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Linda Millsaps  
*Executive Director*

July 30, 2020

Mr. David Jackson, Principal  
Cambridge Systematics, Inc.  
3 Bethesda Metro Center  
Bethesda, MD 20814

**RE: Notice-to-Proceed for Task Order FAMPO 2050 LRTP Support**

Dear Mr. Jackson:

Attached, please find the approved Task Order for FAMPO 2050 LRTP Support. This Task Order will provide support to FAMPO through multiple components of the 2050 Long Range Transportation Plan as they relate to travel demand modeling, compliance with federal and state requirements, and general staff and presentation support. This work will build on a prior CS team task order providing target setting and MAP-21/FAST Act metropolitan planning requirement support for the 2045 LRTP. The total task order amount is not to exceed \$84,100. This letter will also serve as your Notice to Proceed.

Thanks for your assistance in this matter.

Sincerely,

A handwritten signature in blue ink that reads "Linda S. Millsaps".

Linda Millsaps  
Executive Director

**Attachment - Task Order FAMPO 2050 LRTP Support**

**Cc: Contract File  
FAMPO Policy Committee**



# Memorandum

TO: Adam Hager, FAMPO

FROM: Rich Denbow, David Jackson, Feng Liu, CS

DATE: July 24, 2020

RE: Task Order – FAMPO 2050 LRTP Support

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## Scope of Work

The objectives of this task order include the following:

- Setup, conduct, and summarize results from the FAMPO regional travel demand model for a base year and three 2050 scenarios (no-build, build, unconstrained) to support analysis and mapping of future performance of the regional highway network for inclusion in the 2050 LRTP;
- Support FAMPO through ensuring that the 2050 LRTP meets Federal requirements, including the transportation performance management (TPM) requirements in MAP-21/FAST Act rulemakings and fiscal constraint; and
- Present findings of the model analysis and key components of the LRTP to FAMPO committees, as directed by FAMPO staff.

These activities are described below.

## Task 1. 2050 LRTP Modeling Scenario Analysis

### Work Activities

For the base year, reflecting existing conditions, and three 2050 scenarios, CS will setup, test, run, and summarize results from the FAMPO regional travel demand model. The process includes the following technical activities:

1. Confirm the base-year and 2050 no-build highway networks and make changes to reflect recent projects and funded projects (consistent with SMART SCALE Round 4 and the FY21-26 SYIP).
2. Develop horizon year 2050 socioeconomic forecasts, using the current socioeconomic forecasts and other public sources. Confirm the existing base-year 2017 and 2045 socioeconomic data (population, employment) at the traffic analysis zone level. Finalize the 2050 forecast files for FAMPO review and acceptance for use in the 2050 scenarios. Prepare other model input files for 2050, based on the existing 2040 model.

3. Work with FAMPO staff to finalize the performance measures for inclusion in the 2050 LRTP. Performance measures should, where possible, reflect consistency with Federal measures, and connect to prior FAMPO measures and existing Virginia measures (as documented through VTrans). This could include application of a reliability post-processor tool developed and applied by CS in peer states and regions that takes model results and translates into the Federal reliability measures.
4. Finalize model coding, conduct test runs, conduct final runs, and report summary performance information for the base-year and 2050 no-build scenario.
5. Project lists for the 2050 build and 2050 un-constrained scenarios are planned for completion by early 2021 (February/March). Once project lists are confirmed by FAMPO, CS will code the projects within the two scenarios, conduct test runs, conduct final runs, and report summary performance information for FAMPO review.
6. CS will work with FAMPO staff to incorporate analysis findings within the 2050 LRTP report, through developing tables, maps, and associated narratives presenting the existing and forecast future performance of the regional highway network and describing the reasons and implications of the results.

#### Task 1 Deliverables:

- Develop charts, tables, maps, and GIS shapefile data as requested by FAMPO to support development of the 2050 LRTP document.
- Develop supporting narrative describing the analysis results for inclusion in the 2050 LRTP document.

#### **Task 2. 2050 LRTP Compliance with Federal and State Requirements and Processes**

MAP-21 made significant changes to the scope of the statewide and metropolitan planning process. The most notable is the introduction of “a performance-driven, outcome-based approach to planning.” This entails providing “for the establishment and use of a performance-based approach to transportation decision-making” to support national transportation goals.

Specifically, state DOTs, MPOs, and transit operators must coordinate to set performance targets in the areas of highway safety, bridge and pavement condition, system performance, air quality and congestion reduction, transit safety, and transit asset management. MPOs must integrate the performance measures and targets into a performance-based planning process, and include in the LRTP a description of the performance measures and performance targets used in assessing the performance of the transportation system, and a system performance report describing the performance of the transportation system in comparison with baseline performance and progress toward achieving targets.

In addition to the performance-based planning and programming requirements, MAP-21 and the FAST Act included additional new and modified federal requirements for MPOs when conducting the planning process and developing the LRTP. These include two additional planning factors,

incorporation of other required statewide plans such as the transportation asset management plan, transit asset management plans, and upcoming public transportation safety plans, and outreach to additional parties during LRTP development. Many of these new requirements were put in place with FAMPO's amended 2045 LRTP, using data and information that was available at that time.

At the state level, Virginia has requirements and processes that must also be incorporated into FAMPO's LRTP planning process and document, including Smart Scale and DRPT's recent Strategic Plan. CS will incorporate these as well.

### Work Activities

CS will develop a LRTP requirements document that pulls all current federal and state requirements for LRTP development and content into one table. This table will be used as a checklist to guide FAMPO's development of the LRTP, including initial outline and draft and final content, to ensure that the process for developing the LRTP and the LRTP document itself are in compliance with FHWA and FTA requirements.

CS will also develop a new system performance report to update the current report that was adopted in June 2019. The new report will be developed based on the 2050 LRTP project list and current performance targets for the federal performance measures. The system performance report should evaluate the condition and performance of the transportation system with respect to the performance targets, including:

- Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data.
- For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the performance targets.

CS will also work with FAMPO staff and, as requested, facilitate conversations with VDOT, DRPT, and FHWA to guide and ensure that all new and existing federal and state requirements and processes for the LRTP are addressed, and that air quality conformity requirements are met.

CS will also work closely with FAMPO staff to identify methods to improve coordination between the LRTP, the Transportation Improvement Program (TIP), and the Congestion Management Process (CMP). Opportunities include coordination on data, performance measures, identification of congestion strategies, and potential funding sources. Development of and monitoring of the CMP may lead to recommendations for studies to be programmed in the UPWP and for improvements to be implemented through the TIP and LRTP.

CS will review outlines and draft content for the LRTP document developed by FAMPO staff and provide comment and suggestions as requested.

### Task 2 Deliverables:

- An updated system performance report that incorporates currently available performance data for the federal performance measures, a LRTP requirements document and checklist, and review of LRTP outlines and content developed by FAMPO.

### **Task 3. FAMPO Committee Updates and Support**

CS staff will develop materials to update the FAMPO Technical and Policy Committees. The coordination is expected to include:

- Development of presentation materials for FAMPO Technical and Policy Committee meetings as needed, and other related meetings as requested by FAMPO, to provide updates and results for draft and final modeling analysis and LRTP development.
- Virtual participation in Policy or Technical Committee meetings to provide updates and/or deliver modeling and LRTP development results. CS will participate in approximately nine meetings as needed.
- In-person attendance and presentation at one Policy Committee meeting to review 2050 LRTP scenarios analysis results and provide additional information related to the development of the LRTP, as requested by FAMPO staff. In-person attendance will be dependent upon FAMPO, CS, state, and federal requirements and guidelines for in-person meetings and gatherings during the Covid-19 pandemic.

### Task 3 Deliverables:

- Technical and Policy Committee meeting materials and presentations

### **Task 4. Project Management and Coordination**

CS staff will regularly coordinate with FAMPO staff through weekly or bi-weekly conference calls (as necessary) to discuss progress, next steps, and deliverables status. CS will also develop monthly progress reports throughout the period of performance to document activities completed during the previous month, anticipated activities for the following month, and any issues that may arise.

### Task 4 Deliverables:

- Project team conference calls and notes.
- Monthly progress reports.

### **Schedule**

CS anticipates this task will begin on or before July 31, 2020 and conclude in December 2021. A schedule of tasks is included in Figure 1 below. Following Notice to Proceed, CS will work with FAMPO staff as FAMPO's LRTP development schedule is firmed up to develop a more

refined schedule to help ensure that the modeling and other activities in Tasks 1-4 maintain progress to meet scheduled LRTP public comment and adoption timelines established by FAMPO.

## Staffing and Price Proposal

Rich Denbow, AICP will serve as the task order manager. David Jackson will serve as the Principal responsible for the work. Feng Liu will lead the Task 1 modeling activities along with the support of technical modeling staff. Table 1 provides a summary of staffing hours and total budget by task.

**Table 1. Staffing and Budget**

| Name   | Labor Category    | Category Rate | Task 1 Modeling |                  | Task 2 Compliance |                  | Task 3 Committees |                  | Task 4 Proj Mgmt |                 | TOTAL      |                  |
|--|-------------------|---------------|-----------------|------------------|-------------------|------------------|-------------------|------------------|------------------|-----------------|------------|------------------|
|  |                   |               | Hours           | Dollars          | Hours             | Dollars          | Hours             | Dollars          | Hours            | Dollars         | Hours      | Dollars          |
| <b>Cambridge Systematics, Inc.</b>                                 |                   |               |                 |                  |                   |                  |                   |                  |                  |                 |            |                  |
| <b>Labor:</b>  |                   |               |                 |                  |                   |                  |                   |                  |                  |                 |            |                  |
| David Jackson  | Consultant        | \$ 251.52     | 6               | \$ 1,509         | 12                | \$ 3,018         | 8                 | \$ 2,012         | 6                | \$ 1,509        | 32         | \$ 8,048         |
| Rich Denbow  | Consultant        | \$ 251.52     | 8               | \$ 2,012         | 76                | \$ 19,116        | 4                 | \$ 1,006         | 24               | \$ 6,036        | 112        | \$ 28,170        |
| Feng Liu   | Senior Consultant | \$ 291.19     | 28              | \$ 8,153         | -                 | \$ -             | 8                 | \$ 2,330         | 6                | \$ 1,747        | 42         | \$ 12,230        |
| Xunan Ni   | Analyst I         | \$ 130.23     | 120             | \$ 15,628        | -                 | \$ -             | -                 | \$ -             | -                | \$ -            | 120        | \$ 15,628        |
| Xuemei Liu   | Associate II      | \$ 216.72     | 60              | \$ 13,003        | -                 | \$ -             | 8                 | \$ 1,734         | -                | \$ -            | 68         | \$ 14,737        |
| Laura Richards   | Analyst III       | \$ 188.03     | -               | \$ -             | 14                | \$ 2,632         | 12                | \$ 2,256         | -                | \$ -            | 26         | \$ 4,888         |
| <b>Labor Subtotal</b>  |                   |               | <b>222</b>      | <b>\$ 40,305</b> | <b>102</b>        | <b>\$ 24,766</b> | <b>40</b>         | <b>\$ 9,338</b>  | <b>36</b>        | <b>\$ 9,292</b> | <b>400</b> | <b>\$ 83,700</b> |
| <b>Direct Expenses</b>   |                   |               |                 |                  |                   |                  |                   |                  |                  |                 |            |                  |
| Travel: 1 overnight trip from Raleigh (470 miles+ meals + lodging) |                   |               |                 | \$ -             | \$ -              | \$ 400           | \$ -              | \$ 84,100        |                  |                 |            |                  |
| <b>Total Direct Expenses</b>                                       |                   |               |                 | <b>\$ -</b>      | <b>\$ -</b>       | <b>\$ 400</b>    | <b>\$ -</b>       | <b>\$ 84,100</b> |                  |                 |            |                  |
| <b>TOTAL PROPOSAL</b>  |                   |               | <b>222</b>      | <b>\$ 40,305</b> | <b>102</b>        | <b>\$ 24,766</b> | <b>40</b>         | <b>\$ 9,738</b>  | <b>36</b>        | <b>\$ 9,292</b> | <b>400</b> | <b>\$ 84,100</b> |

Travel costs assume one overnight trip from Raleigh, NC to FAMPO (470 miles round trip plus meal and lodging).

**Figure 1. Project Schedule**

| Activity   | 2020 |     |     |     |     | 2021 |     |     |     |     |     |      |     |      |     |     |     |  |
|--|------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|------|-----|------|-----|-----|-----|--|
|  | Aug  | Sep | Oct | Nov | Dec | Jan  | Feb | Mar | Apr | May | Jun | July | Aug | Sept | Oct | Nov | Dec |  |
| <b>LRTP Milestones</b>                                     |      |     |     |     |     | ■    |     | ●   |     |     |     |      |     |      | ★   | ●   | ◆   |  |
| Task 1: 2050 Modeling Analysis                             |      |     |     |     |     |      |     |     |     |     |     |      |     |      |     |     |     |  |
| - Confirm base year and 2050 no-build networks             | ■    | ■   | ■   |     |     |      |     |     |     |     |     |      |     |      |     |     |     |  |
| - Develop 2050 socioeconomic forecasts                     | ■    | ■   | ■   | ■   |     |      |     |     |     |     |     |      |     |      |     |     |     |  |
| - Model runs for base year and 2050 no-build scenarios     |      |     |     |     | ■   | ■    | ■   |     |     |     |     |      |     |      |     |     |     |  |
| - Model runs for 2050 build and unconstrained scenarios    |      |     |     |     |     |      |     | ■   | ■   | ■   | ■   |      |     |      |     |     |     |  |
| - Develop/refine modeling results tables, maps, narratives |      |     |     |     |     |      |     |     | ■   | ■   | ■   | ■    | ■   | ■    |     |     |     |  |
| Task 2: LRTP Compliance                                    | ■    | ■   | ■   | ■   | ■   | ■    | ■   | ■   | ■   | ■   | ■   | ■    | ■   | ■    | ■   | ■   | ■   |  |
| Task 3: FAMPO Committee Updates and Support                |      |     |     |     |     | ■    | ■   | ■   | ■   | ■   | ■   | ■    | ■   | ■    | ■   | ■   | ■   |  |
| Task 4: Project Management and Coordination                | ■    | ■   | ■   | ■   | ■   | ■    | ■   | ■   | ■   | ■   | ■   | ■    | ■   | ■    | ■   | ■   | ■   |  |

**General milestone dates:**

- Approved 2050 socioeconomic forecasts - January 2021 ■
- Final constrained LRTP project lists - March 2021 ●
- Draft LRTP approved for public comment - October 2021 ★
- Public comment period - October - November 2021 ●
- FAMPO adopts LRTP - December 2021 ◆

# UNIFIED PLANNING WORK PROGRAM (UPWP)

FISCAL YEAR 2020

FOURTH QUARTER: APRIL 1, 2020 TO JUNE 30, 2020



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Submitted: July 31, 2020

## **FAMPO WORK PROGRAM ACTIVITIES**

FAMPO's FY2020 Unified Planning Work Program (UPWP) was approved by FAMPO on June 20, 2019 and contains eight activities as listed below. The FAMPO Work Program Progress Report provides a short summary of each activity for the first quarter. Please reference the FY-2020 UPWP for more detail regarding the approved budget and work description for each activity.

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
8. Contingency

Estimated completion percentages listed below provide a general sense of percentage of work completed for finite, one-time work tasks. For ongoing work tasks as such routine MPO planning activities, completion percentage is reflective of progress through the fiscal year.

## ACTIVITY 4.1: LONG RANGE SYSTEM LEVEL PLANNING

| Established Goal (shaded below) & Work Accomplished this Quarter, Deliverable, and/or Updates   | Estimated % complete |
|---|----------------------|
| Complete 2050 LRTP for FAMPO by July, 2020  | 20%                  |
| <p>After significant senior level staff turnover late in Q2, it was determined that FAMPO would no longer pursue completion of the 2050 LRTP in FY20. This task will likely be completed in FY21. FAMPO has worked with VDOT to extend the completion date on this UPC into FY21.</p> <p>While the working plan had been to pick this effort up as soon as a new FAMPO Administrator is hired, staff has picked this effort up as of June 2020 and began developing a work plan to complete this effort by December 2021.</p> |                      |
| Review project prioritization methodology and update as needed for LRTP/TIP in FY2020   | 45%                  |
| Due to limited staff resources, the project prioritization methodology update will likely not be completed in FY20 since the 2050 LRTP has been on hold.  |                      |
| Meetings and informational exchange discussions regarding procedures to improve transportation planning in FY2020   | 100%                 |
| In Q4, staff continued to exchange information related to improving transportation planning. Staff completed webinars on best practices, met biweekly with VDOT staff to better coordinate elements of the planning process, and worked closely with localities during the SMART Scale application period.  |                      |
| Participation in the State's VTRANS 2045 process, other long range studies impacting the FAMPO region in FY2020   | 100%                 |
| During and after the SMART Scale pre-application window, staff reviewed VTRANS needs and became more familiar with how the needs interact with SMART Scale.   |                      |
| 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  | 100%                 |
| Staff worked closely with Cambridge Analytics and VDOT to maintain the 2045 LRTP and FY18-21 TIP. While not originally planned since the 2050 LRTP was in development earlier in FY20, staff completed a draft 2045 LRTP amendment which primarily involved an update to the fiscally constrained project lists. The FY21-24 TIP/STIP is on schedule for implementation by October 1, 2020 and the 2045 FAMPO LRTP Amendment is scheduled for adoption in July 2020.  |                      |

### Budget & Breakdown by Funding Source

| <i>Activity 4.1</i>    | <b>PL</b>       | <b>5303</b>     | <b>RSTP</b>      | <b>CMAQ</b> | <b>DRPT State</b> | <b>Total</b>     |
|------------------------|-----------------|-----------------|------------------|-------------|-------------------|------------------|
| <b>Programmed</b>      | <b>\$50,000</b> | <b>\$32,409</b> | <b>\$405,000</b> | <b>\$0</b>  | <b>\$0</b>        | <b>\$487,409</b> |
| <b>Q4 Expenditures</b> | \$23,289        | \$3,541         | \$0              | \$0         | \$0               | \$26,830         |

Explanation(s) for cost overruns or underruns:

GWRC/FAMPO staff experienced significant senior level staff turnover during Q2, with both the FAMPO Administrator and FAMPO Deputy Administrator leaving the organization. For all of Q4, FAMPO staff were numbered at three full-time employees and three-four part-time employees (approximately 4.5 FTEs).

It was decided at the end of Q2 that the 2050 LRTP update would no longer take place in FY20. This work task would have seen greater expenditures had it been continued. However, staff did continue to work on a few elements of the 2050 LRTP through January. Staff is working to pick up the 2050 LRTP in early FY21 with a scheduled completion date of December 2021 per the FAMPO FY21 UPWP.

## ACTIVITY 4.2: SHORT RANGE PROJECT LEVEL PLANNING

| Established Goal (shaded below) & Work Accomplished this Quarter, Deliverable, and/or Updates   | Estimated % complete |
|---|----------------------|
| Completed Lafayette Boulevard Multimodal Study – Phase 1  | 100%                 |
| FAMPO staff worked with the consultant on completing the Lafayette Boulevard Transit Study. The results were presented to FAMPO committees in January and the study was further approved in February by all committees.   |                      |
| Completed Lafayette Boulevard Multimodal Study – Phase 2  | 10%                  |
| It was determined in Q2 that the Lafayette Boulevard Multimodal Study – Phase 2 would be put on hold to allow the hired consultant to complete a more time sensitive study for the City of Fredericksburg. The City is funding Phase 2 of the Lafayette Blvd Study. VDOT is managing this study as of the end of Q4.  |                      |
| Continue Regional Bicycle/Pedestrian Count Program  | 100%                 |
| Staff continued to review bike/ped count data and shared this information with the recently revived Bicycle and Pedestrian Advisory Committee (BPAC). Count devices were moved to recently developed paths and locations.<br><br>Staff also developed a brief work plan for the bike/ped count program for FY21 and presented this to the FAMPO Technical Advisory Committee. |                      |
| Complete Gateway Boulevard TIA Study  | (VDOT managing)      |
| As part of the FAMPO transition work plan initiated at the end of Q2, VDOT offered to take over this study.   |                      |
| Potentially begin and complete additional regionally significant project studies as directed by FAMPO   | 0%                   |
| During the fourth quarter of FY-2020, FAMPO did not direct staff to begin any new project studies.  |                      |
| VDOT completing Rte 1 studies for Massaponax and North Stafford   | (VDOT managing)      |
| As part of the FAMPO transition work plan initiated at the end of Q2, VDOT offered to take over this study.   |                      |
| VDOT beginning Rte 610 Operational Study in North Stafford  | (VDOT managing)      |

|   |      |
|---|------|
| This study effort is not scheduled to begin before June 2020 and will carry over into FY-21.  |      |
| Analyses regarding the effect of the provision of transportation services to low income and minority residents  | 100% |
| Staff performed a variety of tasks related to transportation service provision to underserved communities. Notably, staff developed a survey to measure the day-to-day impact of COVID-19 on transportation behaviors and decision making.  |      |
| GIS and other products, as required, in support of transportation projects in the Region  | 100% |
| Staff continued using an information technology policy for management of GIS and transportation planning data.<br><br>Staff provided mapping and geospatial analysis to localities, partner agencies, and in support of in-house work for SMART Scale during Q4.  |      |
| Analysis in response to studies affecting the Region  | 100% |
| Staff worked with localities to review studies that aided in the development of Round 4 SMART Scale projects.   |      |
| Documentation of activities in support of transportation planning and informational requests  | 100% |
| Staff continued to respond to informational requests from members of the public and media. Three requests were fulfilled and recorded.  |      |
| Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services  | 100% |
| Staff continued working with the public and members of the Bicycle and Pedestrian Advisory Committee to advance active transportation initiatives in the region in Q4.  |      |
| Maintenance of FY 18-21 TIP and improved TIP format and online inter-activeness   | 90%  |
| Staff revised the TIP webpage to make information more user-friendly and interactive. Staff reviewed TIP guidance documents and updated the TIP document according to the amendments and changes that had occurred since December 2019. In addition, staff created an updated version of the TIP map for the TIP document.  |      |
| Completion of FY 21-24 TIP  | 100% |
| Staff developed, edited, and completed a draft document. In doing so, staff continued to coordinate with regional transit agencies regarding planned funding obligations. The Policy Committee directed staff to hold a public comment period on the FY21-24 TIP starting March 3, 2020.<br><br>Staff created a webpage to make the FY21-24 TIP information accessible and interactive for public comment. Staff worked with VDOT and consultants to ensure schedules |      |

|  |     |
|--|-----|
| <p>remained intact despite heavy staff turnover. Lastly, staff began developing the Environmental Justice Analysis for the FY21-24 TIP which will be published in FY21.</p> <p>The TIP was approved by the Policy Committee on May 18, 2020.</p>   |     |
| Completed SMART SCALE applications   | 85% |
| <p>FAMPO staff worked with localities and FAMPO Technical Advisory Committee to develop ten regional SMART Scale pre-applications. These projects were approved by the GWRC and FAMPO boards in March 2020.</p> <p>SMART Scale pre-applications were all either screened in or conditionally screened in. Staff continued developing applications for the final submission deadline of August 3, 2020.</p> |     |

### Budget & Breakdown by Funding Source

| <i>Activity 4.2</i>    | <b>PL</b>        | <b>5303</b>     | <b>RSTP</b>        | <b>CMAQ</b> | <b>DRPT State</b> | <b>Total</b>       |
|------------------------|------------------|-----------------|--------------------|-------------|-------------------|--------------------|
| <b>Programmed</b>      | <b>\$106,973</b> | <b>\$66,250</b> | <b>\$1,259,403</b> | <b>\$0</b>  | <b>\$85,760</b>   | <b>\$1,518,386</b> |
| <b>Q4 Expenditures</b> | \$46,578         | \$629           | \$33,342           | \$0         | \$12,504          | \$93,053           |

Explanation(s) for cost overruns or underruns:

GWRC/FAMPO staff experienced significant senior level staff turnover during Q2, with both the FAMPO Administrator and FAMPO Deputy Administrator leaving the organization. For all of Q4, FAMPO staff were numbered at three full-time employees and three/four part-time employees (approximately 4.5 FTEs).

Staff has focused its efforts primarily on the completion of the Lafayette Blvd Multimodal Study, the completion of the FY-21-24 TIP, and SMART Scale applications.

## ACTIVITY 4.3: CONGESTION MANAGEMENT

| <b>Established Goal (shaded below) &amp; Work Accomplished this Quarter, Deliverable, and/or Updates</b>   | <b>Estimated % complete</b> |
|--|-----------------------------|
| Updated Congestion Management Process (CMP)  | 10%                         |
| This document will be part of the updated 2050 LRTP; as such this work will be performed concurrently with that work effort. Staff collected data in Q4 and developed a draft work plan for FY21 pending an update to the TPB-FAMPO MOU. |                             |

### Budget & Breakdown by Funding Source

| <i>Activity 4.3</i>    | <b>PL</b>       | <b>5303</b> | <b>RSTP</b> | <b>CMAQ</b> | <b>DRPT State</b> | <b>Total</b>    |
|------------------------|-----------------|-------------|-------------|-------------|-------------------|-----------------|
| <b>Programmed</b>      | <b>\$50,000</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>        | <b>\$50,000</b> |
| <b>Q4 Expenditures</b> | \$5,822         | \$0         | \$0         | \$0         | \$0               | \$5,822         |

Explanation(s) for cost overruns or underruns:

This work activity is a component of the TPB-FAMPO MOU which is in the process of being updated.

## ACTIVITY 4.4: PUBLIC PARTICIPATION

| Established Goal (shaded below) & Work Accomplished this Quarter, Deliverable, and/or Updates   | Estimated % complete |
|---|----------------------|
| Staff support for the Citizens Transportation Advisory Committee (CTAC)   | 100%                 |
| Staff continued to serve as a liaison for CTAC members and increased communication through email and social media to share transportation news and educational resources. Staff began to create a less technical version of the Member Manual, a FAMPO committee member resource, for CTAC members. In support of CTAC meetings, staff created agendas and minutes and took an active role in all CTAC meetings.  |                      |
| A measurable public involvement process that maximizes outreach   | 100%                 |
| Staff finished logging data on electronic and in-person participation and outreach efforts for FY20 and reflected on findings. Due to COVID-19 social distancing requirements, staff have been limited to virtual outreach and have measured and reported on survey findings and public comment period participation.   |                      |
| Increased public awareness measured by responses to questionnaires/surveys, emails and written or verbal comments   | 100%                 |
| Data show that an increase in virtual outreach tools during Q4, such as online surveys and social media ads, have increased public awareness of FAMPO and increased public participation. Staff produced three reports which provide facts on the level of public participation, these reports can be found on the FAMPO Public Involvement webpage. See the <i>COVID-19 Travel Changes Report</i> , the <i>Public Involvement Efforts and Outcomes FY21-24 Transportation Improvement Program (TIP) report</i> , and the June 2020 <i>Public Comment Period Report</i> . |                      |
| Improved visualization and/or communication techniques  | 100%                 |
| Due to COVID-19 restrictions on in-person outreach, staff have focused on virtual outreach efforts. In Q4, staff created and distributed 5 online surveys and created webinar-like videos to explain documents out for public comment. Communication through social media has also been increased, including a new YouTube channel that features FAMPO committee meeting recordings.  |                      |
| Timely distribution of MPO meeting notices, agendas, and meeting minutes  | 100%                 |
| Staff worked to meet FOIA requirements for notices, agendas, and minutes. Materials were distributed in a timely fashion and with effective communication. In Q4, staff began to routinely post meeting notices to two online community calendars and continued to advertise meetings on social media.  |                      |
| Continuation of a social media presence   | 100%                 |

|   |      |
|---|------|
| Staff continue to develop and monitor FAMPO's social media presence on Facebook, Twitter, and LinkedIn. In Q4, a YouTube channel was added to make recorded committee meetings accessible.  |      |
| Expanded contact databases  | 100% |
| In Q4, staff added 16 Title VI contacts and 46 contacts to the general distribution list.   |      |
| Support of all committee meetings by generating agendas, uploading to the FAMPO website and sending notifications via email, printed advertisements and social media  | 100% |
| Staff supported all four committees by creating and managing virtual meeting rooms, generating agendas, and distributing timely notice of all meetings via email, website, printed notice, two online community calendars, and social media. Recordings of virtual meetings are posted to a new YouTube channel and video links are posted to committee pages.  |      |
| Compliance with Title VI requirements   | 100% |
| Staff created and distributed a diversity and demographic survey to all committee members and reflected on findings. FAMPO staff completed Title VI training on May 14, 2020. The Title VI coordinator continues to participate in virtual offerings to learn about best practices. All online public surveys ask participants for demographic information and staff reflect and seek to improve outreach to underserved groups.            |      |
| File documentation of public involvement activities   | 100% |
| Staff continue to document public involvement activities monthly. Additionally, three reports on public outreach efforts and outcomes have been produced in Q4 and are posted to the FAMPO Public Involvement webpage. See the <i>COVID-19 Travel Changes Report</i> , the <i>Public Involvement Efforts and Outcomes FY21-24 Transportation Improvement Program (TIP) report</i> , and the <i>June 2020 Public Comment Period Report</i> . |      |
| Completed, analyzed surveys   | 100% |
| Six online surveys were disseminated and analyzed. Five sought to gather public opinion and one asked Title VI related questions to committee members. Findings are documented in written reports.  |      |
| Updated Title VI, Environmental Justice and LEP Plan  | 20%  |
| FAMPO's Title VI Plan underwent a minor update in March 2019. In preparation for further updates, staff have been reviewing best practices for environmental justice and LEP plans.   |      |
| Development of a new FAMPO website  | 0%   |
| In October 2019, a decision was made not to create a new website but rather update the current website. Staff continued to improve and update the current FAMPO website.  |      |

### Budget & Breakdown by Funding Source

| <i>Activity 4.4</i>    | <b>PL</b>       | <b>5303</b> | <b>RSTP</b>      | <b>CMAQ</b> | <b>DRPT State</b> | <b>Total</b>     |
|------------------------|-----------------|-------------|------------------|-------------|-------------------|------------------|
| <b>Programmed</b>      | <b>\$50,000</b> | <b>\$0</b>  | <b>\$265,000</b> | <b>\$0</b>  | <b>\$0</b>        | <b>\$315,000</b> |
| <b>Q4 Expenditures</b> | \$5,822         | \$0         | \$16,033         | \$0         | \$0               | \$21,855         |

Explanation(s) for cost overruns or underruns:

GWRC/FAMPO staff experienced significant senior level staff turnover during Q2, with both the FAMPO Administrator and FAMPO Deputy Administrator leaving the organization. These positions have not been filled.

## ACTIVITY 4.5: TDM/TRANSIT PLANNING

| Established Goal (shaded below) & Work Accomplished this Quarter, Deliverable, and/or Updates   | Estimated % complete |
|---|----------------------|
| Participation in I-395 Commuter Choice, FRED PTAB, and HGAAA meetings   | 75%                  |
| Staff participated in one PTAB meeting. HGAAA meetings were canceled due to COVID-19.   |                      |
| FAMPO assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants  | 100%                 |
| During the first quarter, FAMPO staff provided assistance to FRED Transit and Stafford County in with application submissions. Following the adoption of the FY-20 UPWP in June, 2019, the two agencies leading the I-395 Commuter Choice Program: Northern Virginia Transportation Commission (NVTC) and Potomac Rappahannock Transportation Commission (PRTC) decided to hold the public hearings for the program at NVTC and PRTC on September 5th and not request that FAMPO host a public hearing in the FAMPO region. FAMPO staff helped announce the public hearings and participated in the hearing held at PRTC. This activity is completed for FY-20 as the next I-395 Commuter Choice program application process will not begin until FY-21.  |                      |
| FAMPO hosting I-395 Commuter Choice Public Hearing in Fall, 2019 in FAMPO Region  | 100%                 |
| Please see above.   |                      |
| GWRideConnect Work Plan for CMAQ (Note: Details of this were not available at time of development of Draft FY2020 UPWP)   | 75%                  |
| <p>GWRideConnect is a transportation demand management (TDM) program operated by the George Washington Regional Commission (GWRC). GWRideConnect assists residents of Planning District 16 who are 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, improving air quality, reducing congestion, and improving quality of life. GWRideConnect reduces vehicle miles travelled by 60,089 miles per day and generates \$1.2 million in transportation capital funds for use in the region each year.</p> <p>FAMPO's annual CMAQ contribution to GWRideConnect supports basic program operations, including staffing and marketing. In the first three quarters of FY-2020, CMAQ funding was almost entirely used for staffing. Marketing funds from other grants were being expended before CMAQ marketing funds were used. Now almost all of GWRideConnect's marketing is on hold due to the COVID-19 pandemic, so GWRideConnect will not expend the full \$125,000 by the end of FY-2020.</p> |                      |

During the fourth quarter of FY-2020, GWRideConnect staff processed 58 ridematching applications from applicants who were new to the program. GWRideConnect staff also helped 8 new vanpools form (bringing total vanpools in the region to 373), sent 260 potential rider lists to vanpools looking for riders, provided 753 instances of technical assistance to vanpool operators, and financially assisted 1 vanpool through VanStart and VanSave.

In addition to providing ridematching services and supporting the region’s vanpools, GWRideConnect staff promotes other transportation options, including FRED Bus, VRE, Metro, and slugging, and promotes teleworking. GWRideConnect also administers the AdVANtage Vanpool Self-Insurance Program for the entire Commonwealth of Virginia.

### Budget & Breakdown by Funding Source

| <i>Activity 4.5</i>    | <b>PL</b>  | <b>5303</b>     | <b>RSTP</b> | <b>CMAQ</b>      | <b>DRPT State</b> | <b>Total</b>     |
|------------------------|------------|-----------------|-------------|------------------|-------------------|------------------|
| <b>Programmed</b>      | <b>\$0</b> | <b>\$52,125</b> | <b>\$0</b>  | <b>\$125,000</b> | <b>\$0</b>        | <b>\$177,125</b> |
| <b>Q4 Expenditures</b> | \$0        | \$944           | \$0         | \$13,233         | \$0               | \$14,178         |

Explanation(s) for cost overruns or underruns:

In Q4, GWRideConnect staff used non-CMAQ funding to a greater extent than anticipated. Additionally, almost all of GWRideConnect’s marketing is on hold due to the COVID-19 pandemic, so GWRideConnect did not expend the full \$125,000 by the end of FY-2020.

## ACTIVITY 4.6: SPECIAL PROJECT PLANNING

| <b>Established Goal (shaded below) &amp; Work Accomplished this Quarter, Deliverable, and/or Updates</b>  | <b>Estimated % complete</b> |
|---|-----------------------------|
| Response to 2019 Federal Certification Review findings  | 70%                         |
| At the start of Q4, staff was unable to run committee meetings as usual as there was no legal framework for entirely remote (virtual) meetings. However, committees were able to meet in May and discussion was held regarding the TPB-FAMPO MOU at the Policy Committee. A draft was then distributed in June and staff asked for comment from members of the Policy Committee and other stakeholders.<br><br>The FAMPO Policy Committee took action to have the Chair sign the Performance Based Planning and Programming Letter of Agreement with the TPB at its May 18, 2020 meeting. |                             |
| Preparation for the 2020 State/Federal Certification Review   | 0%                          |
| At the time that the FY-20 UPWP was being developed in May, 2019, it was thought that the follow up 2020 State/Federal Certification Review process would occur in late FY-20. The latest schedule has this occurring in early FY-21.   |                             |
| Smart Scale Analysis Tool development   | 0%                          |
| The FAMPO Board decided to not move ahead with the Smart Scale Analysis Tool development after the UPWP was developed in May, 2019.   |                             |

### Budget & Breakdown by Funding Source

| <i>Activity 4.6</i>    | <b>PL</b>  | <b>5303</b>     | <b>RSTP</b>     | <b>CMAQ</b> | <b>DRPT State</b> | <b>Total</b>     |
|------------------------|------------|-----------------|-----------------|-------------|-------------------|------------------|
| <b>Programmed</b>      | <b>\$0</b> | <b>\$30,000</b> | <b>\$75,000</b> | <b>\$0</b>  | <b>\$0</b>        | <b>\$105,000</b> |
| <b>Q4 Expenditures</b> | \$0        | \$2,754         | \$0             | \$0         | \$0               | \$2,754          |

Explanation(s) for cost overruns or underruns:

As the FAMPO Policy Committee decided to not pursue the Smart Scale tool, the \$75,000 in RSTP funds has not been spent. Since there is significant overlap in End Products within Planning Tasks 4.6 and 4.7, staff has charged more time to PL funds within 4.7, Administration.

## ACTIVITY 4.7: FAMPO ADMINISTRATION

| Established Goal (shaded below) & Work Accomplished this Quarter, Deliverable, and/or Updates   | Estimated % complete |
|---|----------------------|
| Production, correspondence and documentation related to all FAMPO committee meetings and activities   | 100%                 |
| Staff worked with chairs to determine agenda items, coordinate and host meetings for all committees. Meeting attendance was recorded and tracked. Staff continued to provide timely follow up on action items with committee members and the public.  |                      |
| Correspondence and documentation regarding any FY2020 UPWP amendments   | 100%                 |
| In Q4, a draft amendment for the FY2020 UPWP went out for public comment. The amendment sought to rollover unused FY20 funds directly to FY21. No adverse comments were received. Staff documented the outreach effort. The Policy Committee approved the amendment.  |                      |
| Documentation of public meetings and hearings conducted during FY2020   | 100%                 |
| Staff continued to document public meetings with minutes for all committees and post minutes on the FAMPO website. Additionally, staff recorded virtual meetings and posted links of the recordings to the FAMPO website and FAMPO YouTube channel. FAMPO held one public hearing in Q4 which was for the Draft 2045 LRTP amendment, an air quality conformity analysis report related to the 2045 LRTP amendment, an amendment to the FY20 UPWP, and the draft FY2021 UPWP.  |                      |
| Contracts and correspondence related to the administration of Planning (PL), Section 5303, State Planning and Research (SPR) and RSTP funds   | 100%                 |
| <p>State Planning and Research (SPR) funds were removed from the FY-20 UPWP at the request of the Federal Highway Administration (FHWA) after the initial development of the FY-20 UPWP and are therefore no longer being administered as part of the FAMPO UPWP process.</p> <p>FAMPO staff developed and submitted the UPWP Q3 report in April 2020 which included a full breakdown of expenditures in the same format as this Q4 document.</p> <p>Staff continued to provide monthly reports requested by DRPT FY-20 5303 funding.</p> |                      |
| An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements   | 0%                   |
| This deliverable will be developed by FAMPO staff in late FY-20 following the completion of the FY 21-24 TIP.   |                      |

|  |      |
|--|------|
| Improved staff training and exposure to state and national best practices  | 100% |
| Staff continued to participate in webinars, training sessions, and knowledge sharing activities to learn new skills.   |      |
| State-of-the-art hardware and software to meet work requirements and client needs  | 100% |
| Management conducted a software audit to identify gaps in software needs for staff team members. When the GWRC/FAMPO management team closed the office on March 16 and instituted a telework policy for all staff, each FAMPO team member was able to continue working from home.                                  |      |
| Annual financial audit to meet state and federal requirements  | 100% |
| Staff participated in the completion of the GWRC audit in October 2019.  |      |
| New MOU agreement between FAMPO and NCRTPB for Northern Stafford   | 50%  |
| TAC members, locality staff, and FAMPO/GWRC staff continue to make progress on proposed revisions before sending a copy back to the TPB.   |      |
| 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  | 35%  |
| Staff continued to hold discussions with TPB staff as the new MOU is developed.  |      |
| A coordinated update cycle for the LRTP and TIP  | 100% |
| The FY21-24 TIP was approved in Q4 and the amendment to the 2045 LRTP is scheduled for approval in early FY21. Staff continued to plan for the 2050 LRTP; a work plan will be presented to the FAMPO Technical Advisory Committee at its September meeting (FAMPO committees are not scheduled to meet in August). |      |
| Selection of new FAMPO on-call consultants   | 0%   |
| FAMPO did not select any new on-call consultants. FAMPO continued to work with already existing consultants on new work tasks.   |      |
| The FY2021 UPWP  | 100% |
| In Q4, the draft FY21 UPWP went out for public comment, revisions were made based on feedback, and the FY21 UPWP was approved by the Policy Committee on June 22, 2020.  |      |

### Budget & Breakdown by Funding Source

| Activity 4.7           | PL               | 5303            | RSTP       | CMAQ       | DRPT State | Total            |
|------------------------|------------------|-----------------|------------|------------|------------|------------------|
| <b>Programmed</b>      | <b>\$100,000</b> | <b>\$22,183</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$122,183</b> |
| <b>Q4 Expenditures</b> | \$34,933         | \$0             | \$0        | \$0        | \$0        | \$34,933         |

Explanation(s) for cost overruns or underruns:

GWRC/FAMPO staff experienced significant senior level staff turnover during Q2, with both the FAMPO Administrator and FAMPO Deputy Administrator leaving the organization. These positions have not been filled.

## ACTIVITY 4.8: CONTIGENCY

| <b>Established Goal (shaded below) &amp; Work Accomplished this Quarter, Deliverable, and/or Updates</b> | <b>Estimated % complete</b> |
|--|-----------------------------|
| No identified Goals  | 0%                          |
| No items to report.  |                             |

### Budget & Breakdown by Funding Source

| <i>Activity 4.8</i>    | <b>PL</b>       | <b>5303</b> | <b>RSTP</b> | <b>CMAQ</b> | <b>DRPT State</b> | <b>Total</b>    |
|------------------------|-----------------|-------------|-------------|-------------|-------------------|-----------------|
| <b>Programmed</b>      | <b>\$75,000</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>        | <b>\$75,000</b> |
| <b>Q4 Expenditures</b> | \$0             | \$0         | \$0         | \$0         | \$0               | \$0             |

Explanation(s) for cost overruns or underruns:

There was no need to utilize these funds in Q4.

## FY20 Q4 FAMPO RESOLUTIONS

| <b>Resolution #</b> | <b>Title / Description</b>   | <b>Date Adopted</b> |
|---------------------|--|---------------------|
| 20-30               | DIRECTING A PUBLIC COMMENT PERIOD FOR THE DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT, AND DRAFT AIR QUALITY CONFORMITY ANALYSIS (AQCA) REPORT  | May 18, 2020        |
| 20-33               | AMENDING THE FY2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD SAFETY PROJECTS FROM THE I-95 CORRIDOR IMPROVEMENT PLAN INCLUDING UPCS 116597, 116651, 116652, 116654, 116655, 116656, 116657, 116658, 116659, 116660, AND 116661 | May 18, 2020        |
| 20-34               | APPROVING THE FISCAL YEARS 21-24 TRANSPORTATION IMPROVEMENT PROGRAM  | May 18, 2020        |
| 20-35               | ENDORING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE FISCAL YEARS 2021-2024 TIP   | May 18, 2020        |
| 20-36               | DIRECTING A PUBLIC COMMENT PERIOD FOR THE DRAFT FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM   | May 18, 2020        |
| 20-37               | DIRECTING A PUBLIC COMMENT PERIOD FOR THE DRAFT FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM AMENDMENT   | May 18, 2020        |
| 20-38               | ALLOWING THE POLICY COMMITTEE TO GO INTO CLOSED SESSION  | May 18, 2020        |
| 20-39               | ALLOWING THE POLICY COMMITTEE TO RETURN TO OPEN SESSION  | May 18, 2020        |
| 20-40               | ALLOCATING AND TRANSFERRING AVAILABLE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION BLOCK GRANT (STBG)/REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) FUNDS  | June 15, 2020       |
| 20-41               | APPROVING \$125,000 IN FY-21 CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDING FOR GWRIDECONNECT STAFF AND OPERATIONAL SUPPORT UNDER UPC 103685   | June 22, 2020       |
| 20-44               | APPROVING THE FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM   | June 22, 2020       |
| 20-45               | APPROVING THE FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM AMENDMENT   | June 22, 2020       |
| 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)   | June 22, 2020       |

## FAMPO FY-20 BUDGET EXPENDITURE SUMMARY

### Budget Summary for Q4

|   | PL               | 5303             | RSTP               | CMAQ             | DRPT State      | Grand Total        |
|---|------------------|------------------|--------------------|------------------|-----------------|--------------------|
| <b>Programmed</b>   | <b>\$431,972</b> | <b>\$202,967</b> | <b>\$2,004,403</b> | <b>\$125,000</b> | <b>\$85,760</b> | <b>\$2,850,102</b> |
| <b>Balance to Date</b>  | <b>\$248,368</b> | <b>\$142,366</b> | <b>\$1,658,767</b> | <b>\$84,147</b>  | <b>\$23,470</b> | <b>\$2,157,118</b> |
| Task 4.1 Q4 Expenditures  | \$23,289         | \$3,541          | \$0                | \$0              | \$0             | \$26,830           |
| Task 4.2 Q4 Expenditures  | \$46,578         | \$629            | \$33,342           | \$0              | \$12,504        | \$93,053           |
| Task 4.3 Q4 Expenditures  | \$5,822          | \$0              | \$0                | \$0              | \$0             | \$5,822            |
| Task 4.4 Q4 Expenditures  | \$5,822          | \$0              | \$16,033           | \$0              | \$0             | \$21,855           |
| Task 4.5 Q4 Expenditures  | \$0              | \$944            | \$0                | \$13,233         | \$0             | \$14,178           |
| Task 4.6 Q4 Expenditures  | \$0              | \$2,754          | \$0                | \$0              | \$0             | \$2,754            |
| Task 4.7 Q4 Expenditures  | \$34,933         | \$0              | \$0                | \$0              | \$0             | \$34,933           |
| Task 4.8 Q4 Expenditures  | \$0              | \$0              | \$0                | \$0              | \$0             | \$0                |
| <b>Grand Total of Q4 Expenditures</b>                                   | <b>\$116,444</b> | <b>\$7,869</b>   | <b>\$49,375</b>    | <b>\$13,233</b>  | <b>\$12,504</b> | <b>\$199,425</b>   |
| <b>% of Budget Expended for Q4</b>                                      | <b>27.0%</b>     | <b>3.9%</b>      | <b>2.5%</b>        | <b>10.6%</b>     | <b>14.6%</b>    | <b>7.0%</b>        |
| <b>% of Budget Remaining for Q4, assuming proportional expenditures</b> | <b>-2.0%</b>     | <b>21.1%</b>     | <b>22.5%</b>       | <b>14.4%</b>     | <b>10.4%</b>    | <b>18.0%</b>       |

### Overall Budget Summary

|  | PL               | 5303             | RSTP               | CMAQ             | DRPT State      | Grand Total        |
|--|------------------|------------------|--------------------|------------------|-----------------|--------------------|
| <b>Programmed</b>  | <b>\$431,972</b> | <b>\$202,967</b> | <b>\$2,004,403</b> | <b>\$125,000</b> | <b>\$85,760</b> | <b>\$2,850,102</b> |
| <b>Q1 Total Expenditures</b>   | <b>\$64,396</b>  | <b>\$30,730</b>  | <b>\$96,416</b>    | <b>\$15,052</b>  | <b>\$26,933</b> | <b>\$233,527</b>   |
| <b>Q2 Total Expenditures</b>   | <b>\$29,513</b>  | <b>\$24,401</b>  | <b>\$182,122</b>   | <b>\$10,133</b>  | <b>\$33,509</b> | <b>\$279,678</b>   |
| <b>Q3 Total Expenditures</b>   | <b>\$89,695</b>  | <b>\$5,470</b>   | <b>\$67,098</b>    | <b>\$15,668</b>  | <b>\$1,848</b>  | <b>\$179,780</b>   |
| <b>Q4 Total Expenditures</b>   | <b>\$116,444</b> | <b>\$7,869</b>   | <b>\$49,375</b>    | <b>\$13,233</b>  | <b>\$12,504</b> | <b>\$199,425</b>   |
| <b>Grand Total Expenditures to Date</b>                                  | <b>\$300,048</b> | <b>\$68,470</b>  | <b>\$395,010</b>   | <b>\$54,086</b>  | <b>\$74,794</b> | <b>\$892,409</b>   |
| <b>% of Budget Expended to Date</b>                                      | <b>69.5%</b>     | <b>33.7%</b>     | <b>19.7%</b>       | <b>43.3%</b>     | <b>87.2%</b>    | <b>31.3%</b>       |
| <b>% of Budget Remaining to Date, assuming proportional expenditures</b> | <b>30.5%</b>     | <b>66.3%</b>     | <b>80.3%</b>       | <b>56.7%</b>     | <b>12.8%</b>    | <b>68.7%</b>       |

## **LETTER: Transportation plan should encourage electric vehicles**

Jun 20, 2020

### **Transpo plan should encourage electric vehicles**

According to NOAA and NASA, the 20 warmest years on record have occurred over the past 22 years, indicating a clear trend of global warming directly caused by human-generated greenhouse gas emissions.

One the largest sources of these emissions is cars and trucks, emitting 24 pounds of carbon dioxide for every gallon of gas, or roughly one-fifth of all U.S. emissions per year.

Fortunately, there is a simple alternative: electric vehicles, which produce zero emissions when that electricity comes from renewable sources.

The Fredericksburg Area Metropolitan Planning Organization, has recently proposed an amendment to our area's Long Range Transportation Plan, which lists all projects scheduled for the next 20 to 30 years. The LTRP must be updated every four years to ensure the plan conforms with air quality standards.

In 2004, the EPA declared that the City of Fredericksburg, Spotsylvania County, and Stafford County failed to meet the 8-Hour Ozone (1997) National Ambient Air Quality Standards. Since then, this region has been re-classified as a maintenance area for air quality, due to the previous failure to meet national standards for ozone, carbon monoxide, particulate matter and nitrogen dioxide.

Considering that the Fredericksburg region has a history of poor air quality, one would assume that the proposed amendment to the LRTP would include projects aimed at diminishing the abundance of pollutant-producing vehicles.

Despite this, the 2045 LRTP makes no mention of electric vehicles.

For the sake of this region's air quality, I hope FAMPO will reevaluate its plan and allocate funding to the construction of electric vehicle charging stations and other services that would encourage more widespread use.

Kayli Ottomanelli  
Spotsylvania

[https://www.fredericksburg.com/opinion/letters\\_to\\_editor/letter-transportation-plan-should-encourage-electric-vehicles/article\\_a28d0cd0-3535-5938-8752-5d4ad3d28452.html](https://www.fredericksburg.com/opinion/letters_to_editor/letter-transportation-plan-should-encourage-electric-vehicles/article_a28d0cd0-3535-5938-8752-5d4ad3d28452.html) (Accessed June 22, 2020)