

Unified Planning Work Program

Fiscal Year 2021

Fredericksburg Area Metropolitan Planning Organization



Draft

To be distributed for public comment May 20, 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.

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

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.

Contents

Mission Statement	2
GWRC/FAMPO Title VI Nondiscrimination Statement	2
Preface to the Fiscal Year 2021 Unified Planning Work Program.....	3
1.0 FY21 Unified Planning Work Program.....	6
1.1 Introduction – Metropolitan Planning in Fredericksburg	6
1.2 Federal Transportation Legislation and Planning Requirements.....	9
1.3 The Unified Planning Work Program	10
1.4 UPWP Development	11
1.5 FAMPO Accomplishments in FY20.....	11
1.6 FAMPO Staffing for FY21.....	13
1.7 Proposed Funding by Federal Source for FY21	14
2.0 Planning Priorities for the FAMPO Region	16
2.1 FAMPO 2050 Long Range Transportation Plan.....	16
2.2 Ongoing Transportation Planning	16
2.3 Air Quality Planning Activities.....	17
2.4 Transportation Management Area Requirements	17
2.5 Congestion Management Process	18
2.6 Intelligent Transportation Systems (ITS) and Smart Travel Programs.....	18
2.7 Freight Planning	19
2.8 Environmental Justice/Title VI/Limited English Proficiency.....	19
2.9 Public Participation	20
2.10 Performance-Based Planning and Programming.....	20
3.0 Major Transportation Planning Studies in the FAMPO Region.....	21
3.1 VDOT On-Call and Special Studies	21
3.2 FAMPO On-Call and Special Studies.....	21
4.0 FY21 FAMPO Unified Planning Work Program Activities by Task.....	24
4.1 Long-Range System Level Planning.....	25
4.2 Short-Range Project Level Planning.....	28
4.3 Congestion Management.....	31 30
4.4 Public Participation	32 31
4.5 Transportation Demand Management	34 33

FAMPO FY21 Unified Planning Work Program (UPWP)

Draft

4.6	Transit Planning	3534
4.7	Special Project Planning	3635
4.8	FAMPO Administration	3736
4.9	Contingency	4039
5.0	Summary of Financials	4140
5.1	FAMPO Budget by Program Activity	4241
5.2	FAMPO RSTP/STBG Budget	4342
5.3	FAMPO CMAQ Budget	4342

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.

FAMPO FY21 Unified Planning Work Program (UPWP)

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Table 1. FAMPO Policy Committee Membership

Voting	Non-voting
City of Fredericksburg – 3 positions	Caroline County
Spotsylvania County – 3 positions	King George County
Stafford County – 3 positions	Department of Rail and Public Transit
Potomac and Rappahannock Transp. Commission – 1 position	Commonwealth Transportation Board
Representative for the Virginia Secretary of Transportation – 1 position	Citizens Transportation Advisory Committee
	Federal Highway Administration
	Federal Transit Administration
	FREDericksburg Regional Transit
	Virginia Department of Transportation

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.

FAMPO FY21 Unified Planning Work Program (UPWP)

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Figure 2. FAMPO UPWP Tasks and the Federal Planning Factors

Planning Task	1. Economic Vitality	2. Safety	3. Security	4. Access. & Mobility	5. Env. & Quality of Life	6. Multi-Modal Integrate & Connect.	7. System Mgmt. & Operations	8. Preserve Existing System	9. Resiliency, Reliability, & Storm- water	10. Travel & Tourism
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 Funding										
8. FAMPO Administration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
9. Contingency										

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:

FAMPO FY21 Unified Planning Work Program (UPWP)

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- 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)

FAMPO FY21 Unified Planning Work Program (UPWP)

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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.
8. Continued active involvement in the I-95/395 Express Lanes projects.
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.

FAMPO FY21 Unified Planning Work Program (UPWP)

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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~~
- ~~4-3.~~ Transportation Planner I or II or III
- ~~5-4.~~ Transportation Planner I or II or III
- ~~6-5.~~ Transportation Planner I or II or III
- ~~7-6.~~ Part Time Transportation Planner I or II or III
- ~~8-7.~~ 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.

FAMPO FY21 Unified Planning Work Program (UPWP)

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Table 2. FY21 Funding by Federal Source and Match

FY21 Funding	PL			5303			RSTP/STBG		CMAQ	Grand Total
	Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
FY21 New Allocation	\$315,924	\$39,491	\$39,491	\$153,867	\$19,234	\$19,234	\$0	\$0	\$125,000	\$712,241
FY20 to FY21 Direct Carryover	\$112,627	\$14,078	\$14,078	\$114,513	\$14,314	\$14,314				\$283,924
Prior Unexpended	\$12,279	\$1,535	\$1,535	\$0	\$0	\$0				\$15,349
Previous							\$428,738	\$107,184	\$0	\$535,922
Total	\$440,830	\$55,104	\$55,104	\$268,380	\$33,548	\$33,548	\$428,738	\$107,184	\$125,000	\$1,547,431
Summary	\$551,033			\$335,476			\$535,922			\$1,416,429

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: ~~\$262,500~~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 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: ~~\$100,000~~ (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

FAMPO FY21 Unified Planning Work Program (UPWP)
Draft

Estimated Completion: June 2021

Additional studies are possible, subject to Policy Committee direction.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: Ongoing

4.0 FY21~~0~~ 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
9. Contingency.

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.***

FAMPO FY21 Unified Planning Work Program (UPWP)
Draft

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).

FAMPO FY21 Unified Planning Work Program (UPWP)

Draft

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	<u>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.</u>

Task 4.1 Budget & Breakdown by Funding Source:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$9120,83025	\$15,10411,354	\$15,10411,354	\$705,000	\$8,7509,375	\$8,7509,375	\$160,000	\$40,000	\$0	\$401,0344,7883

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.**

FAMPO FY21 Unified Planning Work Program (UPWP)
Draft

- 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.***
- 16-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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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
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.
RSTP/STBG Funded Activities	<u>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.</u>

Task 4.2 Budget & Breakdown by Funding Source:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$50,000	\$6,250	\$6,250	\$50,000	\$6,250	\$6,250	\$268,728 198,392	\$67,18449,598	\$0	\$460,922372,990

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:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$105,000	\$1,875,250	\$1,875,250	\$0	\$0	\$0	\$0	\$0	\$0	\$4,750,500

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.*

16. Updated Title VI, Environmental Justice, Limited English Proficiency, and Public Participation Plans.*

16-17. [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.

FAMPO FY21 Unified Planning Work Program (UPWP)
 Draft

Task 4.4 Budget & Breakdown by Funding Source:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$85,000	\$10,625	\$10,625	\$0	\$0	\$0	\$0	\$0	\$0	\$106,250

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:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$0	\$0	\$0	\$125,000	\$ 3,125 1,875	\$ 3,125 1,875	\$0	\$0	\$125,000	\$ 156,250 143,750

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 y 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.*

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

Task 4.6 Budget & Breakdown by Funding Source:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$0	\$0	\$0	\$340,000	\$5,0003,750	\$5,0003,750	\$0	\$0	\$0	\$5,037,500

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:

1. Response to 2019 Federal Certification Review findings.*
2. Preparation for the 2020 State/Federal Certification Review.*

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

Task 4.7 Budget & Breakdown by Funding Source:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$0	\$0	\$0	\$143,380	\$1,673,798	\$1,673,798	\$0	\$0	\$0	\$46,726,17,975

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.

FAMPO FY21 Unified Planning Work Program (UPWP)

Draft

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 (MWCOC) 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.**
- 19-20. [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.

FAMPO FY21 Unified Planning Work Program (UPWP)
 Draft

Schedule	Ongoing throughout the fiscal year.
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Task 4.8 Budget & Breakdown by Funding Source:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$8590,000	\$11,250 10,625	\$11,250 10,625	\$25,000	\$3,125	\$3,125	\$0	\$0	\$0	\$143,750 137,500

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.

Funding	To be determined based on need
Planning Factors	To be determined based on need
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.
Schedule	To be determined based on need

Task 4.9 Budget & Breakdown by Funding Source:

PL			5303			RSTP/STBG		CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
\$ 128 0,000	\$ 159 0,000	\$ 159 0,000	\$ 649 0,000	\$ 85 0,000	\$ 85 0,000	\$0	\$0	\$0	\$ 2345 0,000

5.0 Summary of Financials

FY21 Funding	PL*			5303			RSTP/STBG**		CMAQ	Grand Total
	Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
FY21 New Allocation	\$315,924	\$39,491	\$39,491	\$153,867	\$19,234	\$19,234	\$0	\$0	\$125,000	\$712,241
FY20 to FY21 Direct Carryover	\$112,627	\$14,078	\$14,078	\$114,513	\$14,314	\$14,314				\$283,924
Prior Unexpended	\$12,279	\$1,535	\$1,535	\$0	\$0	\$0				\$15,349
Previous							\$428,738	\$358,392	\$0	\$535,922
Total	\$440,830	\$55,104	\$55,104	\$268,380	\$33,548	\$33,548	\$428,738	\$358,392	\$125,000	\$1,547,431
Summary	\$551,038			\$335,476			\$610,922			\$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.

FAMPO FY21 Unified Planning Work Program (UPWP)

Draft

5.1 FAMPO Budget by Program Activity

FY21 Program Activities										
FY21 Funding	PL			5303			RSTP/STBG		CMAQ	Grand Total
	Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match		
4.1	\$90,120,830 \$15,104,11,354	\$15,104,11,354 \$15,104,11,354	\$15,104,11,354 \$15,104,11,354	\$705,000	\$9,375,8,750 \$9,375,8,750	\$9,375,8,750 \$9,375,8,750	\$160,000	\$40,000	\$0	\$444,780 \$1,038,3
4.2	\$50,000	\$6,250	\$6,250	\$50,000	\$6,250	\$6,250	\$268,738 \$198,392	\$49,598 \$67,184	\$0	\$460,922 \$372,990
4.3	\$105,000 \$105,000	\$1,875 \$1,250	\$1,875 \$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$18,750 \$2,500
4.4	\$85,000	\$10,625	\$10,625	\$0	\$0	\$0	\$0	\$0	\$0	\$106,250
4.5	\$0	\$0	\$0	\$125,000 \$125,000	\$3,125 \$1,875	\$3,125 \$1,875	\$0	\$0	\$125,000	\$156,243 \$750
4.6	\$0	\$0	\$0	\$340,000 \$340,000	\$5,000 \$3,750	\$3,750 \$0	\$0	\$0	\$0	\$50,037 \$500
4.7	\$0	\$0	\$0	\$143,380 \$143,380	\$1,673 \$798	\$1,673 \$798	\$0	\$0	\$0	\$16,726 \$975
4.8	\$8590,000 \$8590,000	\$11,250 \$10,625	\$10,625 \$11,250	\$25,000	\$3,125	\$3,125	\$0	\$0	\$0	\$143,750 \$37,500
4.9	\$1280,000 \$1280,000	\$159,000	\$159,000	\$6449,000 \$6449,000	\$85,000	\$85,000	\$0	\$0	\$0	\$23450,000 \$23450,000
Total	\$440,830 \$440,830	\$55,104	\$55,104	\$268,380	\$33,548	\$33,548	\$428,738 \$358,982	\$107,184 \$89,598	\$125,000	\$1,547,431 \$459,504

FAMPO FY21 Unified Planning Work Program (UPWP)

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5.2 FAMPO RSTP/STBG Budget

RSTP/STBG Funded Projects	UPC	Category	Previous + FY20 Projected Leftover Funding and/or Previous	FY21 Allocation	FY21 UPWP Budget	UPWP Program Activity
FAMPO 2050 LRTP	113538	Consultant support, travel, marketing	\$268,868 <u>256,559</u> (FY20 leftover)	\$0	\$200,000	4.1
FAMPO Public Involvement	102626	Staffing	\$117,384 (FY20 leftover)	\$75,000	\$0	4.4
VDOT Lafayette Boulevard Multimodal Study – Phase 2	115612	Study	\$160,922 <u>172,990</u>	\$0	\$160,922 <u>172,990</u>	4.2
Rt 610 Operational Study	TBD	Study	\$75,000	\$0	\$75,000	4.2
Rt 1 Massaponax STARS Study	115613	Study	\$100,000	\$0	\$100,000	4.2

5.3 FAMPO CMAQ Budget

CMAQ Funded Projects	UPC	Category	Previous + FY20 Projected Leftover Funding and/or Previous	FY21 Allocation	FY21 UPWP Budget	UPWP Planning Activity
GW RideConnect Support	103685	Staffing and marketing	\$60,970 <u>162,876</u> (FY20 leftover)	\$125,000	\$125,000	4.5