

UNIFIED PLANNING WORK PROGRAM (UPWP)

FISCAL YEAR 2019

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GWRC/FAMPO TITLE VI NONDISCRIMINATION STATEMENT

“The George Washington Regional Commission and the Fredericksburg Area Metropolitan Planning Organization fully comply with Title VI of the Civil Rights Act of 1964 and its related statutes and regulations in all programs and activities. For more information or to obtain a Discrimination Complaint Form, please visit www.gwregion.org or www.fampo.gwregion.org or call (540) 373-2890. Para información en español, llame al (540)-373-2890.”

PREFACE TO THE FISCAL YEAR 2019 UNIFIED PLANNING WORK PROGRAM

FAMPO’s FY2019 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short - range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning and other special projects.

According to the Weldon Cooper Center for Public Service, the George Washington (GW) Region grew by 9% between the 2010 Census and July 2017, to a total of 360,264 residents. This is the second -highest growth rate in the Commonwealth, behind Northern Virginia. Within GWRC, the FAMPO Region grew by about 9.6%, to about 304,893 residents during this period.

| Jurisdiction | April 1, 2010 Census | July 1, 2017 Estimate | Change since 2010 Census | |
|--------------------|----------------------|-----------------------|--------------------------|----------------|
| | | | Numeric Change | Percent Change |
| Stafford | 128,961 | 145,699 | 16,738 | 11.4% |
| City | 24,286 | 27,645 | 3,359 | 12.2% |
| Spotsylvania | 122,397 | 131,549 | 9,152 | 6.9% |
| Caroline | 28,545 | 29,990 | 1,445 | 4.8% |
| King George | 23,584 | 25,381 | 1,797 | 7.1% |
| GWRC Total | 327,773 | 360,264 | 32,491 | 9.0% |
| FAMPO Total | 275,644 | 304,893 | 29,249 | 9.6% |

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

Development pressure, population growth, attenuate increases in traffic and a lack of adequate transportation funds to address congestion and other associated issues will continue to challenge the Region going forward. This UPWP puts strong emphasis on planning and consensus building to identify solutions that will adequately address the long-term problems caused by the Region’s past rapid growth as well as future projected growth. We look forward to working with our local, state and federal partners, and, most importantly, the community members whom we serve, to achieve the lasting results we all desire.

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SECTION 1: FY2019 UNIFIED PLANNING WORK PROGRAM

INTRODUCTION - METROPOLITAN PLANNING IN FREDERICKSBURG

The Fredericksburg area was first identified as an urbanized area in the U.S. Census when the results were published in 1992. An urbanized area has a legal definition as a place where more than 50,000 people reside, with an average population density of at least 1,000 persons per square mile. Under federal law, once an urbanized area has been identified in the decennial census, that area is also designated as a Metropolitan Planning Organization (MPO) to carry out specified metropolitan planning activities and is also entitled to receive federal transportation funds. In its capacity as the Region's transportation planning organization since 1992, it is the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) responsibility to ensure that a "continuing, comprehensive and cooperative" transportation planning process is conducted in greater Fredericksburg, as also required in federal law. In 1992, and again under federal guidelines, FAMPO was created. A Board (Policy Committee) composed of elected officials and transportation interests was devised, and the three affected municipalities and the Governor agreed to the new governance structure. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County and Stafford County. Under agreement with the FAMPO Policy Committee, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO.

THE UNIFIED PLANNING WORK PROGRAM

1. To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding that can only be used for metropolitan transportation planning. These monies are called Planning (PL) and Section 5303 funds. These funds are matched by the Commonwealth of Virginia as well as the City of Fredericksburg, Spotsylvania County, and Stafford County through GWRC. As in previous years, FAMPO intends to supplement the formula planning funds with other federal and state formula funds, to provide a more comprehensive and representative transportation planning and project development work program for the rapidly - developing GW Region. These include Planning (SPR) funds provided by the Commonwealth of Virginia to support transportation planning activities in the rural portions of the Region (Caroline County and King George County).
2. Prior to spending funds on transportation planning activities, all MPOs are required to annually adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP is to identify:
 - a. The transportation planning work activities to be carried out during the fiscal year ;
 - b. The end products resulting from that work;
 - c. The funding sources for each activity;
 - d. The agencies and/or organizations responsible for ensuring that the work is performed, and products delivered; and
 - e. Transportation planning activities.

FAMPO ACCOMPLISHMENTS IN FY2018

The number of GWRC staff devoted to FAMPO transportation planning is set at seven full-time equivalent positions. Broadly speaking, staff have responsibilities in the areas of administration, systems planning, project planning, modeling, public involvement and congestion management. Staff is assisted with on-call transportation planning consultants for a variety of planning support needs, as well as consulting teams hired for specific projects. Within these broad categories, the following planning work was accomplished in the past year:

1. Developed the FY2019 UPWP.
2. FAMPO staff chaired the Virginia Association of MPOs (VAMPO) for FY-18 and hosted the annual joint training conference for VAMPO and VAPDC in Fredericksburg on June 8th.
3. Sponsored several meetings and public hearings regarding multimodal (bicycle, pedestrian, transit, and vehicular) transportation planning, air quality conformity and related matters.
4. Continued coordination with officials from member jurisdictions and adjacent rural localities regarding alternative measures – transit facilities and services, vehicular system improvements, bicycle and pedestrian system improvements, and land use and growth policy considerations – to improve regional transportation.
5. Continued to maintain and support Regional Land Use Scenario Planning efforts.
6. Prepared project applications for Smart Scale Round 3 consideration.
7. Further developed in-house travel demand, land use and traffic modeling capability.
8. Worked with the Virginia Department of Transportation (VDOT) to develop new version 3.1 travel demand model.
9. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with the Transportation Planning Board (TPB).
10. Worked with the Department of Environmental Quality (DEQ) and VDOT officials regarding the development and dissemination of Air Quality and Conformity Review materials and discussions of pending Environmental Protection Agency (EPA) policy decisions.
11. Assisted localities with a variety of transportation planning issues including consideration of comprehensive corridor improvements to facilitate improved accommodation for high -occupancy vehicles and transit services; intersection analyses; expansion of park-and-ride facilities; feasibility of regional trail facilities; and improvements to interstate access.
12. Continued active involvement in the 95 Express Lanes project.
13. Worked with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO Committees, to allocate Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for FY2019-2025.
14. Continued to provide transportation planning assistance to local governments in the GW Region.
15. Amended and maintained the FY2018-2021 Transportation Improvement Program (TIP).
16. Completed a FAMPO Self-Certification Assessment in conjunction with adopting the FY2018 -2021 TIP per 23 CFR 450.334
17. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO's planning program.
18. Continued using Streetlight data in FAMPO's planning program.

19. Completed Lafayette Blvd Intersection Study.
20. Completed Fredericksburg Bike Share and Bicycle Pedestrian Infrastructure Study.
21. Completed the 2045 Long Range Transportation Plan (LRTP).
22. Completed the I-95 Phase 2 multimodal study as part of 2045 LRTP effort.
23. Completed travel demand modeling needed to support an Air Quality Conformity determination of the 2045 Constrained Long Range Plan and FY 18-21 TIP.

SECTION 2: HIGHLIGHTS OF THE FY2019 UNIFIED PLANNING WORK PROGRAM

LISTING OF FY2019 ACTIVITIES

FAMPO will continue to work to integrate land use and multimodal transportation planning and decision - making through comparative analysis within a project to conduct land use scenario planning throughout the GW Region.

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

GWRC/FAMPO will complete the 2050 Constrained Long-Range Plan as an update to the existing 2045 Plan to fully meet MAP-21/Fixing America's Surface Transportation (FAST) Act requirements for performance based planning. The Region's Congestion Management Process (CMP) will be updated as part of this effort.

A multimodal study effort for Lafayette Blvd will be initiated and the transit study component completed.

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media implementing public notices and press releases, providing graphic visualizations at meetings when needed, insuring the access to the disabled community for all public meetings; and providing alternate language translation to facilitate the participation of non-English speaking populations when requested. All FAMPO committee meetings will continue to be open to the public.

Public comment periods for work products will be maintained, and the FAMPO staff will continue to respond to inquiries from citizens, local governments, businesses and community groups, as well as other interested parties regarding FAMPO's draft transportation plans, actions, and activities. Title VI compliance will continue to be a priority for the MPO. The MPO will exercise the outreach strategies incorporated into the Public Participation Plan (PPP), and an annual evaluation will be conducted to measure the effectiveness of the PPP.

FAMPO will continue to work with member governments and VDOT to promote context sensitive design in transportation projects, seeking greater compatibility between the multimodal transportation infrastructure and its surrounding environment. In addition, multimodal corridor studies will be undertaken as funding becomes available. These studies will include examination of transit-oriented redevelopment, traffic calming, transit services and facilities and bicycle and pedestrian access. Details on specific program areas are provided at the end of this section.

Key planned activities for FY2019 include the following:

1. Further develop and maintain the FY2018-2021 TIP to reflect changes in projects and federal funding obligations through June 2019.
2. Develop a UPWP for FY2020.
3. Continue to enhance the Geographic Information System (GIS) for a variety of applications.

4. Work with Department of Environmental Quality (DEQ), Environmental Protection Agency (EPA) and VDOT regarding the air quality program and air quality conformity procedures for the Region.
5. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
6. Maintain the FAMPO website in a timely manner and continue to provide up -to-date information through social media.
7. Review contract procurement and task order procedures.
8. Assist local jurisdictions with transportation projects and grant applications.
9. Enhance member education on the transportation process and regional transportation issues.
10. Continue to integrate the urban and rural transportation planning activities in the GW Region.
11. Work with VDOT to complete the new version 5 travel demand model.
12. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using Community Viz software and working with VDOT.
13. Review FAMPO's Prioritization Methodologies and amend/adjust as necessary.
14. Maintain and review FAMPO website and transportation element of GWRC website, and make updates as necessary.
15. Support Commonwealth of Virginia efforts to improve integration between transportation and economic development in GWRC/FAMPO.
16. Coordinate with VDOT and local governments to promote Transportation Alternatives (TA) projects for the GWRC/FAMPO area under the MAP-21 and FAST Act programs.
17. Work with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO committees to allocate Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for FY2020-2025.
18. Work with the Policy Committee, the Commonwealth and other interests to provide applications for discretionary funding for transportation projects under the Smart Scale Program and other potential state and federal funding opportunities.
19. Continue to support regional bicycle and pedestrian planning efforts, including the Bicycle Pedestrian Advisory Committee (BPAC) and regional bicycle/pedestrian data collection efforts
20. Coordinate with VDOT on STARS study efforts within FAMPO and/or GWRC.
21. Coordinate with VDOT on the US 301/Rte. 207 Study effort results.
22. Conduct I-95 and US Route 1 studies as requested by the FAMPO Policy Committee.
23. Coordinate, as appropriate, with the Virginia Office of Intermodal Planning and Investment of the Secretary of Transportation (OIPI) in the development of the VTrans and the Virginia Surface Transportation Plan (VSTP) updates; including attendance at meetings, workshops and providing local data, input and recommendations regarding policies and projects of regional significance.
24. Work with U.S. DOT and OIPI in developing and implementing various MAP-21/Fast Act Performance Based Planning Initiatives. Develop CLRP/TIP documents that are fully compliant with MAP-21/FAST Act requirements.
25. Complete 2050 Long Range Transportation Plan for the FAMPO and GWRC regions including an update of the CMP.
26. Continue to provide support for Air Quality Conformity Analysis as necessary.

AIR QUALITY PLANNING ACTIVITIES

Effective June 15, 2004, the EPA classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as a moderate ozone nonattainment area under the 1997 8-hour Ozone National Ambient Air Quality Standard (NAAQS). Subsequently, and based on an improvement in ozone monitoring data, the Fredericksburg ozone nonattainment area was re-designated into attainment with the 1997 8-hour ozone standard effective January 23, 2006. At that time, a State Implementation Plan (SIP) revision, including a maintenance plan was approved that outlined how the region would continue to attain the 8 -hour ozone standard over the next ten-year period. Included in the maintenance plan are Motor Vehicle Emissions Budgets (MVEBs) that need to be used in transportation conformity determinations. Transportation conformity using the new MVEBs was last demonstrated on the Region's FY2012-2015 TIP and 2040 LRTP, and it was approved by the Federal Highway Administration (FHWA) on March 29, 2013.

Prior to 2004, FAMPO's air quality planning activities were limited to Stafford County's inclusion in the Northern VA-DC-MD severe 1-hour ozone nonattainment area. To comply with the transportation conformity regulations, FAMPO and the National Capital Region Transportation Planning Board (TPB) entered into an agreement to submit descriptions of Stafford County's transportation projects to the TPB, so that they could be evaluated for conformity review. The 1 -hour ozone standard, however, was superseded by the 1997 8-hour ozone standard, and 2005 was the last year in which the Stafford County project descriptions were required to be submitted to the TPB. However, coordination with TPB on air quality issues continues today.

In order to meet the EPA requirement that non-attainment areas be brought back into attainment with air quality standards, a SIP revision must be prepared for each affected region and submitted to the EPA by the Governor. To advise the Governor of the most appropriate air quality control measures to implement in this region, the George Washington Air Quality Committee (GWAQC) was formed. At the request of the governing bodies of the FAMPO local jurisdictions, the elected officials serving on FAMPO were also appointed to the GWAQC. Air quality personnel from the Virginia Department of Environmental Quality (VDEQ) serve as staff to the GWAQC.

In July 2011 FAMPO endorsed an updated 1997 8-hour ozone Maintenance Plan containing revised motor vehicle emissions budgets that were created with EPA's new mobile model called MOVES. EPA issued a final approval of the updated Maintenance Plan on October 29, 2012.

In August 2004, FAMPO approved Interagency Consultation Procedures to address the consultation requirements in the federal transportation conformity rule. These procedures also outline the membership of the Interagency Consultation Group (ICG), an entity that convenes to approve the models, methods, and assumptions that are used in regional transportation conformity determinations.

The transportation conformity rule requires that all transportation projects identified in FAMPO's TIP and LRTP be shown to conform prior to final approval and adoption. Only those projects determined to be regionally significant need to be explicitly included in the regional emissions analysis and modeled for conformity. The VDOT Environmental Division, utilizing project information and data approved by FAMPO

and the ICG, prepare each conformity analysis on FAMPO's TIP and LRTP and present the results for FAMPO approval.

FAMPO's TIP and LRTP have been found to conform on each occasion that conformity was run, and federal conformity findings were subsequently issued by FHWA.

Effective April 6, 2015, EPA finalized a rulemaking for the implementation of the 2008 ozone standard that designated the Fredericksburg region as being in attainment with the standard and revoked the 1997 ozone standard in its entirety. As a result, the Fredericksburg region temporarily became in attainment with all the NAAQS, and therefore transportation conformity requirements was no longer applied in the Fredericksburg region. FAMPO will continue to work with VDOT, DEQ, and FHWA to monitor transportation conformity requirements and provide information as requested.

But effective April 23, 2018, FHWA issued new guidance on conformity requirements reversing some of the April 6, 2015 rulemaking for the FAMPO area. The new guidance stated transportation conformity with regard to the 1997 ozone NAAQS would still need to be determined for FAMPO Long Range Transportation Plan (LRTP) and Transportation Improvement Programs (TIP) updates until further notice. As a result, FAMPO will be subject to conformity analysis for its LRTP and TIP for the foreseeable future.

TRANSPORTATION MANAGEMENT AREA REQUIREMENTS

Transportation Management Area (TMA) is a term in federal law used to denote an urbanized area with a population of more than 200,000 persons. TMAs have federally-imposed planning requirements, including planning for congestion management, over and above the federal planning requirements for smaller urbanized areas.

As a result of the 2000 Census, a portion of northern Stafford County became a part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA, TMA. This meant that additional planning responsibilities would be required, and either TPB or FAMPO would have to perform them. In September of 2004, the FAMPO Policy Committee agreed to enter into an agreement with the TPB that assures the performance of the planning requirements of a TMA for the affected portion of Stafford County. This agreement principally requires the coordination of planning activities between the TPB and FAMPO and the development of a Congestion Management System covering the affected part of Stafford County. The agreement remains in effect as long as Stafford County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for North Stafford County, a proportionate share of TPB's Federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and TPB will continue to assure the TMA requirements are being satisfied.

In the 2010 Census, the Fredericksburg UZA did not meet the population threshold to qualify it as its own TMA. Therefore, northern Stafford County remains part of the Washington DC-MD-VA TMA, and FAMPO will continue to satisfy and carry out the provisions set forth in the 2004 TPB/FAMPO Agreement.

CONGESTION MANAGEMENT PROCESS

In December 2004, the FAMPO Policy Committee adopted the Congestion Management System (CMS) program for the FAMPO Region. This program initially examined the North Stafford County area. The Congestion Management System, referred to as a Congestion Management Process (CMP) in the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010 CMP measured the level of service (LOS), vehicle crashes and peak period travel times on various regional arterials. These measurements will be used as a baseline for future CMP updates. In 2015, FAMPO updated the 2010 CMP and completed development and application of a state-of-the-art web-based mapping system that allows FAMPO staff to continuously monitor and update congestion levels. This mapping system is also available for public use and can be accessed via the FAMPO website. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO Region. The CMP is an integral part of FAMPO's short-term and long-term planning and project prioritization processes. In FY2019, FAMPO will update its CMP as part of the 2050 LRTP effort.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) AND SMART TRAVEL PROGRAMS

Intelligent Transportation Systems (ITS) are a key component of the CMP described above. ITS components may include the coordination of high technology, variable message signs, and improvements in information systems, communications and sensors within the conventional surface transportation infrastructure. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives (IVI), which include hands-free vehicle navigation, collision avoidance and intelligent cruise control are just a few examples of ITS. Recently VDOT has also extended a 511 information program for interstate conditions throughout the state, including the I-95 corridor through the FAMPO Region.

Under what is known as Rule 940, federal regulations require planning for ITS projects to be incorporated into the traditional transportation planning process. VDOT has established an ITS protocol consistent with Rule 940 to implement ITS solutions statewide. ITS will play a growing role in FAMPO's short- and long- term congestion management activities going forward.

FREIGHT PLANNING

One of the emphasis areas of the federal planning requirements is an improved understanding of freight patterns and future demands on state and regional multimodal networks. VDOT released a statewide study effort of freight in Virginia in 2010. FAMPO has complemented this statewide effort by developing information about freight origins and destinations and truck traffic volumes in the FAMPO Region. Going forward, FAMPO will identify transportation system deficiencies that impact the movement of freight, develop short term improvements that will improve the movement of freight, and develop a coordination

structure to obtain input from and disseminate information to the Region's major freight stakeholders. A Freight Section was included in the 2045 LRTP and will be updated as part of the 2050 LRTP effort in FY2019.

ENVIRONMENTAL JUSTICE/TITLE VI

Environmental Justice (EJ) ensures that no plans, program, or specific projects disproportionately and adversely impact low income or minority populations and to ensure that the process of planning transportation improvements is structured to include the groups and/or agencies which normally represent their interests and concerns. Title VI outreach will continue to involve members of low-income and minority populations in the transportation planning process by implementing the Title VI Compliance Plan, Limited English Proficiency (LEP) Plan and the PPP. By utilizing socioeconomic maps, each outreach strategy will be tailored toward the EJ/Title VI/LEP populations identified for each specific planning study. Also, by partnering with the Title VI agencies within the GW Region, FAMPO will be able to timely disperse information to those affected by the planning study. Various tools will be implemented to narrow the communication gap for LEP populations which include, but are not limited to, "I Speak" cards, smart phone applications for language translations, and planning document fact sheets translated, upon request, into Spanish.

FAMPO will continue its work in complying with the Environmental Justice regulations by utilizing data provided by the American Community Survey and the 2010 Census and the socio-economic data base developed for the LRTP update. The transportation system's effectiveness in serving the Region's minority, disabled, elderly and low-income groups is being evaluated by using this data in the development of maps that show concentrations of these populations in the FAMPO Region. The Title VI Compliance Plan was updated in February 2016 and is due for another update in FY2020.

PUBLIC PARTICIPATION

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs which includes the UPWP. The PPP requires that members of the public are given a thirty-day review and comment period on all draft work programs prior to adoption, as well as for any subsequent amendments to the adopted program, except for the PPP which requires a forty-five (45) day review and comment period. Following the review period and prior to adoption, a public hearing is held.

In 2017, FAMPO adopted the PPP which focused on updating FAMPO's Title VI Community Resources Directory to ensure that the Region's Title VI Community was effectively reached. The purpose of the PPP is to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process. Effective transportation planning recognizes the critical link between transportation and other societal goals.

SECTION 3: MAJOR TRANSPORTATION PLANNING STUDIES IN THE FAMPO REGION

Several transportation studies are underway or expected to soon commence in the FAMPO study area. FAMPO staff is actively engaged in the development of many of these studies and will provide any necessary assistance to other organizations and their consultants in those studies for which the staff is not directly responsible.

VDOT ON-CALL AND SPECIAL STUDIES

Study Area: Entire GWRC Region

Study Background and Objectives: Funding may be made available to provide professional on-call transportation planning services by VDOT for focused special planning or design issues. Such work cannot include engineering activities, although it can lead to the selection of alternatives for detailed engineering work. Specific studies, and availability, are to be determined. FAMPO will provide support to these study efforts.

Budget: Various

Responsible Entity: VDOT

Estimated Completion: Ongoing

FAMPO ON-CALL AND SPECIAL STUDIES

Study Area: Lafayette Boulevard

Study Background and Objectives: To conduct a study of potential transit improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and planned Lee Hill Transfer Station. Work cooperatively with DRPT, FRED, the City of Fredericksburg, and Spotsylvania County, and other FAMPO members on the study effort.

Budget: \$125,000

Responsible Entity: FAMPO

Estimated Completion: June 2019

Study Area: 2050 Long Range Transportation Plan

Study Background and Objectives: To update the 2045 Long Range Transportation Plan to be fully compliant with new federal requirements for MAP-21/FAST Act Performance Based Planning and for Air Quality Conformity regulations. Additionally, update the plan based on the latest planning assumptions and results from the FY 19-24 SYIP and Smart Scale Round 3.

Budget: \$250,000

Responsible Entity: FAMPO

Estimated Completion: June 2019

Study Area: I-95 in FAMPO

Study Background and Objectives: To conduct additional study analysis of interchanges, arterials, and congestion mitigation in the I-95 corridor in FAMPO at the direction of the FAMPO Policy Committee.

Budget: \$210,000

Responsible Entity: FAMPO

Estimated Completion: June 2019

Additional studies are possible, subject to Policy Committee direction.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: Ongoing

OTHER STUDIES

Other studies are undertaken by local governments, VDOT, DRPT, the Potomac and Rappahannock Transportation Commission (PRTC), the Virginia Railway Express (VRE), Fredericksburg Regional Transit (FRED), the Stafford Regional Airport and other entities. These include comprehensive plan updates, project studies, transit service analyses, facility plans and related items. FAMPO works to coordinate with all partners in the Region on an ongoing basis.

STAFFORD COUNTY FY2019 TRANSPORTATION PLANNING

Stafford County staff will update the 1996 Bicycle/Pedestrian Facilities Plan, which is a component of the Comprehensive Plan.

Budget: N/A

Responsible Entity: Stafford County

Estimated Completion: FY2019

SPOTSYLVANIA COUNTY FY2019 TRANSPORTATION PLANNING

US Route 1 / Route 208 Corridor Study: The corridor study will be a comprehensive evaluation of Route 1 & 208 by including all modes of transportation to account for the growth in the area and improve the mobility and safety of all road users. It will examine opportunities for accommodating future growth, addressing current traffic congestion and mobility, and potential opportunities to improve safety. It will seek opportunities to maximize alternate modes of transportation and provide more efficient routes for local circulation. The study will also include the evaluation of a possible roadway connection between Germanna Point Dr. and Spotsylvania Ave., which requires crossing Massaponax Creek. The County is seeking a feasibility study of this crossing/connection to evaluate the impacts on traffic in the area. Specifically, the study will assess the potential for reducing congestion of Route 1, and it will provide conceptual plans, cost estimates, and environmental assessments. This roadway connection and the multimodal considerations in the corridor study have the potential to link the communities north and south of Massaponax Creek (including Germanna Community College, Spotsylvania Regional Hospital, etc.) through both vehicular and non-vehicular modes, which should reduce traffic on surrounding roadways.

In addition to the new roadway connection, the study will also focus on Routes 1 and 208 within the context of the broader land corridor bounded by two limited access roadways, I-95 (to the east), and Route 17 (to the south). The study will also consider the impacts of the improvements proposed in the Smart Scale applications for "I-95 Exit 126, Route 1 Southbound onto Southpoint Parkway" and the intersection of "Courthouse Road & Hood Drive Improvements."

A total of nine (9) intersections identified by the County will be included in the corridor study, as follows: Rte. 17 and Germanna Point Dr.; Spotsylvania Ave. and Market St.; Rte. 1 and Market St.; Spotsylvania Ave. and Mine Rd. (recently improved); Rte. 1 and Mine Rd/Hood Dr.; Rte. 208 and Hood Dr. (Smart Scale application approved); Rte. 208 and Southpoint Pkwy/Rollingwood Dr.; Rte. 1/Jefferson Davis Hwy and Rte. 208-Courthouse Rd/Lafayette Blvd; Lafayette Blvd. and Falcon Dr./Mall Dr.

The study is funded in part through the VDOT Revenue Sharing Program, and it will be completed by Johnson, Mirmiran & Thompson, Inc. (JMT), one of the County's on-call consultants.

Budget: \$400,000

Responsible Entity: Spotsylvania County

Estimated Completion: FY2019

Route 2/US 17 Business (Tidewater Trail) Corridor Study: The corridor study under this Task Order will be a comprehensive evaluation of Route 2/US 17 Business from the Caroline County Line to the City of Fredericksburg, and the study will include all modes of transportation. It will examine opportunities for accommodating future growth, addressing current traffic congestion and mobility, and potential opportunities to improve safety. It will seek opportunities to maximize alternate modes of transportation and provide more efficient routes for local circulation. The study will also address the feasibility of connecting two Industrial Parks within the City of Fredericksburg and the County. The focus of the study

will be on the Route 2/US 17 Business roadway within the context of the broader land corridor bounded by the Rappahannock River (to the east) and the CSX railroad (to the west).

A total of nine (9) intersections identified by the County will be included in the corridor study: Mills Drive & Benchmark Road, Mills Drive & Jim Morris Road, Mills Drive & Tidewater Trail, Tidewater Trail & Jim Morris Road, Tidewater Trail & Benchmark Road, Tidewater Trail & Mansfield/Shannon Park Drive, Tidewater Trail & Joseph Mills/Lee Hill Drive, Tidewater Trail & Lansdowne Road and Tidewater Trail & Shannon Drive. One additional intersection has added (Benchmark Road & Mine Road) to the study.

The study is funded in part through the VDOT Revenue Sharing Program, and it will be completed by Johnson, Mirmiran & Thompson, Inc. (JMT), one of the County's on-call consultants.

Budget: \$400,000

Responsible Entity: Spotsylvania County

Estimated Completion: FY2019

CITY OF FREDERICKSBURG FY2019 TRANSPORTATION PLANNING

The Planning staff is working with a consultant to study the transportation patterns around James Monroe High School. They want to evaluate the potential for turning several one-way streets back to their original two-way configuration. The one-way streets were initially established to move automobile traffic through a pre-automobile community, but new street networks have moved traffic elsewhere and new ways of developing communities puts more emphasis on livability and walkability. In this context, reestablishing the two-way pattern may provide a greater degree of neighborhood cohesiveness and safety, and this potential is going to be evaluated.

In the coming year, attention will also be directed to downtown Fredericksburg as part of a broad re-examination of the City's Comprehensive Plan. Within a substantial market analysis, the one-way street pattern in the urban core will be examined to determine if any modifications can be made to enhance existing and new land uses. Previous studies in this regard have concluded that the two-way pairs in downtown Fredericksburg effectively support economic development because alleys and loading zones are lacking or inadequate to being able to support freight deliveries. Still, the Planning Office wants to take a fresh look at the issue.

Budget: Various

Responsible Entity: City of Fredericksburg

Estimated Completion: FY2019

VDOT FY2019 TRANSPORTATION PLANNING

VDOT conducts many studies statewide every year and has several planned or proposed studies within the FAMPO or GWRC Region in FY2019. As of April 2018, there are not any committed or proposed studies.

However, VDOT Fredericksburg District may initiate a STARS or Arterial Preservation/Access Management study on a new segment(s) of US 1 south of Route 3, at the discretion of the Commonwealth of Virginia.

Budget: Various

Responsible Entity: VDOT

Estimated Completion: FY2019 or FY2020

PRTC FY2019 TRANSPORTATION PLANNING

I- 5/395 Express Lanes Transit/TDM Plan: PRTC will continue to work cooperatively with FAMPO, GWRC, and other identified stakeholders under the lead of DRPT in the development and implementation of the I-395 Express Lanes Transit/TDM Plan. The plan identifies strategies for transit and TDM improvements in the I-95/395 corridor in the post-construction Express Lanes environment. PRTC would also participate in any planning activities for I-395 Express Lanes TMP as appropriate.

FRED FY2019 TRANSPORTATION PLANNING

Fredericksburg Regional Transit Route and Schedule Analysis: A full comprehensive routing analysis is needed given the significant growth in the region, particularly in Stafford and Spotsylvania Counties. A comprehensive route and schedule analysis would be helpful to further refine FRED's route network. FRED plans to begin work on this project by evaluating whether to purchase route planning software to complete the analysis of the routes and schedules or hiring a consultant to complete this work. This planning initiative will evaluate changes to routes, schedules, and operations to enhance service, efficiency, and the passenger experience. Additional weekend service and schedules will also be evaluated along major corridors in the region.

Budget: \$85,000

Responsible Entity: FRED

Estimated Completion: June 2019

DRPT FY2019 TRANSPORTATION PLANNING

DC2RVA: DRPT is leading the effort to complete an environmental impact statement (EIS) for the 123 -mile corridor between Washington, D.C. and Richmond that will address current rail capacity issues with the goal of improving passenger and freight operations and enabling higher-speed passenger rail service.

Budget: \$55,000,000

Responsible Entity: DRPT

Estimated Completion: FY2019

Additional DRPT studies are possible during FY2019, at the discretion of the Commonwealth of Virginia.

VRE FY2019 TRANSPORTATION PLANNING

VRE Transit Development Plan (TDP) Update: The goal of the VRE TDP is to highlight projects and policies that will be prioritized in the next six years in order to implement the long-range vision of the VRE System Plan. The TDP provides an overview of all the major projects and initiatives, outlines VRE's service needs, identifies service and capital improvements to meet those needs, and outlines a financial plan for the required resources. The updated VRE TDP will encompass a six-year (FY 2020-2025) fiscally-constrained plan, and a ten-year minimum (FY 2020-2029) fiscally-unconstrained plan identifying longer-term capital and operating needs.

The Virginia Department of Rail and Public Transportation (DRPT) requires VRE to update its TDP in accordance with their Transit Development Plan Minimum Requirements, dated February 2017, as a condition of receiving state funding. The TDP allows DRPT to better understand the needs, service changes, required funding, and priorities of local transit service providers and the level of state resources necessary to help meet near and long-term transit requirements throughout the Commonwealth.

Budget: \$190,000

Responsible Entity: VRE

Estimated Completion: November 2018

SECTION 4: FY2019 FAMPO UNIFIED PLANNING WORK PROGRAM ACTIVITIES BY TASK

This section will detail the transportation planning activities that will be carried out by FAMPO staff and its committees in FY2019, and the funding that will be applied to each.

LONG-RANGE SYSTEM LEVEL PLANNING

Description:

FAMPO staff will undertake the following long-range system level planning activities during FY2019:

1. Continue and complete the 2050 LRTP Update.
2. Collect, organize and report various system performance data (vehicular and non-vehicular measures), as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.
3. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
4. Monitor activities of the Base Realignment and Closure (BRAC) process at area military bases and evaluate multimodal alternatives (including transit opportunities) to accommodate the transportation impacts of the potential increased employment.
5. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the Healthy Generations Agency on Aging (HGAA) with vehicle programming and planning for mobility-impaired persons.
6. Examine effects upon Environmental Justice and safety-conscious issues regarding specific proposed projects in the current TIP and LRTP and the transportation system as a whole.
7. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
8. Continue to integrate freight planning into the regional planning process. In conjunction with VDOT and local review (through FAMPO Technical Committee) of data and information related to Virginia freight initiatives, including identifying the location and classification of freight activity zones and responding to freight surveys prepared by VDOT.
9. Maintain TAZ-based land use projections for the Region.
10. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.
11. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.
12. Continue to work with VDOT to update the regional travel demand model to FAMPO 5.15 which will include a mode split model to enhance its multimodal forecasting abilities.
13. Amend FAMPO's Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints

14. In conjunction with VDOT, apply the new requirements of MAP-21 and the FAST Act into the planning process.
15. Work with U.S. DOT and VDOT to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.
16. Continue to enhance the current FAMPO land use modeling using Community Viz and integrating it with the FAMPO travel demand model (CUBE Voyager).

End Products:

1. Completion of 2050 LRTP for FAMPO and GWRC.*
2. Improved FAMPO and regional modeling capabilities in FY2019.*
3. Meetings and informational exchange discussions regarding procedures to improve transportation planning in FY2019.*
4. Review project prioritization methodology and update as needed in FY 2019*.
5. Development of multimodal corridor plans, transit plans, interstate access studies and parking studies, as required.*
6. Further integration of the land use and travel demand modeling capabilities in FY 2019.*

* Initiative funded with a mix of RSTP, PL and Section 5303 funds

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, VDRPT, PRTC, TPB, FHWA, FTA, FRED, VRE and consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

| PL | | | 5303 | | | RSTP | VDOT | Grand Total |
|---------------|-------------|-------------|---------------|-------------|-------------|--------------|-------------|------------------|
| Federal Funds | State Match | Local Match | Federal Funds | State Match | Local Match | New/Existing | Rural/Match | |
| \$192,000 | \$24,000 | \$24,000 | \$72,000 | \$9,000 | \$9,000 | \$250,000 | \$52,500 | \$632,500 |

LONG RANGE PROJECT LEVEL PLANNING

Description:

FAMPO staff will undertake the following long-range project level planning activities during FY2019:

1. Solicit and document feedback from representative jurisdictions on the critical freight issues on local and regional transportation systems.
2. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low-income residents within the Region.
3. Continue to update a regional multimodal database of available and planned transportation facilities and services.
4. Continue to develop understanding of and expertise in the VDOT programming system.

5. Continue to revise the FAMPO TIP format to make it more user-friendly and interactive.
6. Review and improve the application process and project scoring criteria for the selection of CMAQ and RSTP eligible projects.
7. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines.
8. Prepare applications for funding under the Smart Scale Program.
9. Initiate a Multimodal Lafayette Blvd Corridor Study and complete a Lafayette Blvd Transit Study that will be part of the larger Multimodal Study effort.
10. Initiate I-95 Corridor Study for new interchange access points

End Products:

1. Analyses regarding the effect of the provision of transportation services to low income and minority residents.
2. GIS and other products as may be required in the support of transportation projects in the Region.
3. Analysis in response to studies affecting the Region.
4. Documentation of activities in support of transportation planning and informational requests.
5. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.
6. Improved TIP format and online inter-activeness.
7. An updated, simplified, project application and scoring process for CMAQ and RSTP eligible projects.
8. Completed Smart Scale applications.
9. Completed Lafayette Blvd Transit Study.

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, TPB, FHWA, FTA, VRE, and consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

| PL | | | 5303 | | | RSTP and State | VDOT Rural/Match | Grand Total |
|---------------|-------------|-------------|---------------|-------------|-------------|----------------|------------------|------------------|
| Federal Funds | State Match | Local Match | Federal Funds | State Match | Local Match | | | |
| \$12,000 | \$1,500 | \$1,500 | \$8,000 | \$1,000 | \$1,000 | \$345,900 | \$15,000 | \$385,900 |

CONGESTION MANAGEMENT

Description: FAMPO will update its CMP as part of its 2050 LRTP effort. INRIX data and other available sources for traffic congestion data will be used to enhance the CMP process and information will be provided to interested parties online, via the FAMPO website.

End Products: Updated travel time indices, safety and congestion hotspots and safety and congestion mitigation strategies development of recommendations for specific multimodal corridor improvements.*

Participants: FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, FHWA, FTA, local jurisdictions, consultants.

Schedule: Ongoing throughout the fiscal year.

*Initiative funded with a mix of PL and Section 5303 funds.

Budget & Breakdown by Funding Source:

| PL | | | 5303 | | | RSTP New/Existing | Grand Total |
|------------------|----------------|----------------|------------------|----------------|----------------|----------------------|-----------------|
| Federal Funds | State Match | Local Match | Federal Funds | State Match | Local Match | | |
| \$8,000 | \$1,000 | \$1,000 | \$8,000 | \$1,000 | \$1,000 | | \$20,000 |

PUBLIC PARTICIPATION

Description: MAP-21 and the FAST Act legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2019, FAMPO staff will execute the following activities in Public Participation which also includes activities planned for Title VI Civil Rights:

1. Maintain and update the database of contacts to assure that interested parties have reasonable opportunities to comment.
2. Maintain and expand the website to disseminate the most current information and collect feedback from the public. Review and update the website to enhance public involvement.
3. Continue the use of social media.
4. Continue to publish and distribute brochures and other informational items around the Region.
5. Continue public and media awareness by distributing press releases electronically.
6. Continue to send mass email notifications on various planning activities and upcoming meetings.
7. Develop, distribute, collect and analyze survey material to evaluate effectiveness.
8. Continue to hold public informational workshops and public hearings in Americans with Disability Act (ADA) accessible locations to provide information and obtain input on transportation issues.
9. Continue to distribute hard copies of the draft transportation planning documents to libraries, planning offices, etc. for public comment, as well as the continued distribution of electronic copies via the FAMPO website, electronic mail, and social media.

10. Continue to develop and update as necessary an interactive Transportation Improvement Plan(TIP) webpage.
11. Translate major transportation planning document flyers into Spanish, upon request.
12. Continue the recruitment for members to the Citizens Transportation Advisory Committee (CTAC).
13. Incorporate additional visualization techniques, when needed.
14. Document minority representation at public meetings/hearings
15. Continue to document demographic information from members of the public attending public meetings/hearings.
16. Continue to update the Title VI Community Resources Directory.
17. Evaluate and improve the public participation process to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

End Products:

1. Staff support for the Citizens Transportation Advisory Committee (CTAC).
2. A measurable public involvement process that maximizes outreach.
3. Increased public awareness measured by responses to questionnaires/surveys, emails and written or verbal comments.
4. Improved visualization and/or communication techniques.
5. Timely distribution of MPO meeting notices, agendas, and meeting minutes.
6. Continuation of a social media presence.
7. Expanded contact databases.
8. Support of all committee meetings by generating agendas, uploading to the FAMPO website and sending notifications via email, printed advertisements and social media.
9. Compliance with Title VI requirements.*
10. File documentation of public involvement activities.
11. Completed, analyzed surveys.*
12. Compliance with Title VI requirements.*

*Initiative funded with a mix of RSTP (VDOT UPC # 102626) and PL funds

Participants: FAMPO staff, FAMPO Committees, VDOT, local governments, stakeholders, consultants and the public.

Schedule: Ongoing throughout the fiscal year.

| PL | | | 5303 | | | RSTP New/Existing | Grand Total |
|------------------|----------------|----------------|------------------|----------------|----------------|----------------------|------------------|
| Federal Funds | State Match | Local Match | Federal Funds | State Match | Local Match | | |
| \$56,000 | \$7,000 | \$7,000 | \$47,371 | \$5,921 | \$5,921 | \$125,000 | \$254,214 |

FAMPO ADMINISTRATION

Description: During FY2019, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2019 UPWP and develop the FY2020 UPWP.
2. Develop Planning and Section 5303 funding agreements and contracts. Prepare progress, financial and associated supportive reports along with other required documentation.
3. Provide staff support to all FAMPO committees. Develop and distribute agendas, supporting materials and minutes to FAMPO committees.
4. Prepare and transmit, to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.
5. Coordinate activities with adjacent metropolitan planning organizations, planning districts and other transportation planning organizations when necessary.
6. Coordinate with the National Capital Transportation Planning Board (TPB), per the TPB/FAMPO 2004 Memorandum of Understanding (MOU).
7. Formally transmit products and documents as specified in the TPB Agreement.
8. In coordination with VDOT staff, review and update project information regarding capacity changes for all new highways, HOV and transit projects affecting travel modeling and air quality conformity for the Washington DC-VA-MD TMA.
9. Provide population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning as part of the Cooperative Forecasting Process.
10. Coordinate and transmit other information and data, as needed.
11. Arrange for and attend all FAMPO meetings.
12. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.
13. Review MOU between FAMPO and GWRC and conduct a feasibility study of FAMPO becoming its own fiscal agent.
14. Attend transportation conferences and planning/training courses as needed. This Task will have a budget of up to \$15,000.
15. Upgrade existing computer equipment, communications equipment, and software as required. This task will have a budget of up to \$25,000.
16. Comply with state and federal auditing requirements.

End Products:

1. Correspondence and documentation related to all FAMPO committee meetings and activities.
2. Correspondence and documentation regarding any FY2019 UPWP amendments.
3. Production of the FY2020 UPWP.
4. Documentation of public meetings and hearings conducted during FY2019.
5. Contracts and correspondence related to the administration of Planning (PL), Section 5303, State Planning and Research (SRP) and RSTP funds.

6. Production of materials for FAMPO committee meetings.
7. FAMPO Resolutions, meeting minutes and other production materials related to FAMPO administrative activities.
8. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.
9. Improved staff training and exposure to state and national best practices.
10. State-of-the-art hardware and software to meet work requirements and client needs.
11. Annual financial audit to meet state and federal requirements.
12. Improved coordination and communications between FAMPO and the TPB for northern Stafford County per the TPB/FAMPO Agreement, dated November 17, 2004.
13. A coordinated update cycle for the respective Long-Range Transportation Plans and the Transportation Improvement Programs.
- 14.** The Unified Planning Work Program (UPWP)

Participants: FAMPO staff, other MPOs/PDCs.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

| PL | | | 5303 | | | VDOT Rural | Grand Total |
|---------------|-------------|-------------|---------------|-------------|-------------|------------|-----------------|
| Federal Funds | State Match | Local Match | Federal Funds | State Match | Local Match | | |
| \$53,937 | \$6,742 | \$6,742 | \$15,504 | \$1,938 | \$1,938 | \$5,000 | \$91,801 |

SECTION 5: SUMMARY OF FINANCIALS

| Planning (PL) (FY2018 & Carryover) Includes 10% State Match/10% Local Match | | | Section 5303 (FY2018 & Carryover) Includes 10% State Match/10% Local Match | | | RSTP/STP/State | VDOT Rural Plus Match | Total |
|--|----------------|----------------|---|----------------|----------------|----------------|-----------------------------|--------------------|
| Federal Funds | State Match | Local Match | Federal Funds | State Match | Local Match | | | |
| Long Range System Level Planning | | | | | | | | |
| \$192,000 | \$24,000 | \$24,000 | \$72,000 | \$9,000 | \$9,000 | \$250,000 | \$52,500 | |
| \$240,000 | | | \$90,000 | | | \$250,000 | \$52,500 | \$632,500 |
| Long Range Project Level Planning | | | | | | | | |
| \$12,000 | \$1,500 | \$1,500 | \$8,000 | \$1,000 | \$1,000 | 345,900 | \$15,000 | |
| \$15,000 | | | \$10,000 | | | 345,900 | \$15,000 | \$385,900 |
| Congestion Management | | | | | | | | |
| \$8,000 | \$1,000 | \$1,000 | \$8,000 | \$1,000 | \$1,000 | | | |
| \$10,000 | | | \$10,000 | | | | | \$20,000 |
| Public Participation | | | | | | | | |
| \$56,000 | \$7,000 | \$7,000 | \$47,371 | \$5,921 | \$5,921 | \$125,000 | | |
| \$70,000 | | | \$59,214 | | | \$125,000 | | \$254,214 |
| Administrative | | | | | | | | |
| \$53,937 | \$6,742 | \$6,742 | \$15,504 | \$1,938 | \$1,938 | | \$5,000 | |
| \$67,421 | | | \$19,380 | | | | \$5,000 | \$91,801 |
| Total | | | | | | | | |
| \$321,937 | \$40,242 | \$40,242 | \$150,875 | \$18,859 | \$18,859 | \$720,900 | \$72,500 | |
| \$402,421 | | | \$188,594 | | | | | \$1,384,415 |