A Public Reference:

Everything You Need to Know About Transportation Planning for the Fredericksburg Region

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Contents

What is planning? 4
Comprehensive Plans 4
Transportation Planning Process 4
Who is Involved in Creating the Transportation System? 5
..... 6
What is a Metropolitan Planning Organization (MPO)? 7
MPO Committees 7
About the Fredericksburg Area Metropolitan Planning Organization (FAMPO) 7
What does FAMPO do? 7
FAMPO's Mission Statement 8
History of FAMPO 8
Area and Population Served by FAMPO 8
..... 11
Structure of FAMPO 12
What is the Public's Role in Transportation Planning? 13
Public Participation Assistance 14
Reporting Transportation Concerns 14
What does the Region's Transportation System look like? 14
Major Roadways 14
Toll Road 15
Rural Roads 15
Downtown Streets 15
Trails 15
Bike Routes 15
Public Transportation 15
What is the George Washington Regional Commission (GWRC)? 16
..... 17
Transportation Planning and Programming Documents Explained 18
Long Range Transportation Plan (LRTP) 18
Transportation Improvement Program (TIP) 18
Rural Transportation Plans 20
Bicycle and Pedestrian Plan 20

Unified Planning Work Program (UPWP) 20
Six-Year Improvement Program 20
VTrans 20
Air Quality and Transportation Planning 20
Congestion Management 21
Transportation Demand Management 21
Transportation Equity 21
Funding and Programming 22
Programming 22
Funding Sources 22
SMART SCALE 24
Performance Measures 25
Climate Change and Environmental Concerns 26
Freight 26
Commonly Used Acronyms 27
Glossary of Terms 28

What is planning?

People engage in planning every day. Planning is a process to achieve a certain outcome. For example, we plan our trips to the grocery store by thinking how we will get there and whether we must stop for fuel on the way. We make a list of what we need to buy and make sure we have a way to pay.

People who plan for a community's growth are called planners. They use their skills, tools, and knowledge to plan for land development. Land development planning involves deciding where housing, farming, and businesses should be located in the community. Planners also consider where infrastructure, such as water treatment plants and parks, should be located.

There are also planners who specialize in transportation planning, called transportation planners. They plan a community's transportation system by identifying needs and recommending ways to move people, goods, and materials.

Transportation planners and planners who develop land use plans, recognize that their work is interdependent which requires ongoing cooperation and communication. In fact, because of the co-dependent relationship, some planners are responsible for both land use planning and transportation planning.

Comprehensive Plans

Cities, counties, and towns have documents called comprehensive plans that convey long-range plans for the community's growth and development. These planning documents guide land use, infrastructure development, and transportation decisions within a city, county, or town. The links below lead to local comprehensive plans.

- Spotsylvania County: https://www.spotsylvania.va.us/717/Comprehensive-Plan
- Stafford County: https://staffordcountyva.gov/1073/Comprehensive-Plan
- City of Fredericksburg: https://www.fredericksburgva.gov/939/Comprehensive-Plan
- King George County: https://www.kinggeorgecountyva.gov/DocumentCenter/View/4812/Comprehensive-Plan-2019?bidId=
- Caroline County: https://co.caroline.va.us/267/Comprehensive-Plan
- Town of Bowling Green: https://www.townofbowlinggreen.com/bc-pc/page/comprehensive-plan
- Town of Port Royal: Call to obtain, (804) 742-5331

Transportation Planning Process

Transportation planning is an ongoing process because transportation needs change as a region grows, technology progresses, and society's needs, and desires change. The goal of transportation planning is to produce long and short-range plans for a transportation system that will safely, efficiently, and conveniently move people, goods, and materials.

The transportation planning process includes evaluating the existing transportation system, identifying funding sources, determining transportation needs based on current and expected land use and projected population growth and needs. In the transportation planning process, local, regional, and state planners work together to carry out planning activities. They use mapping and forecasting tools, as well as applications that track spending and available funds.

The public also has a role to play in transportation planning. Community leaders, residents, business owners, environmental groups, freight operators, and anyone who has an interest in the transportation system, has valuable information to share with planners, government officials, and elected and appointed leaders. The public can convey their transportation concerns and ideas to planners who use their technical skills to modify and create transportation plans to suite the public's needs. Likewise, members of the public can convey their concerns to government and appointed officials who make transportation decisions.

After planning activities are complete, and public input is gathered and analyzed, transportation planners present their recommendations and public comments to local, state, regional, and federal decisionmakers. Then, elected and appointed officials, as well as transportation and transit agencies, vote to approve and fund transportation plans and projects.

Although the information above describes transportation planning as an ongoing and big-picture activity, it is important to note that transportation planning also occurs on a smaller scale. For example, a bridge project requires project-specific planning to evaluate the bridge's impact to the community, environment, and other components of the transportation system, like pedestrian crossings.

Who is Involved in Creating the Transportation System?

As mentioned above, the public plays a role in the transportation planning process by conveying their concerns to government departments and agencies, elected and appointed officials, and transportation professionals. In order to provide feedback to the appropriate entity, the public needs to understand the responsibilities of each group and how they uniquely contribute to the transportation planning process. The infographic below describes the collaborative effort among government representatives and transportation professionals in terms of a game where players contribute to the creation process in a variety of ways, including planning, design, legislative and administrative work, funding, construction, and operations.

THE TRANSPORTATION GAME

Players cooperate to improve the transportation system!

Who are the players and what do they do?

*For brevity, this list does not include all entities involved in the process.

Federal Players

Under the U.S. Department of Transportation, is the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). FHWA coordinates highway transportation programs and FTA does the same for mass transit.

- U.S. DOT: Transportation.gov
- FHWA: Highways.dot.gov
- FTA: Transit.dot.gov

State Players

The Virginia Department of Transportation (VDOT) is responsible for transportation decision making in the state. VDOT is responsible for planning, funding, design, construction, operation, and maintenance. The Virginia Department of Rail and Public Transportation (DRPT) handles rail, public transportation, and commuter services. The Commonwealth Transporation Board (CTB) oversees transportation projects and initiatives for the state.

- VDOT: Virigniadot.org
- DRPT: Drpt.virginia.gov
- CTB: Ctb.virginia.gov

Regional Players

Metropolitan planning organizations, like the Fredericksburg Area Metropolitan Planning Organization (FAMPO), are the transportation policy-making bodies for specific urbanized areas.

Regional transit providers are important contributors as well, like the Virginia Railway Express (VRE) and FREDericksburg Regional Transit.

The Potomac and Rappahannock Transportation Commission (PRTC) co-sponsors the VRE, serves as a conduit for federal transit funds, and operates OmniRide bus services.

The George Washington Regional Commission (GWRC) is responsible for rural transportation plans in the Fredericksburg area and supports a commuter ride-matching service called GWRideConnect.

- FAMPO: Fampo.gwregion.org
- VRE: VRE.org
- FRED Transit: RideFred.com
- PRTC: OmniRide.com
- GWRC: Gwregion.org

Local Players

City and county governments have planning departments that create local development and growth plans which include transportation elements. They plan and fund transportation projects and maintain some components of the transportation system.

- The City of Fredericksburg
- Stafford County
- Spotsylvania County

What is a Metropolitan Planning Organization (MPO)?

A metropolitan planning organization (MPO) is responsible for region-wide transportation planning and programming in a metropolitan planning area. The federal government requires all urbanized areas with a population greater than 50,000 to have an MPO. The purpose of an MPO is to create a forum where federal, state, and local officials, transportation professionals and transit operators, as well as the public, can meet to discuss regionally significant transportation concerns and make transportation decisions that will benefit the urbanized region.

An MPOs mission is to ensure regional coordination and consensus for transportation plans that will improve transportation for the urbanized area and secure federal and state funding for transportation projects. MPOs create long and short-term transportation plans which list transportation projects and designate funding sources. MPOs do not carry out the plans they develop; they do not build or maintain elements of the transportation system.

MPO Committees

An MPO is made up of several committees. The top decision-making committee is supported by technical and advisory committees. The decision-making committee is made up of elected and appointed officials. The technical committee is made up of transportation professionals who represent local and state government, as well as transportation and transit agencies. Advisory committees are made up of citizen activists and community leaders who are appointed by their organization or locality to represent a public interest.

MPO committees are supported by staff who conduct a variety of work. Staff create the forum where committee members meet to discuss issues and make decisions. Staff handle the administrative work, oversee studies, create maps, collect data, write long and short-term planning and programming documents, conduct public outreach, cooperate with state and local officials and public transportation operators to prioritize transportation projects for federal and state funding.

About the Fredericksburg Area Metropolitan Planning Organization (FAMPO)

What does FAMPO do?

The Fredericksburg Area Metropolitan Planning Organization's (FAMPO) mission is to assist with the development of regional transportation plans for the Fredericksburg area, which includes the City of Fredericksburg, Spotsylvania County, and Stafford County. FAMPO is responsible for:

- Developing short and long-range transportation plans and programs for the region
- Prioritizing transportation projects within the region for federal and state funding
- Providing a forum where local leaders, transportation professionals, and the public come together to address regional transportation needs and concerns

FAMPO staff support the efforts above and:

- Create federally required transportation planning documents
- Conduct public outreach

- Support FAMPO committees
- Submit transportation project applications for funding
- Collect data and produce maps
- Study transportation deficiencies and recommend solutions, at the direction of the FAMPO Policy Committee

FAMPO's Mission Statement

FAMPO'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.

History of FAMPO

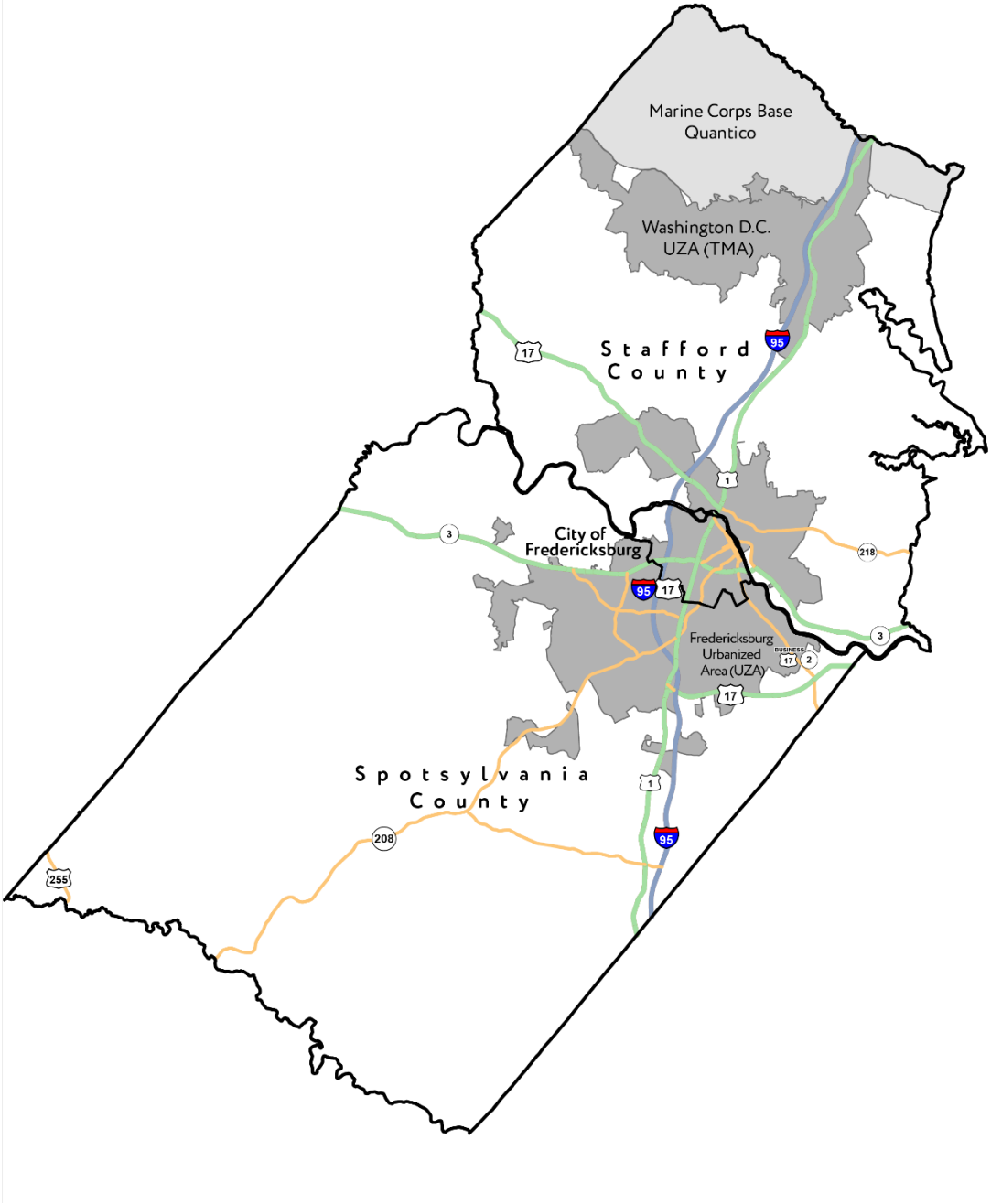
FAMPO was established in 1992 in accordance with federal regulations, and with the concurrence of the governor, after the 1990 Census indicated that an urbanized area consisting of the City of Fredericksburg and *portions* of both Spotsylvania and Stafford counties met the threshold for creating an MPO. With the concurrence of the Federal Highway Administration (FHWA), FAMPO elected to expand its boundaries to include the three jurisdictions in their *entirety*.

The 2000 Census determined that a portion of Stafford County (shown on the map on page 11) had become part of the Washington D.C. urbanized area. Consequently, that portion of the FAMPO region fell under the jurisdiction of the transportation planning organization to FAMPO's north, the National Capital Region Transportation Planning Board (TPB). Because of its urban population size, the TPB is designated as a transportation management area (TMA) which requires additional metropolitan planning work. As a result of becoming part of the TPB study area, additional planning activities were required for portions of north Stafford, like congestion management planning. In 2004, FAMPO and the TPB agreed that FAMPO would continue to conduct planning for all of Stafford County and would undertake the additional responsibilities applicable to the northern portion of Stafford County. In 2019, FAMPO and the TPB began work to update the agreement.

Area and Population Served by FAMPO

As the following map shows, the FAMPO region includes the City of Fredericksburg, Stafford County, and Spotsylvania County. There are two urbanized areas (UZA) in the FAMPO region. The Washington D.C. UZA is explained in the preceding section, while the Fredericksburg UZA is explained in the following section.

Map of Area Served by FAMPO



The FAMPO region has grown at a rapid rate. The 2010 U.S. Census estimated the population for the FAMPO region at 275, 644. By 2019, the American Community Survey indicated that the population had grown by 42,489 people and that the new estimated population was around 318,133. The chart below shows the population change by locality.

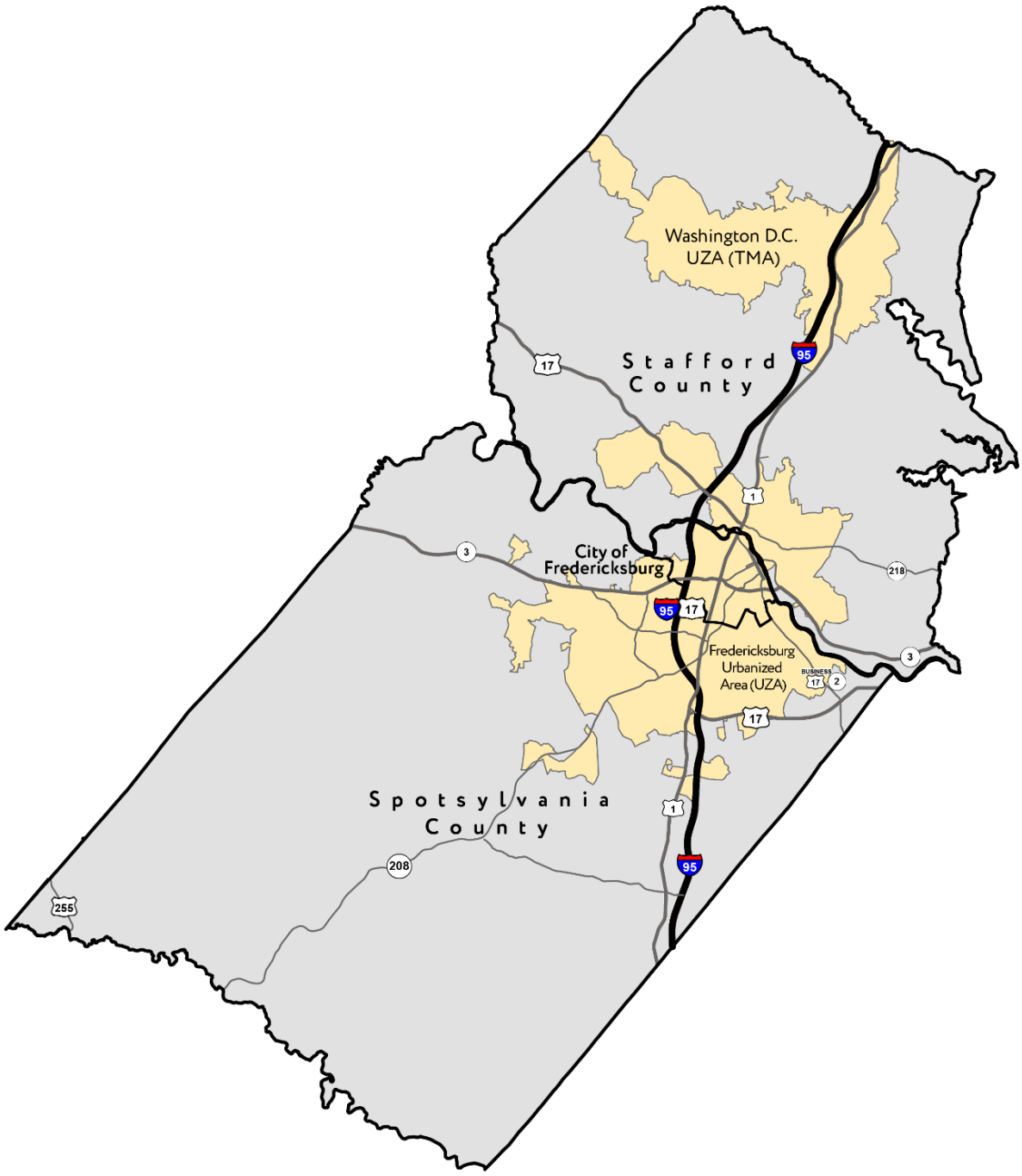
	Population	
	2010*	2019**
Fredericksburg	24,286	29,036
Spotsylvania	122,397	136,215
Stafford	128,961	152,882
Fredericksburg Urban Area	141,238	155,414

* 2010 U.S. Census

** 2019 American Community Survey 1-year (ACS)

FAMPO Urbanized Area (UZA)

The map below shows the urbanized area, commonly referred to as a UZA. The chart above notes the population within the Fredericksburg urbanized area. The urban population number is significant because MPOs with an urbanized population over 200,000 are designated as transportation management areas (TMA) which require additional transportation planning activities, like congestion management planning. In 2019, the American Community Survey indicated that the Fredericksburg urban area had less than 200,000 residents and therefore is not considered a TMA. FAMPO could be designated as a TMA when either 1) the Fredericksburg UZA has a population of over 200,000 or 2) based on U.S. Census data, the FAMPO UZA will be merged with the Washington D.C. UZA.



The map above shows FAMPO's urbanized area and the portion of Stafford County that is part of the Washington D.C. urbanized area (UZA) and transportation management Area (TMA).

Structure of FAMPO

FAMPO has a four-tiered committee structure consisting of a Policy Committee (PC), a FAMPO Technical Advisory Committee (TAC), a Citizens Transportation Advisory Committee (CTAC) and a Bicycle and Pedestrian Advisory Committee (BPAC). The Policy Committee serves as the decision-making body. All other committees advise the Policy Committee. Each committee has its own set of bylaws and holds monthly meetings which are open to the public. FAMPO staff provide support to all committees.

Policy Committee

The Policy Committee is FAMPO's decision making body. It is composed of voting and non-voting members who meet to discuss and act on regional transportation matters. Voting members include representatives for:

- The City of Fredericksburg
- Stafford County
- Spotsylvania County
- The Potomac and Rappahannock Transportation Commission (PRTC)
- A representative for the Virginia Secretary of Transportation

Non-voting Policy Committee members include representatives for:

- The Virginia Department of Transportation (VDOT)
- Fredericksburg Regional Transit (FRED)
- Caroline County
- King George County
- The Federal Highway Administration (FHWA)
- The Virginia Department of Rail and Public Transportation (DRPT)
- The Fredericksburg District member of the Commonwealth Transportation Board (CTB)
- The chairman of FAMPO's Citizens Transportation Advisory Committee (CTAC)

Policy committee members are appointed by their locality, department, or agency. Learn more about the Policy Committee, https://www.fampo.gwregion.org/policy-committee/

Technical Advisory Committee (TAC)

The FAMPO Technical Advisory Committee (TAC) was established to advise the Policy Committee and provide technical engineering and planning expertise during the transportation planning process. TAC consists primarily of engineers, planners, and other professionals who represent local and state governments, as well as transit agencies. TAC members work with FAMPO staff to develop planning and programming recommendations for the Policy Committee. Learn more about TAC, https://www.fampo.gwregion.org/technical-advisory-committee/

Citizens Transportation Advisory Committee (CTAC)

The Citizens Transportation Advisory Committee (CTAC) is an advisory group that functions as a sounding board for public opinion on transportation issues. CTAC was established to encourage active public participation in the transportation planning process, and to advise the Policy Committee of the

citizen's perspective on transportation planning, programs, and projects. Members are appointed by their localities or the Policy Committee. Learn more about CTAC, https://www.fampo.gwregion.org/citizens-transportation-advisory-committee/

Bicycle and Pedestrian Advisory Committee (BPAC)

The purpose of the Bicycle and Pedestrian Advisory Committee (BPAC) is to advise the FAMPO Policy Committee on bike and pedestrian issues and provide feedback to FAMPO staff on projects relating to active transportation modes, including walking and bicycling. Members are appointed by their locality or organization. Learn more about BPAC), https://www.fampo.gwregion.org/bicycle-and-pedestrian-advisory-committee/

FAMPO Staff

The George Washington Regional Commission (GWRC), a planning district commission that coordinates regional planning efforts for Virginia Planning District 16, serves as FAMPO's fiscal agent, which means that GWRC performs financial activities on FAMPO's behalf. As the fiscal agent, GWRC provides staff who are dedicated to serving FAMPO. Staff includes an administrator/director, administrative assistant, transportation planners, and a public involvement and Title VI coordinator. For a list of current staff, https://www.fampo.gwregion.org/about/mpo-staff/

Staff Connection with Rural Transportation Planning

FAMPO staff put their George Washington Regional Commission (GWRC) staff hats on to conduct rural transportation planning for rural areas outside of the FAMPO study area, but within the GWRC planning district. The rural localities include King George County and Caroline County, as well as the Town of Bowling Green and Port Royal. The GWRC Board, not the FAMPO Policy Committee, approves rural transportation plans. Learn more about GWRC's rural transportation planning efforts, https://gwregion.org/transportation/rural-transportation-planning

What is the Public's Role in Transportation Planning?

The term "members of the public" includes everyone who has an interest in the region's current and future transportation system. Members of the public include residents of all ages and abilities, community leaders, business owners, representatives of environmental and social groups, as well as anyone who works or conducts business in the region.

Members of the public have valuable transportation experiences to share. Public feedback helps planners identify issues and find solutions. Public feedback also helps decision makers make informed decisions.

Members of the public are encouraged to participate in the transportation planning process by:

- Attending FAMPO committee meetings and public hearings
- Participating in outreach events, focus groups, and surveys
- Staying connected with FAMPO on social media
- Requesting to serve on the Citizens Transportation Advisory Committee (CTAC)
- Providing written or verbal feedback on planning efforts to staff and committee members
- Reviewing the FAMPO Public Involvement webpage to learn more about public participation, https://www.fampo.gwregion.org/public-involvement/

Public Participation Assistance

Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, gender, religion, disability, or family status. Persons who require special accommodations under the American with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact FAMPO at 540-373-2890 or fampo@gwregion.org. If hearing impaired, telephone 1-800-552-7917 (TTY) or 7-1-1.

Reporting Transportation Concerns

Roadway, Sidewalk, and Bike Lane Concerns

Report anything that poses an immediate danger to travelers to local or state police and/or emergency services, 9-1-1. Report less urgent concerns about roadways, sidewalks, or bike lanes, such as potholes, slow erosion of roadways, desired improvements street crossings, or non-urgent signage issues, to the Virginia Department of Transportation (VDOT) and the locality in which the concern is located by using the contacts below:

- VDOT reporting system, myVDOT: https://my.vdot.virginia.gov/
- City of Fredericksburg Transportation Division: (540) 937-0572
- Stafford County Planning Department: (540) 658-8668 or email planning@staffordcountyva.gov
- Spotsylvania County Planning Department: (540) 507-7434 or email planning@spotsylvania.va.us
- King George County Planning Department: (540) 775-7111
- Caroline County Planning Department: (804) 633-4303
- Town of Bowling Green: (804) 221-1834
- Town of Port Royal: (804) 742-5331

Trail Concerns

Trail concerns should be reported to the locality in which the concern is located. Contacts for localities are listed above.

Public Transit Concerns

For concerns related to the Virginia Railway Express (VRE) service, call 1-800-743-3873 or email gotrains@vre.org For concerns related to FRED Transit service, call (540) 372-1222.

Transportation Improvements and Needs

Requests for general transportation improvements, and feedback on community transportation needs, can be submitted to FAMPO at fampo@gwregion.org or (540) 373-2890. Requests for general improvements and feedback on community needs can also be conveyed to the locality in which the concern or need is located. Contacts for localities are listed above.

What does the Region's Transportation System look like?

Major Roadways

Interstate 95, U.S. Route 17, U.S. Route 3, and U.S. Route 1, all cut through the FAMPO region. Vehicle congestion is a major concern. Many of the region's residents use these routes to commute to jobs in Northern Virginia and Washington D.C. Further, travelers use these routes to reach vacation and shopping destinations.

Toll Road

Transurban, a private company that builds and operates toll roads, is working to extend toll lanes through the FAMPO region. The extension project is commonly referred to as the FredEx project lanes and is expected to be complete by late 2022. The toll lanes are sandwiched between the north and south-bound lanes of Interstate 95. Drivers need an EZ Pass to use these lanes. Although the toll lanes are operated by a private entity, a portion of the collected tolls are given to localities to invest in the region's public transportation projects.

Rural Roads

The region has a multitude of rural roads, many of which are narrow and curvy. Improving the safety of rural roads is a top priority. The desire to increase safety on rural roads is amplified by the fact that young drivers and school buses travel the rural routes to reach schools.

Another concern, especially for residents who live beside the rural roads, is that when primary roads are congested, drivers use the rural roads as alternative routes.

Downtown Streets

The downtown Fredericksburg area features one-lane and two-lane streets, some of them are one-directional. The downtown area has a robust network of sidewalks. Bicycles are not permitted on the sidewalks and must share the street space with motorists.

Trails

There are many recreational trails in the region. The Fredericksburg Trail Alliance, known as, FredTrails provides comprehensive information on trail status and offers maps. The alliance also maintains trails and promotes sustainable use. Learn more about the region's trails and the alliance, http://fredtrails.org/.

FAMPO planners research trail use and support the FAMPO Bicycle and Pedestrian Committee to facilitate regional cooperation on bike and pedestrian issues. Of note, the region is working to connect two sections of the paved Virginia Central Railway Trail (VCR) which has sections in Fredericksburg and Spotsylvania County that are separated by I-95.

Bike Routes

U.S. Bike Route 1 snakes through the middle of the FAMPO region. Learn more about the bike route here, https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/maps-and-route-resources/?route=virginia1 The region also has many trails for cyclists, see the section on trails, above, for more information.

Public Transportation

FRED Regional Transit

FREDericksburg Regional Transit provides weekday public bus service in the City of Fredericksburg, Stafford County, and Spotsylvania County. At one time, service was also provided to parts of King George and Caroline counties. FRED only operates on weekends when the University of Mary Washington is in session. FRED offers need-based route deviation for riders. FRED receives federal transit funds through the Potomac and Rappahannock Transportation Commission (PRTC). Learn more about FRED Transit, https://www.ridefred.com/

Virginia Railway Express

The Virginia Railway Express (VRE) is a rail service that offers service between Spotsylvania County and Union Station in Washington D.C. It is popular with FAMPO area commuters who work in Northern Virginia or Washington D.C. The VRE does not operate on weekends, although future plans include weekend service. There are VRE stops in all FAMPO localities: Spotsylvania County, Stafford County, and the City of Fredericksburg. Learn more about the VRE, https://www.vre.org/

The Potomac and Rappahannock Transportation Commission (PRTC), in partnership with the Northern Virginia Transportation Commission (NVTC), co-sponsors VRE service. Elected officials from Stafford, Spotsylvania, and Fredericksburg serve on the PRTC Board of Commissioners. As PRTC members, these localities financially support rail service only, not bus service. Learn more, https://omniride.com/about/our-board/

Amtrak

Amtrak provides passenger rail service. There is an Amtrak stop in the City of Fredericksburg. Learn more about Amtrak, https://www.amtrak.com/home

Work to Improve Passenger Rail Service

In 2019, Virginia committed to increasing passenger rail service and subsequently established the Virginia Passenger Rail Authority. The rail authority will work to improve, expand, and promote passenger rail. Future rail plans call for a third track that will run from Spotsylvania County to Union Station in Washington D.C. The third track will double Amtrak service along this corridor and increase Virginia Railway Express (VRE) service by 75 percent. Additionally, the Long Bridge, a rail bridge that allows trains to pass over the Potomac River, and a major bottleneck, will be expanded to promote speedy rail travel.

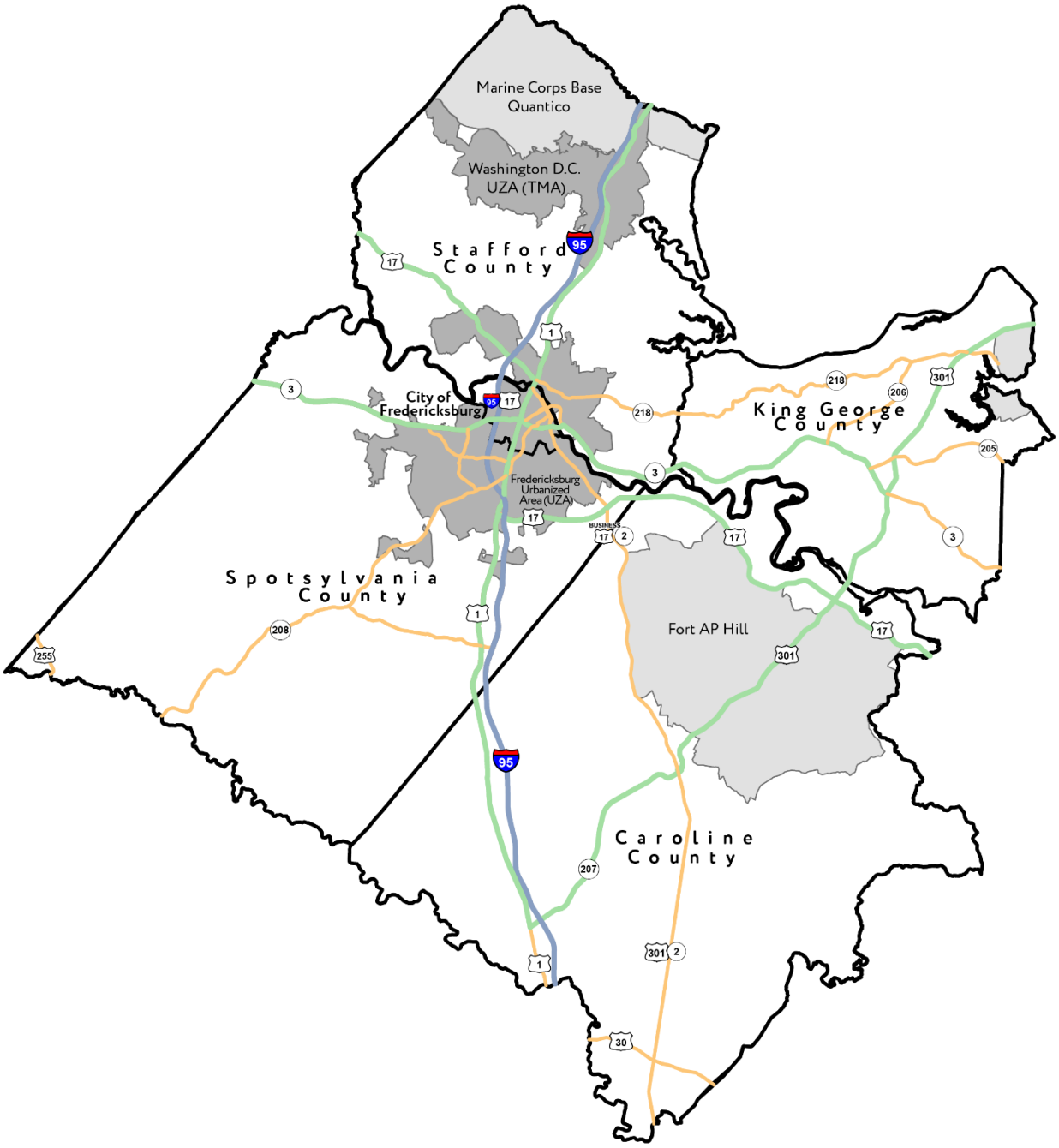
OmniRide

OmniRide is the name for the mobility services offered by the Potomac and Rappahannock Transportation Commission (PRTC). OmniRide offers a commuter bus service called the OmniRide Express. The OmniRide Express makes a stop in North Stafford and takes commuters to employment centers in Northern Virginia and Washington D.C. Learn more about OmniRide Express service in North Stafford, https://omniride.com/service/new-omniride-stafford-service/

What is the George Washington Regional Commission (GWRC)?

The George Washington Regional Commission (GWRC) is a planning district commission that coordinates regional planning efforts for Virginia Planning District 16 which includes the City of Fredericksburg, Stafford County, Spotsylvania County, King George County, and Caroline County (see map on page 17). GWRC coordinates region-wide planning efforts including, environmental efforts, homelessness prevention initiatives, rural transportation planning, commuter services, and housing and employment studies. Localities in Planning District 16 appoint representatives to serve on the GWRC Board which meets to discuss and act on regionally significant issues that require region-wide cooperation.

GWRC serves as FAMPO's fiscal agent, which means that GWRC performs financial activities on FAMPO's behalf. As the fiscal agent, GWRC provides staff who are dedicated to serving FAMPO.



Map showing Planning District 16, covered by the George Washington Regional Commission (GWRC)

Transportation Planning and Programming Documents Explained

Long Range Transportation Plan (LRTP)

The long-range transportation plan is a fundamental transportation planning document created by MPO staff in coordination with local and state planners and professionals. Not only does it outline the region's long-range transportation vision, but it also lists all future projects that the region anticipates undertaking in the next 20 to 30 years. The plan considers all aspects and modes of transportation, including studies to identify needs, road projects, public transit improvements, freight movement, and bike and pedestrian additions.

MPOs are required to develop a long-range transportation plan with at least a 20-year horizon. The long-range plan must be updated every 4-5 years (depending on air quality conformity requirements) to keep consistent with existing conditions and re-evaluate proposed plans, programs, and projects. Some MPOs, including FAMPO, must also update the region's long-range plan to validate air quality conformity analysis.

Before the long-range plan is adopted by the Policy Committee and approved by the state, there is a 30-day public comment period. After the plan is adopted, and funding is identified, the projects included in the plan will be eligible to advance to another transportation planning document called the Transportation Improvement Program (TIP) which is discussed below. Learn more about the long-range plan, https://www.fampo.gwregion.org/long-range-transportation-planning/

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a financially constrained, four-year list of transportation projects programmed for the region. The TIP is updated annually. Transportation projects listed in the TIP include projects that have identified funding and are expected to be completed or started in the four-year window. Projects listed in the TIP include roadway, bike, and pedestrian projects; safety improvements and public transportation projects; feasibility studies and environmental impact studies. Before the TIP is adopted by the Policy Committee and approved by the state, there is a 30-day public comment period. The infographic below describes the TIP development process. Learn more about the TIP, https://www.fampo.gwregion.org/transportation-improvement-program/

FAMPO
Fredericksburg Area Metropolitan Planning Organization

TIP DEVELOPMENT PROCESS

Creating the Transportation Improvement Program (TIP)

Develop the Draft Project List

Every four years, FAMPO, VDOT, DRPT, FRED, PRTC and member localities, develop a draft TIP project list. Projects are drawn from the FAMPO Long Range Transportation Plan.

Draft TIP Document Produced

FAMPO staff writes the draft TIP document.

Draft TIP Review

The FAMPO Policy Committee reviews the draft TIP and approves the draft for public review and comment.

Public Review & Comment

The draft TIP undergoes a 30-day public review and FAMPO solicits and records public comments. A formal public hearing is held for the public to address concerns directly to the Policy Committee.

Final TIP Approved by FAMPO

The FAMPO Policy Committee considers public comment and member concerns before voting to approve the TIP.

Approved TIP Continues On

The FAMPO-approved TIP is sent to VDOT, CTB, DRPT, and the governor for inclusion into the Statewide Transportation Program (STIP).

Learn more about the FAMPO TIP,
https://www.fampo.gwregion.org/transportation-improvement-program/

Rural Transportation Plans

Rural transportation plans help rural localities document their existing transportation system, identify needs and safety issues, and plan for future transportation projects that will meet needs and match community growth.

Although FAMPO staff assist with the creation of rural transportation plans, the policy board for the George Washington Regional Commission (GWRC), not the FAMPO Policy Committee, initiates and approves rural transportation plans. Learn more about GWRC's rural transportation planning efforts, https://gwregion.org/transportation/rural-transportation-planning

Bicycle and Pedestrian Plan

The *2045 George Washington Region Bicycle and Pedestrian Plan* represents a coordinated effort among the George Washington Regional Commission (GWRC), the Fredericksburg Area Metropolitan Planning Organization (FAMPO), localities, and local bicycle and pedestrian advocates to facilitate the development of a safe, comprehensive, and connected regional network of on- and off-road bicycle and pedestrian corridors and related facilities. The most recent bicycle and pedestrian plan can be read in its entirety here, https://www.fampo.gwregion.org/bicycle-pedestrian-planning/

Unified Planning Work Program (UPWP)

A unified planning work program (UPWP) serves as the annual work program for an MPO. It provides details of the transportation-related planning activities that MPO staff intend to accomplish during the fiscal year utilizing federal, state, and local resources. Included in the UPWP, is a budget that details how each funding source will be utilized. This permits the UPWP to act as a grant application for federal funds and as a management tool for directing the staff activities throughout the year. The UPWP is reviewed and updated annually. Before it is approved by the Policy Committee, there is a 30-day public comment period. Learn more, https://www.fampo.gwregion.org/unified-planning-work-program/

Six-Year Improvement Program

A six-year improvement program (SYIP) is a document produced by the state that outlines planned *spending* for transportation projects across the state. The Commonwealth Transportation Board (CTB), which oversees transportation efforts in Virginia, updates the SYIP every year after considering revenue and project changes. The document goes out for public comment before it is approved by the CTB. Learn more, www.syip.virginiadot.org

Projects from FAMPO's TIP are included in the SYIP.

VTrans

While the six-year improvement program (SYIP), mentioned above, outlines planned *spending* for the state, Virginia's Transportation Plan, known as VTrans, *plans for the future* of Virginia's transportation system. VTrans is developed by the Commonwealth Transportation Board (CTB), which oversees transportation efforts in Virginia. VTrans is updated every four years. VTrans prioritizes statewide transportation needs 10-25 years out. Learn more, www.vtrans.org

Air Quality and Transportation Planning

The transportation system affects air quality. It is important to consider air quality when planning transportation projects because motorized vehicles emit pollutants. Projects that remove motorized

vehicles from the road can reduce harmful emissions while projects that add capacity to roadways will often increase harmful emissions.

MPOs must understand air quality related transportation planning requirements to ensure that emission levels that result from the use of federal transportation investments conform with levels set in state air quality plans. Geographic areas that do not meet the federal air quality standards are designated as *nonattainment areas*. Geographic areas that at one time violated air quality standards, but no longer do, are designated as *maintenance areas*. FAMPO is designated as a maintenance area. If no violations of air quality standards have been found, the area is said to be in compliance with federal air quality standards. Nonattainment and maintenance areas have special transportation planning requirements to help them achieve compliance. For example, new transportation plans must undergo an air quality conformity analysis.

Congestion Management

Congestion management involves creating and implementing strategies that reduce vehicle congestion. The congestion management process (CMP) requires cooperation among MPOs, local planners, federal and state partners, public transit agencies, toll authorities, commuter service organizations, major employers, and the public.

The George Washington Regional Commission (GWRC) has staff dedicated to supporting efforts that reduce vehicle congestion by connecting commuters and other travelers to transportation solutions other than driving alone. Learn more about the free GWRideConnect service, https://www.gwrideconnect.org/

Transportation Demand Management

Vehicle congestion is managed through a process called transportation demand management (TDM). TDM work involves planning and supporting strategies that will influence how and when people travel to reduce vehicle congestion.

TDM strategies include:

- Offering and incentivizing alternative transportation modes to reduce single-occupancy vehicle use
- Providing incentives to travel at non-congested hours
- Investing in pedestrian, bicycle, and public transit projects
- Providing opportunities to combine trips
- Properly planning for growth
- Encouraging the use of telework and flexible work hours

Transportation Equity

Transportation equity means that transportation decisions and services deliver unbiased and fair benefits to all members of the public. Federal laws, including Title VI of the Civil Rights Act of 1964 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, require MPOs and state departments of transportation to analyze whether the burdens associated with transportation plans, programs, and projects will disproportionately impact

disadvantaged populations. Further, steps must be taken to proactively include disadvantaged populations into the planning process.

Learn more about FAMPO's plan to achieve transportation equity, https://www.fampo.gwregion.org/wp-content/uploads/2016/06/GWRC-FAMPO-Title-VI-Plan-adopted-022216.pdf

Funding and Programming

Local, state, and federal governments fund transportation projects and initiatives. Transportation funds come from many sources, including income and sales tax, tolls, bonds, taxes on fuels, and grants.

Federal funds are authorized and appropriated by Congress for federal highway and federal transit programs. Federal programs have specific eligibility requirements. States and MPOs receive federal funds to support their transportation planning efforts. Federal funds typically make up a large portion of the state and MPO budgets.

Programming

When transportation professionals speak about programming, or creating a transportation program, they are referring to financial programming which involves identifying available and expected transportation funds and matching those funds to specific transportation projects. A *program*, in oversimplified terms, is a document that contains a list of transportation projects that have identified funding. A transportation program document is considered *fiscally constrained* when all transportation projects in the program have identified funding. An example of a fiscally constrained transportation program is a document created by MPOs called the transportation improvement program (TIP) which contains a list of regional transportation projects to be carried out in the next four years.

Funding Sources

The infographic below shows commonly mentioned funding sources. Other funding sources are described later in this section.

FAMPO
Fredericksburg Area Metropolitan Planning Organization

FUNDING SOURCES

FAMPO's funding sources for transportation planning.

*For brevity, some sources may be left out.

FUNDING SOURCES,

PLANNING FUNDS (PL)

PL funds are Federal Highway Administration funds for planning activities in the FAMPO region. Requires a 10% match from both the state and localities.

FEDERAL TRANSIT ADMINISTRATION 5303

5303 funds are federal funds for transportation planning and technical studies related to urban public transportation. Requires a 10% match from both the state and localities.

RSTP/STBG FUNDS

Regional Surface Transportation Funds (RSTP) are Federal Highway Surface Transportation Block Grant Program (STBG) funds that are available for a broad range of transportation purposes, including planning studies.

CMAQ FUNDS

Congestion Mitigation and Air Quality (CMAQ) funds are federal funds for transportation projects or programs that reduce congestion and improve air quality.

FAQ

WHAT ABOUT SMART SCALE FUNDS?

SMART SCALE funds are for transportation *projects*, for example, intersection and pedestrian improvements. They are not used for planning.

ARE THERE OTHER FUNDING SOURCES?

FAMPO may also receive grants, for example, a grant to perform a study.

Congestion Mitigation and Air Quality (CMAQ) Improvement Funds may be used for a transportation project or program that will contribute to meeting the requirements of the Clean Air Act. In areas with an MPO, the project must be included in the current long-range transportation plan (LRTP) and the transportation improvement program (TIP).

Surface Transportation Block Grant Program funds support a broad range of projects that help meet surface transportation needs, including improvements to road, bike, and pedestrian facilities.

Metropolitan Planning (PL) funds are used to support all transportation planning activities, including public outreach and administrative tasks.

Planning Programs (Section 5305) Funding is used to support planning efforts related to public transportation.

Urbanized Area Formula Grants (Section 5307) Grants to Urbanized Areas (UZA) provide funding for public transportation.

Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) Funds are used to support private nonprofit programs that serve the unique needs of transit-dependent populations.

State of Good Repair Grants (Section 5337) provides funds for transit agencies to use to maintain assets in a state of good repair.

National Highway Performance Program supports projects or activities that contribute to the achievement of national performance goals for improving infrastructure condition, safety, congestion, system reliability, or freight movement on the national highway system.

National Highway Freight Program funds construction, operational improvements, and freight planning activities that contribute to the efficient movement of freight on the national highway freight network.

Highway Safety Improvement Funds are used to support safety projects that are consistent with a state's strategic highway safety plan (SHSP) and correct a roadway hazard.

SMART SCALE

Transportation resources are scarce. To distribute limited *state* transportation funds fairly, transparently, and effectively, Virginia created a scoring method to determine which transportation projects should receive state funding. MPOs, localities, planning district commissions, and transit agencies submit projects for state funding consideration. Projects that score the highest are most likely to receive state funding. The scoring method is known as SMART SCALE, which is an acronym. SMART stands for: System for the Management and Allocation of Resources for Transportation. SCALE conveys the key factors used in evaluating a project's merits: safety, congestion reduction, accessibility, land use, economic development, and the environment.

Submitted projects are individually and objectively scored based on the project's impact to specific key factors: safety, congestion reduction, accessibility, land use, economic development, and environmental impacts. After the projects are scored, the Commonwealth Transportation Board (CTB) selects the projects that will receive state funding and includes these projects in the state's Six-Year Improvement Program (SYIP).

Although all projects are scored based on their impact to safety, congestion reduction, accessibility, land use, economic development, and the environment, MPOs can request to have the weight of these factors adjusted to better suit regional goals. When the weights are adjusted, a region's projects might score better which increases the chance of a project being awarded state funding. The chart below identifies the different weighted categories. In 2019, FAMPO determined that its projects would likely score higher if they were weighted according to category B, previously they had been scored according to category A. FAMPO requested that its 2020 project submissions be scored by category B weights and this request was approved by the state.

SMART SCALE Category Chart Created by the Virginia Department of Transportation (VDOT)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45 percent	5 percent	15 percent	5 percent	10 percent	20 percent
Category B	15 percent	20 percent	25 perent	20 percent	10 percent	10 percent
Category C	15 percent	25 percent	25 percent	25 percent	10 percent	-
Category D	10 percent	35 percent	15 percent	30 percent	10 percent	-

Learn more about SMART SCALE, http://vasmartscale.org/

Learn more about FAMPO's SMART SCALE efforts, https://www.fampo.gwregion.org/smart-scale-round-1/

Performance Measures

Performance measures are used to indicate how well a transportation system is meeting transportation goals. MPOs and states use performance measures to measure how well their efforts meet access and mobility goals, levels of air quality, and economic growth. Performance results can indicate whether projects and strategies are helping to achieve goals and whether the transportation system is getting better or worse over time.

States and MPOs cooperate with their planning partners to set performance targets that will meet federal requirements and meet the needs of the state and localities within a region.

Learn more about federal performance measure requirements for roadways, www.fhwa.dot.gov/planning/performance_based_planning/. Learn more about federal requirements for transit, www.transit.dot.gov/performance-based-planning. Learn about FAMPO's performance measures, https://www.fampo.gwregion.org/performance-measures/

Climate Change and Environmental Concerns

Climate change impacts transportation systems and transportation systems impact climate change. For example, vehicles emit greenhouse gas emissions that contribute to global warming, while increased precipitation due to climate change poses travel safety and transportation system maintenance challenges. Therefore, planners must work cooperatively with governments, environmental groups, decision makers, and the public, to plan strategies that will allow communities to adapt to future and current climate change impacts and develop a sustainable transportation system that minimally impacts the environment.

Additionally, transportation projects disturb the natural environment and can create noise and air pollution which reduces the quality of life and health of people, animals, and plants. For this reason, state departments of transportation work with federal agencies to follow requirements laid out in the National Environmental Policy Act (NEPA) to determine a transportation project's impact to the natural environment and living things in that environment. After impacts are identified, a mitigation or modification strategy is created and implemented. FAMPO is not directly involved in the NEPA process, questions about NEPA requirements for transportation projects in Virginia should be directed to the Virginia Department of Transportation (VDOT). Learn more, https://www.virginiadot.org/projects/nepa_programs_location_studies.asp

Freight

State departments of transportation and MPOs must consider freight movement in the transportation planning process and provide opportunities for freight operators and other interested parties to participate in the transportation planning process. Planning for freight movement involves identifying critical freight corridors within the transportation system, developing ways to measure the freight system's performance, and collecting data to identify freight problems and solutions.

Learn more about federal freight planning guidelines, www.fhwa.dot.gov/planning/freight_planning. FAMPO's *2045 Long Range Transportation Plan* includes a section on freight planning for the Fredericksburg region beginning on page 28 of this PDF, https://www.fampo.gwregion.org/wp-content/uploads/chapter-5-bookedmarked.pdf . The Virginia Department of Transportation also has resources on freight planning, go to, https://www.virginiadot.org/ and search "freight".

Commonly Used Acronyms

3-C Planning Process Continuing, cooperative and comprehensive planning process

CMAQ Congestion Mitigation and Air Quality Improvement Program

CMP Congestion management process

COG Council of governments

CTB Commonwealth Transportation Board

DOT Department of Transportation

EJ Environmental justice

FAMPO Fredericksburg Area Metropolitan Planning Organization

FAST Act Fixing America's Surface Transportation Act

FHWA Federal Highway Administration

FTA Federal Transit Administration

FY Fiscal year

HSIP Highway safety improvement program

HOV High-occupancy vehicle

IHS Interstate highway system

ISTEA Intermodal Surface Transportation Efficiency Act

LRSTP Long range statewide transportation plan

LRTP Long range transportation plan

MAP-21 Moving Ahead for Progress in the 21st Century Act

MPO Metropolitan planning organization

MTP Metropolitan transportation plan

NHPP National Highway Performance Program

NHS National highway system

NEPA National Environmental Policy Act of 1969

NVTA Northern Virginia Transportation Authority

PBPP Performance-based planning and programming

PPP Public participation plan

PL FHWA planning funds

PRTC Potomac and Rappahannock Transportation Commission

RPO Regional planning organization

RTPO Regional transportation planning organization

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SIP State implementation plan

SOV Single-occupancy vehicle

STIP Statewide transportation improvement program

STBG Surface Transportation Block Grant Program

TDM Transportation Demand Management

TIP Transportation improvement program

TMA Transportation management area

TRB Transportation Research Board

UPWP Unified planning work program

UZA Urbanized area

VDOT Virginia Department of Transportation

Glossary of Terms

A

Active Transportation

Refers to modes of transportation that do not use a motorized vehicle. Walking, biking, and wheeling are examples of active transportation.

Administrative Modification

A minor revision to a transportation plan or programming document. Minor changes might include changes to a listed project, corrections to costs and funding sources, and minor changes to wording. An administrative modification is a revision that does not require public review and comment, demonstration of fiscal constraint, or an air quality conformity determination.

Amendment

A major revision to a transportation plan or programming document that involves a major change to a project, including project additions and deletions, or major changes to a project cost or timing. An

amendment requires public review and comment, as well as a re-demonstration of fiscal constraint, and if applicable a new air quality conformity determination.

Attainment Area

A geographic area in which levels of an air pollutant meet the National Ambient Air Quality Standards. An area may be an attainment area for one pollutant and a nonattainment area for others. A maintenance area (see definition below) is not considered an attainment area.

C

Capacity

The ability of a component of the transportation system to accommodate a moving stream of people or vehicles in a given time period.

Conformity

Relating to air quality compliance, conformity occurs after an evaluation determines that transportation plans and activities will not cause new air quality violations or worsen existing violations.

Congestion Management Process

A systematic approach to reduce travel demand and vehicle congestion.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

A federal funding program for projects that contribute to meeting national air quality standards.

D

Department of Transportation

Commonly refers to the U.S. Department of Transportation. The term can also be used to refer to a state department of transportation.

E

Environmental Justice (EJ)

Environmental justice refers to actions taken to assure that government services and benefits are fairly distributed to avoid discrimination against minority and low-income populations and individuals. EJ actions also include actions to provide low-income and minority residents with access to meaningful public participation in government processes. Other EJ actions seek to mitigate or minimize disproportionate and negative impacts of federally funded government projects to low-income and minority populations.

F

FAST Act

An acronym for the federal transportation act, Fixing America's Surface Transportation (FAST) Act. This act authorizes federal surface transportation programs for highway, highway safety, and transit.

Federal Highway Administration (FHWA)

A federal transportation agency under the U.S. Department of Transportation that administers the federal-aid highway program which provides financial assistance to states to construct and improve highways, bridges, urban and rural roads.

Federal Transit Administration (FTA)

A federal transportation agency under the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support public transportation systems, including rail and bus.

Fiscal Constraint

Demonstrating that planned projects have committed, available, or reasonably expected funding.

G

Geographic Information System (GIS)

A computerized data management system that stores and analyzes data and displays it on a map or 3-D Scene.

GWRideConnect

A free ridesharing service for the Fredericksburg area. GWRideConnect helps residents find commuting solutions including vanpools, carpools, and mass transit.

H

High-Occupancy Vehicle (HOV)

Vehicles that are carrying two or more people. Note: Transportation operators may require HOV highway lane users to have more than two people.

Highway Safety Improvement Program

Federal highway funding program that funds safety projects.

I

Intermodal

Refers to the connection of different modes of transportation.

Land Use

Refers to how land is used or designated for use. Land use categories include commercial, residential, retail, industrial, and mixed-use.

Long-Range Statewide Transportation Plan

A transportation plan for an entire state that plans transportation projects for at least the next 20 years.

Long-Range Transportation Plan (LRTP)

A transportation plan developed by an MPO or similar organization that plans transportation projects for a region. The LRTP projects at least 20 years out.

M

Maintenance Area

Any geographic region that was previously designated as a nonattainment area (see definition below) for one or more air pollutants.

MAP-21

A federal law signed on July 6, 2012 related to funding for surface transportation programs, including highway, transit, bike, and pedestrian programs.

Members of the Public

Individuals within a population. When applied within the context of an organization, the term excludes elected and appointed officials and staff who support the organization.

Metropolitan Planning Area

The geographic area in which the metropolitan transportation planning process is carried out.

Metropolitan Planning Organization (MPO)

A regional organization that carries out transportation planning for a metropolitan planning area.

Metropolitan Transportation Plan (MTP)

A multimodal transportation plan that plans projects to meet a region's needs. The MTP must have at least a 20-year planning horizon. The MTP is developed by an MPO and is frequently referred to as a long-range transportation plan.

Mode

A specific form of transportation. Modes include automobile, bus, rail, air, bicycle, or travel by foot.

Multi-modal

A term used to refer to a collection or consideration of a wide variety of transportation modes.

N

National Environmental Policy Act of 1969 (NEPA)

Requires that any project or programs that are funded wholly or in partly with federal dollars or require federal approval, including transportation projects and plans, undergo an examination to determine the impacts to the environment.

National Highway Freight Program

Federal highway funding program that funds improvements on the National Highway Freight Network (NHFN).

Nonattainment Area

A geographic region that does not meet federal air quality standards.

Northern Virginia Transportation Authority (NVTA)

A regional transportation agency serving Virginia Planning District 8 that has the authority to plan and construct transportation projects, operate transportation facilities, acquire land for transportation purposes, and develop regional and mass transit plans. Virginia Planning District 8 does not include FAMPO localities. NVTA also co-sponsors the Virginia Railway Express (VRE).

O

OmniRide

Public transit services offered by the Potomac and Rappahannock Transportation Commission (PRTC) which include local and commuter bus service. There are also carpools and vanpools affiliated with OmniRide. In the FAMPO area, there is one OmniRide Express commuter bus stop in North Stafford.

Organization

A group of people who come together regularly to achieve a particular purpose.

P

Planning District Commission (PDC)

A regional organization tasked with planning cooperative regional efforts, including environmental work, homelessness prevention, transportation initiatives, and work to address economic and employment concerns.

Policy Committee

A committee within an organization that meets to discuss matters, set policies, and make final decisions.

Potomac and Rappahannock Transportation Commission (PRTC)

A regional transportation agency that supports select transportation services and initiatives for/in Prince William County, Manassas Park City, Manassas City, Stafford County, Spotsylvania County, and the City of Fredericksburg. PRTC operates OmniRide bus service, co-sponsors the Virginia Railway Express (VRE), and promotes transportation demand management strategies and commuter solutions. Federal transit funds for PRTC localities flow through PRTC.

Public Involvement

The act of bringing members of the public into a planning or decision-making process.

Public Participation

A situation in which members of the public participate in a planning or decision-making process.

R

Region

A geographic area that has common attributes.

S

Scenario Planning

Planning procedures that evaluate the effects of alternative actions.

Stakeholders

Individuals and groups who are involved in or affected by actions and plans.

Statewide Transportation Improvement Program (STIP)

A document that contains a prioritized list of transportation projects within a state. The document covers a period of four years.

Surface Transportation Block Grant (STBG) Program

Federal highway funding program to fund surface transportation needs, including roadways, transit, vanpool, bike, and pedestrian facilities.

T

Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving federal assistance.

Transportation Demand Management (TDM)

Planning and implementing strategies that will influence how and when people travel to reduce vehicle congestion.

Transportation Improvement Program (TIP)

A document developed by an MPO that contains a financially constrained list of transportation projects covering a period of four years.

Transportation Management Area (TMA)

An urbanized area with a population of 200,000 or more. TMAs are designated by the state and federal governments. TMAs have specific transportation planning requirements.

U

Unified Planning Work Program (UPWP)

A document that serves as the annual work program for an MPO. It provides details of the transportation-related planning activities that MPO staff intend to accomplish during the fiscal year utilizing federal, state, and local resources.

Urbanized Area

A geographic area with a population of 50,000 or more.

V

W

X

Y

Z