic, safety, and accessibility for potential commuter parking and AMTRAK/VRE station improvements. Work cooperatively with the State, FRED, the City of Fredericksburg, and Spotsylvania County, VRE, and other FAMPO members on the study effort. Study originated from City of Fredericksburg/VRE CMAQ/RSTP request.

**Budget:** $262,500 (RSTP - $250,000 and DRPT FY2020 5303 for $12,500)

**Responsible Entity:** FAMPO

**Estimated Completion:** June, 2020

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**Study Area:** Gateway Boulevard Traffic Impact Analysis (TIA) Study

**UPC Number:** 114814

**Study Background and Objectives:** Conduct a new TIA Study of Gateway Boulevard Extended, a new 4-lane divided urban arterial planned between Rte 3 and Cowan Boulevard just East of I-95. Study effort began in the Spring of 2019 and will be completed by August, 2019. Study originated from a City of Fredericksburg CMAQ/RSTP project after it was discovered that the project needed some additional improvements and development as part of the Smart Scale Round 3 screening process.

**Budget:** Estimated $27,403 remaining of original $62,500 budget (RSTP)

**Responsible Entity:** FAMPO

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**Study Area:** 2050 Long Range Transportation Plan

**UPC Number:** 113538

**Study Background and Objectives:** To develop a new 2050 Long Range Transportation using the latest planning assumptions and that is fully compliant with new federal requirements for MAP-21/FAST Act Performance Based Planning and for Air Quality Conformity regulations. Integrate FY21-24 TIP update and Congestion Management Process (CMP) into 2050 LRTP. Additionally, update the plan based on the results from the SYIP, SMART SCALE Round 3, and other changes to transportation projects in the FAMPO region.

**Budget:** $405,000 (RSTP)

**Responsible Entity:** FAMPO
**Estimated Completion:** July 2020

**Study Area:** Regionally Significant studies in FAMPO

UPC Number: 113914

**Study Background and Objectives:** Potentially conduct additional study analysis of regionally significant multimodal projects such as I-95 interchanges, US Rte 1 and other major arterials and other major transportation facilities in FAMPO at the direction of the Policy Committee.

**Budget:** $697,000

**Responsible Entity:** FAMPO

**Estimated Completion:** Ongoing

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**Study Area:** US Rte 1 North Stafford Garrisonville STARS Study

UPC Number: 115178

**Study Background and Objectives:** VDOT STARS study to determine targeted low cost safety and capacity improvements to the corridor. Study originated from VDOT STARS prioritization system with support from Stafford County and FAMPO RSTP support was requested to help advance the study.

**Budget:** $100,000 (RSTP) (Note: Total Study cost estimated at $200,000)

**Responsible Entity:** VDOT

**Estimated Completion:** April 2020

---

**Study Area:** Rte 610 Operational Study in North Stafford from Rte 1 to Onville Road. Study originated with Stafford County CMAQ/RSTP request.

UPC Number: TBD

**Study Background and Objectives:** VDOT operations study to determine targeted low cost safety and capacity improvements to the corridor.

**Budget:** $75,000 (RSTP) (Note: Total Study cost estimated at $200,000)

**Responsible Entity:** VDOT

**Estimated Completion:** June 2020

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**Study Area:** US Rte 1 Massaponax STARS Study Area

UPC Number: T-22925
Study Background and Objectives: VDOT planning study to determine targeted low access management, cost safety and capacity improvements to the corridor. Study originated from VDOT STARS prioritization system with support from Spotsylvania County and FAMPO RSTP support was requested to help advance the study.

Budget: $100,000 (RSTP) (Note: Total Study cost estimated at $200,000)

Responsible Entity: VDOT

Estimated Completion: June 2020

Additional studies are possible, subject to Policy Committee direction.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: Ongoing
SECTION 4: FY2020 FAMPO UNIFIED PLANNING WORK PROGRAM
ACTIVITIES BY TASK

This section details the transportation planning activities that will be carried out by FAMPO staff and its committees in FY2020, and the funding that will be applied to each. FAMPO’s planning activities are grouped under the following eight task categories:

1. Long-Range System Level Planning;
2. Short-Range Project Level Planning;
3. Congestion Management;
4. Public Participation;
5. TDM/Transit Planning
6. Special Project Planning
7. FAMPO Administration; and
8. Contingency.

Each task is described below. Unless otherwise indicated, the tasks described below will be led by FAMPO staff.

4.1 LONG-RANGE SYSTEM LEVEL PLANNING

Description: FAMPO staff will undertake the following long-range system level planning activities during FY2020:

1. Complete the 2050 LRTP update.
2. Maintain 2045 LRTP and satisfy federal requirements for the LRTP/TIP.
3. Update Bicycle/Pedestrian, Freight, and ITS components of the 2050 LRTP as needed to satisfy federal and state requirements and ensure that ITS components are consistent with the development of the regional ITS architecture.
4. Satisfy Air Quality Conformity requirements for LRTP and TIP as needed.
5. Collect, organize and report various system performance data (vehicular and non-vehicular measures), as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.
6. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
7. Examine effects upon Environmental Justice and safety-conscious issues regarding specific proposed projects in the current TIP and LRTP and the transportation system as a whole.
8. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
9. 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.

10. Maintain TAZ-based land use projections for the Region.

11. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.

12. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.

13. Continue to work with VDOT to update the regional travel demand model to FAMPO 5.15 which will include a mode split model to enhance its multimodal forecasting abilities.

14. Amend FAMPO’s Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints.

15. In conjunction with VDOT, apply the new requirements of MAP-21 and the FAST Act into the planning process, including addressing intercity transportation, resiliency, travel and tourism, and emergency planning as part of the 2050 LRTP effort.

16. Work with U.S. DOT and VDOT to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.

17. Continue to enhance current FAMPO land use modeling using CommunityViz and integrate it with the FAMPO travel demand model.

End Products:

2. Review project prioritization methodology and update as needed for LRTP/TIP in FY2020.*
3. Meetings and informational exchange discussions regarding procedures to improve transportation planning in FY2020 **
4. Participation in the State’s VTRANS 2045 process, other long range studies impacting the FAMPO region in FY2020.**
5. Maintaining and continuing to meet federal requirements for the 2045 LRTP and FY 18-21 TIP as necessary until the 2050 LRTP and FY 21-24 TIP are completed.**

*Initiative will be funded with RSTP funding

**Initiative will be funded with a combination of PL and 5303 funding

Planning Factors: This task is focused on the MPO planning process and long-range planning, and supports all planning factors (#1 - #10).

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.

Schedule: Ongoing throughout the fiscal year. 2050 LRTP planned for completion by July, 2020.
Task 4.1 Budget & Breakdown by Funding Source:

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<td>$3,370</td>
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4.2 SHORT-RANGE PROJECT LEVEL PLANNING

Description:

FAMPO staff will undertake the following short-range project level planning activities during FY2020:

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 Region.
3. Continue to update a 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 review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive. Maintain FY 18-21 TIP and work with State and transit partners to develop a new FY 21-24 TIP.
6. Review and potentially improve the application process and project scoring criteria for the selection of CMAQ and RSTP eligible 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.
8. Begin process of preparing applications for funding under the SMART SCALE Program in Spring, 2020.
10. Participate in VDOT Rte 1 and Rte 610 studies in North Stafford and Rte 1 studies in Massaponax area.
13. Initiate regionally significant project studies for I-95, US Rte 1, and other major transportation facilities, as requested by the Policy Committee subject to available funding in UPC 113914.
14. Continue Regional Bicycle/Pedestrian Count program and potentially purchase one new bicycle/pedestrian counter.
VDOT will conduct the following tasks in FY2020:

1. Rte 1 Massaponax STARS Study (Completion by June, 2020)
2. Rte 1 North Stafford Garrisonville STARS Study (Completion by June, 2020)
3. Rte 610 Operational Study (Start in FY2020 with completion in FY2021)

**End Products:**

1. Completed Lafayette Boulevard Multimodal Study – Phase 1
2. Completed Lafayette Boulevard Multimodal Study – Phase 2*
3. Continue Regional Bicycle/Pedestrian Count Program*
4. Complete Gateway Boulevard TIA Study*
5. Potentially begin and complete additional regionally significant project studies as directed by FAMPO*
6. VDOT completing Rte 1 studies for Massaponax and North Stafford*
7. VDOT beginning Rte 610 Operational Study in North Stafford*
8. Analyses regarding the effect of the provision of transportation services to low income and minority residents.**
9. GIS and other products, as required, in support of transportation projects in the Region.**
10. Analysis in response to studies affecting the Region.**
11. Documentation of activities in support of transportation planning and informational requests.**
12. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.**
13. Maintenance of FY 18-21 TIP and improved TIP format and online inter-activeness**
14. Completion of FY 21-24 TIP.**
15. Completed SMART SCALE applications.**

* Initiative will be funded with RSTP funding
** Initiative will be funded with PL funding

**Planning Factors:** This task is focused on the short-range project level programming and TIP development processes, and supports all planning factors (#1 - #10).

**Participants:** FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, VRE, consultants, and the public.

**Schedule:** Ongoing throughout the fiscal year.

Lafayette Boulevard Multimodal Study for Phase 1 scheduled for completion by March 31, 2020.

Revenue Sharing and Transportation Alternatives programs have deadlines of October 1, 2019.
Smart Scale Round 4 schedule for initial project submittals likely in Spring, 2020.

**Task 4.2 Budget & Breakdown by Funding Source:**

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4.3 CONGESTION MANAGEMENT

Description: FAMPO will update its CMP for the FAMPO region for the 2050 LRTP effort and work to integrate it into the 2050 LRTP effort and new Map-21/FAST Act Performance Based Planning and Programming requirements to the extent possible. INRIX, StreetLight Data, and any other available sources for traffic congestion data will be used to enhance the CMP, and information will be provided to interested parties online, via the FAMPO website. FAMPO will coordinate this effort with the ITS and operations agencies and staff within its planning area.

End Products: An updated CMP included as part of the 2050 LRTP documentation which will include updated travel time indices, safety and congestion hotspots and safety, ITS, and congestion mitigation strategies, and development of recommendations for specific multimodal corridor improvements.**

Planning Factors: This task supports planning factors #1 Economic Vitality, #4 Accessibility and Mobility, #5 Quality of Life, #7 Efficient System Management, #9 Reliability, and #10 Enhance Travel and Tourism.

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, FHWA, FTA, local jurisdictions, and consultants.

Schedule: Ongoing throughout the fiscal year.

** Initiative funded with PL funds.

Task 4.3 Budget & Breakdown by Funding Source:

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4.4 PUBLIC PARTICIPATION

Description: MAP-21 and the FAST Act legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2020, 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. Review and update the website to enhance public involvement.
3. Effectively use social media and other digital tools to engage the public in current FAMPO activities.
4. Continue to publish and distribute brochures and other informational items around the Region.
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 the continued distribution of electronic copies via the FAMPO website, email, and social media.
10. Continue to develop and update, as necessary, an interactive TIP webpage.
11. Translate major transportation planning document flyers into Spanish, upon request.
12. Continue the recruitment for members to the Citizens Transportation Advisory Committee (CTAC).
13. Incorporate additional visualization techniques, when needed.
15. Continue to document demographic information from members of the public attending public meetings/hearings.
16. Maintain and 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 and to ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice.
18. Provide staff support to the Citizens Transportation Advisory Committee (CTAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CTAC comments are communicated to the FAMPO regarding transportation plans, projects, and programs, and issues that are important to the committee and its members.
19. Attend and provide support to the region’s Public Transit Advisory Board (PTAB) and the Regional Human Services Transportation Coordination Committee (RHSTCC) which both include leaders and representatives of low-income communities, minority communities, persons with disabilities, older adults, and those with limited English skills as one of FAMPO’s strategies for engaging traditionally disadvantaged population groups in the planning process and providing guidance on PTAB and RHSTCC activities.
20. Update the Title VI, Environmental Justice and LEP Plan in FY2020.
21. Update and improve FAMPO website as necessary.
22. Continue to conduct public involvement through social media.

End Products:

1. Staff support for the Citizens Transportation Advisory Committee (CTAC).**
2. A measurable public involvement process that maximizes outreach.*
3. Increased public awareness measured by responses to questionnaires/surveys, emails and written or verbal comments.*
4. Improved visualization and/or communication techniques.*
5. Timely distribution of MPO meeting notices, agendas, and meeting minutes.**
6. Continuation of a social media presence.*
7. Expanded contact databases.*
8. Support of all committee meetings by generating agendas, uploading to the FAMPO website and sending notifications via email, printed advertisements and social media.**
9. Compliance with Title VI requirements.*
10. File documentation of public involvement activities.**
11. Completed, analyzed surveys. *
12. Updated Title VI, Environmental Justice and LEP Plan*
13. Development of a new FAMPO website*

* Initiative funded RSTP (VDOT UPC # 102626)
** Initiative funded using PL funds

Planning Factors: This task supports planning factors #4 Accessibility and #5 Quality of Life, and indirectly supports the other planning factors by enhancing public involvement in the planning process.

Lead: FAMPO staff.
Participants: FAMPO staff, FAMPO Committees, VDOT, local governments, stakeholders, consultants and the public.

Schedule: Ongoing throughout the fiscal year.

Task 4.4 Budget & Breakdown by Funding Source:

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4.5 TDM/TRANSIT PLANNING

Description: Includes TDM/Transit Planning by FAMPO staff for I-395 Commuter Choice Program, FRED Transit, and Healthy Generations AAA. Also includes other multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts. Also includes FAMPO staff oversight of GWRC TDM planning effort using CMAQ funding for GWRideConnect Program and GWRC TDM CMAQ program.

1. Participation in I-395 Commuter Choice Program process and assistance with planned September public hearing for FAMPO Region and for FAMPO region applicant applications to the program.
2. Participation in FRED Transit Public Transit Advisory Board (PTAB). Work cooperatively with FRED Transit on regional transit initiatives and projects.
3. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the Healthy Generations Area Agency on Aging (HGAAA) with vehicle programming and planning for mobility-impaired persons.

4. Work with DRPT, VDOT, PRTC, OmniRide, VRE, AMTRAK, FRED Transit, HGAAA, and GWRideConnect on regional TDM/Transit planning efforts and studies as necessary subject to available FAMPO staff resources.

5. Participation in Regional Commuter and VRE lot utilization surveys

6. GWRideConnect TDM CMAQ program (GWRC Lead with FAMPO oversight)

7. Other potential tasks identified by FAMPO staff or the Board.

End Products:

1. Participation in I-395 Commuter Choice, FRED PTAB, and HGAAA meetings.*

2. FAMPO assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants.*

3. FAMPO hosting I-395 Commuter Choice Public Hearing in Fall, 2019 in FAMPO Region*

4. GWRideConnect Work Plan for CMAQ (Note: Details of this were not available at time of development of Draft FY2020 UPWP)

* Initiative funded with 5303 funds

Planning Factors: This task supports all planning factors (#1 - #10).

Lead: FAMPO staff.

Participants: FAMPO staff, FAMPO Committees, GWRideConnect staff, and the public.

Schedule: Ongoing throughout the fiscal year.

Task 4.5 Budget & Breakdown by Funding Source:

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4.6 SPECIAL PROJECT PLANNING

Description: Includes allowance for special work activities related to non-recurring planning projects or those that do not fit easily into primary categories. In FY2020, one potential special project is the response to the 2019 National Capital Region Transportation Planning Board (NCRTPB) Certification review and preparation for the planned 2020 State/Federal Certification review of FAMPO. Another special project is the development of a Smart Scale Analysis Tool to allow users to predict how a new candidate project will perform in future rounds of Smart Scale based on historical results from prior Smart Scale rounds.
1. Response to 2019 Federal Certification Review findings
2. Preparation for the 2020 State/Federal Certification Review
3. Smart Scale Analysis Tool development*

* Funded by RSTP funds.

Task 4.6 Budget & Breakdown by Funding Source:

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4.7 FAMPO ADMINISTRATION

Description: During FY2020, FAMPO staff will perform the following activities to administer and maintain the transportation planning process:

1. Process any amendments to the FY2020 UPWP and develop the FY2021 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 minutes 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. Coordinate with the NCRTPB, per the NCRTPB/FAMPO 2004 Memorandum of Understanding (MOU) and update this MOU to satisfy federal Map-21/FAST Act requirements
7. Review and update FAMPO MOUs and agreements as needed to satisfy federal and state requirements and FAMPO needs.
8. Formally transmit products and documents as specified in the NCRTPB Agreement.
9. 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.
10. Provide population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning as part of the Cooperative Forecasting Process.
11. Coordinate and transmit other information and data, as needed.
12. Organize and attend all FAMPO meetings.
13. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.
14. Work with GWRC to review and potentially update MOUs between FAMPO and GWRC. Review and potentially change GWRC fiscal agent responsibilities for FAMPO.
15. Attend transportation conferences and planning/training courses as needed. This activity will have a budget of up to $15,000.
16. Upgrade existing computer equipment, communications equipment, and software as required. This activity will have a budget of up to $25,000.
17. Comply with state and federal auditing requirements.
18. Work with FAMPO committees and the State to advertise and select new consultant teams for FAMPO on-call contracts by June, 2020.

End Products:

1. Production, correspondence and documentation related to all FAMPO committee meetings and activities.
2. Correspondence and documentation regarding any FY2020 UPWP amendments.
3. Documentation of public meetings and hearings conducted during FY2020.
4. Contracts and correspondence related to the administration of Planning (PL), Section 5303, State Planning and Research (SPR) and RSTP funds.
5. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.
6. Improved staff training and exposure to state and national best practices.
7. State-of-the-art hardware and software to meet work requirements and client needs.
8. Annual financial audit to meet state and federal requirements.
9. New MOU agreement between FAMPO and NCRTPB for Northern Stafford.
10. Improved coordination and communications between FAMPO and the NCRTPB for northern Stafford County per the NCRTPB/FAMPO updated MOU agreement scheduled for completion in early FY-20.
11. A coordinated update cycle for the LRTP and TIP.
12. Selection of new FAMPO on-call consultants.
13. The FY2021 UPWP.

Planning Factors: This task indirectly supports all planning factors by providing the administration and support necessary to effectively manage the transportation planning process.

Participants: FAMPO staff, other MPOs/PDCs, Federal, State, and local agencies, and the public.

Schedule: Ongoing throughout the fiscal year
Task 4.7 Budget & Breakdown by Funding Source:

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4.8 CONTINGENCY

**Description:** This task sets aside funds that are available to support any new projects or additional task activities in FY20 that are not already programmed in the UPWP. Use of Contingency funds will first require an amendment to the UPWP, which requires a recommendation by the FAMPO Technical Committee and approval of the FAMPO Policy Committee.

Task 4.8 Budget & Breakdown by Funding Source:

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Grand Total $50,557
## Section 5: Summary of Financials

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* RSTP studies have been prioritized in either the FAMPO CMAQ/RSTP process or the VDOT STARS process.

** Amendment 1 incorporates a deprogramming request for excess PL funds for a direct carryover to FY21. The original PL budget was $431,972 including federal, state, and local funding. Based on fiscal year-end projections, staff requested to deprogram $126,706 in PL funds ($112,627 in federal, $14,078 in state), leaving a new total for FY20 PL funds of $291,188 after accounting for the local match carryover. All changes in funding are highlighted in yellow. Funding by program activity was calculated using the same percentages as the original UPWP funding table, which are estimates. GWRC will contribute the required amount of local match from its annual local dues.
7. Action / Discussion Items
   k. FAMPO Schedule Update – Mr. Hager
FY2021 FAMPO Meetings Calendar

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As of June 2020
7. Action / Discussion Items
   1. Resolution 20-47: Approving the Slate of Officers to Serve in Fiscal Year 2021 (ACTION ITEM) – Chairman Kelly
FAMPO RESOLUTION 20-47

APPROVING THE SLATE OF OFFICERS TO SERVE IN FISCAL YEAR 2021

WHEREAS, the MPO Policy Committee is the transportation policy decision-making board, and is responsible for transportation planning and funding allocations in the Fredericksburg Area MPO and partners with the public, planning organizations, government agencies, elected officials and community groups to develop regional transportation plans; and

WHEREAS, the MPO Policy Committee is comprised of eleven elected and non-elected voting members. The Fredericksburg District Commonwealth Transportation Board (CTB) Representative and the Citizens Transportation Advisory Committee (CTAC) Chairman serves as ex officio members, and;

WHEREAS, the MPO’s bylaws include a provision for the annual rotation among the member localities that determines which locality shall fill each of the officer positions.

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby approved the following slate to serve as the executive committee in Fiscal Year 2021:

    Cindy Shelton, Stafford County – Chair
    Timothy McLaughlin, Spotsylvania County – First Vice Chair
    Matthew Kelly, City of Fredericksburg – Second Vice Chair

Adopted by the Policy Committee at its meeting on June 22, 2020.

_____________________________________________
Matthew Kelly, Chairman
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
7. Action / Discussion Items
   m. Resolution 20-48: Recognizing the Dedicated Service of Matthew Kelly (ACTION ITEM) – Mr. Hager
FAMPO RESOLUTION 20-48

RECOGNIZING THE DEDICATED SERVICE OF MATTHEW KELLY

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) serves as the federally-designated Metropolitan Planning Organization for the Fredericksburg Region; and

WHEREAS, Mr. Matthew Kelly served with distinction as the Chairman of the Fredericksburg Area Metropolitan Planning Organization from July 2019 to June 2020; and

WHEREAS, Mr. Kelly carried out his responsibilities with great diligence and dedication; and

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization expresses its deepest appreciation and most sincere thanks to Mr. Matthew Kelly for his dedicated service as Chairman.

Adopted by the Policy Committee at its meeting on June 22, 2020.

_____________________________________________
Cindy Shelton, Vice Chair
Fredericksburg Area Metropolitan Planning Organization
Policy Committee
8. Correspondence
Federal Transportation Funding

Fixing America’s Surface Transportation (FAST) Act is the most current federal authorization for transportation funding programs. Signed in December 2015, the FAST Act authorizes funding over federal fiscal years (FFY) 2015-16 through 2019-20 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Core programs managed by the Federal Highway Administration (FHWA) under the FAST Act include:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ);
- Highway Safety Improvement Program (HSIP);
- Metropolitan Planning (PL funds);
- National Highway Freight Program (NHFP);
- National Highway Performance Program (NHPP);
- Railway-Highway Crossings Program; and
- Surface Transportation Block Grant Program (STBG), also known as the Regional Surface Transportation Program (RSTP).

Core Transit Programs managed by the Federal Transit Administration (FTA) authorized under the FAST Act include:

- FTA 5303 Metropolitan Planning;
- FTA 5307 Urbanized Area Formula;
- FTA 5309 New Starts;
- FTA 5310 Formula Grants for Enhanced Mobility of Seniors & Individuals with Disabilities;
- FTA 5337 State of Good Repair; and
- FTA 5339 Bus & Bus Facilities.

The shaded lines indicate federal programs primarily allocated/utilized by FAMPO and are detailed on the following pages.

Other funding opportunities include, but are not limited to, Bridge Programs, State Planning & Research, and Transportation Alternatives Program, which provides federal assistance to eligible projects. Additional Information can be found in – A Guide to Federal-Aid Programs & Projects.
**Congestion Mitigation & Air Quality Improvement (CMAQ)**

The CMAQ Program provides funds to States for transportation projects designed to reduce traffic congestion & improve air quality. In general, the match is **80% federal funds** with a **20% match of non-federal (State) funds**.

**Typically Eligible CMAQ Activities**

- New bicycle & pedestrian facilities that demonstrate Single Occupancy Vehicle (SOV) reduction
- Shared ride & transportation demand management (TDM) - carpools/vanpools, marketing, public education & outreach activities
- Expanding Park & Ride lots
- Traffic signal optimization
- Traffic Operations Center
- Courtesy Patrols
- Modern roundabouts
- Dynamic Message Signs
- Intelligent Transportation Systems (ITS) deployment/expansion
- Intersection improvements that relieve congestion & do not add capacity
- Diesel retrofit & replacement projects
- Alternative fuel infrastructure
- Operating assistance for new/expanding service (including vanpools)
- Transit facilities (new stations, terminal, transfer facilities) only if associated with a new or enhanced route

**Typically Ineligible CMAQ Activities**

- ANY project or elements of work that does not improve air quality
- ANY activity that is part of a larger project that adds SOV capacity such as new roads
- Traffic signal replacement in-kind without interconnecting, optimizing, etc
- Emergency vehicle preemption of traffic signals
- Moving roadways or intersections
- Non-motorized project that have a strong or solely recreational purpose
- Safe Routes to School projects
- Fuel subsidies
- Road rehabilitation & reconstruction projects
- Studies
Highway Safety Improvement Program (HSIP)

The purpose of HSIP funds is to reduce severe crashes on public roads. Therefore, the HSIP Program provides funds to States for transportation projects designed to correct or improve a hazardous road location or address a highway safety problem. FHWA has stressed the need for data driven problem identification, project prioritization & consistency with the State’s Strategic Highway Safety Plan. In general, the match is 90% federal funds with a 10% match of non-federal (State/Locality) funds.

Typically Eligible HSIP Activities

- An intersection or road segment safety improvement such as pavement or shoulder widening
- Grade separations
- Pavement & safe streets projects
- Systemic improvements such as flashing yellow arrows, reflective backplates, rumble strips, etc
- Improvement in the collection & analysis of crash data
- An improvement for pedestrian or bicyclist safety or safety of the disabled
- Construction, installation & maintenance of signs at bicycle/pedestrian crossing & in school zones
- Construction of a traffic calming feature
- Elimination of a roadside obstacle
- Improvement of new highway signage or pavement markings (must meet retroreflectivity requirements)
- Installation of priority control system for emergency vehicles at signalized intersections
- Planning integrated interoperable emergency communications equipment, operational activities or traffic enforcement activities related to work zone safety.
- Installation of new guardrails, barriers & crash attenuators where none existed before
- Construction & operations improvement on high-risk rural roads
- Railway crossing elimination, reconstruction & improvements

Typically Ineligible HSIP Activities

- Private road improvements
- Beautification projects
- Economic Development projects
- Bridge needs
- Maintenance needs
- Railroad Quiet Zones
- Enforcement
- Public information campaigns
- ITS projects without a safety component
**Metropolitan Planning (PL) & FTA 5303 (5303)**

VDOT distributes federal funds from FHWA & FTA – PL funds & 5303 funds, respectively – to metropolitan planning organizations (MPOs) to support the MPO’s core responsibilities. Each MPO is apportioned federal gas taxes on a minimum share, plus factors for population & air quality. The match is **80% federal funds** with a **20% match of non-federal (State/Locality) funds**.

### Typically Eligible PL/5303 Activities
- Unified Planning Work Program development & administration
- Long-Range Transportation Plan preparation
- Transportation Improvement Program development & maintenance
- Travel Demand Modeling
- ITS planning
- Transit, bicycle, pedestrian, & freight planning
- Public Participation Plan & related outreach activities, & interagency consultation
- Indirect costs, with an approved indirect cost allocation plan
- Corridor studies
- Safety studies
- The planning of future highway programs & local public transportation systems & the planning of the financing of such programs & systems
- Access & mobility analyses
- Traffic & feasibility studies
- Bicycle & pedestrian planning initiatives
- Economic impacts of transportation Investments
- Traffic counts for both highway & transit
- Development & implementation of management systems (congestion, pavement, bridge, etc)
- The conduct of activities relating to the planning real-time monitoring elements

### Typically Ineligible PL/5303 Activities
- Engineering, design & construction projects
- Administering the project once selected
- Technical review during design
- ROW acquisition
- NEPA documentation
- Non-transportation-related projects
Surface Transportation Block Grant (STBG)
Regional Surface Transportation Program (RSTP)

The Surface Transportation Block Grant (STBG), previously known as the Regional Surface Transportation Program (RSTP), provides funds for states for projects to preserve & improve the conditions & performance on any Federal-Aid highway, bridge & tunnel projects on any public road, pedestrian & bicycle infrastructure & transit capital projects, including intercity bus terminals. STBG funds are apportioned to large urban regions within Virginia. In general, the match is **80% federal funds** with a **20% match of non-federal (State) funds**.

- **Typically Eligible STBG/RSTP Activities**
  - Highway, bridge, transit & safe streets projects on the National Highway System & other federal-aid highways & repair work on off-system bridges
  - Planning, design or construction roadways
  - Planning studies
  - Road & bridge new construction & reconstruction
  - Transit capital purchases
  - Roadway & traffic safety improvements & programs
  - Traffic monitoring, management & control facilities & programs
  - Traffic safety studies & public information initiatives
  - ITS improvements
  - Infrastructure-based ITS capital improvements, including the installation of vehicle-to-vehicle infrastructure communication equipment
  - Projects & strategies designed to support congestion pricing, including electronic toll collection & travel demand management strategies & programs
  - Truck parking facilities (conditions apply)
  - Recreational trails projects
  - Pedestrian & bicycle projects (filling in short gaps in existing multimodal system)

- **Typically Ineligible STBG/RSTP Activities**
  - Projects on a local road or rural minor collector (unless road is on the Federal-aid highway system)
  - Sidewalk maintenance not associated with a road project
  - New streetscape or landscape items not associated with a road project
**FTA 5307 Urbanized Area Formula**

The 5307 Urbanized Area Formula Funding Program makes federal resources available to urbanized areas for transit capital & operating assistance for transportation-related planning.

For small urbanized areas with a population between 50,000 and 200,000 – like FAMPO – available funds are apportioned based on a combination of population & population density & are administered & allocated by the DRPT for the State. In these small urbanized areas, **Section 5307 funds can be used for capital expenses or operating expenses.**¹ Larger urbanized areas of over 200,000 in population, may not use funds for operating assistance unless identified by FTA as eligible. In general, the match is **80% federal funds** with a **20% match of non-federal funds**.

**✓ Typically Eligible FTA 5307 Urbanized Area Formula Projects**

- Direct transit capital improvements, such as purchase of, expansion or replacement buses, passenger rail, rolling stock & improvement, facilities & related equipment
- Planning, engineering, design & evaluation of transit projects & other technical transportation – related studies
- Studies relating to management, operations, capital requirements & economic feasibility
- Work related to constructing, acquiring or improving the operation of facilities & equipment
- Crime prevention & security equipment of maintenance & passenger facilities
- Workforce development, including job access & reverse commute projects that provide transportation to jobs & employment opportunities for welfare recipients & low-income workers

**✗ Typically Ineligible FTA 5307 Urbanized Area Formula Projects**

- Highway, intersection improvements, bike paths, sidewalks & park & ride lots that have no benefit to public transit service
- Non-urbanized areas in attainment for air quality

¹ [FTA Urbanized Area Formula Grants - 5307](#)