

# UNIFIED PLANNING WORK PROGRAM (UPWP)

DRAFT FISCAL YEAR 2020



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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](http://www.gwregion.org) or [www.fampo.gwregion.org](http://www.fampo.gwregion.org) or call (540) 373-2890. Para información en español, llame al (540)-373-2890.”

## MISSION STATEMENT

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

# PREFACE TO THE FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM

FAMPO’s FY2020 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning and other special projects.

According to the Weldon Cooper Center for Public Service, the Fredericksburg Metropolitan Planning Organization (FAMPO) Region grew by 12.8% between the 2010 Census and July 2018, to a total of 310,938 residents. This is the second-highest growth rate in the Commonwealth, behind Northern Virginia.

Jurisdiction	2010 Census	2018 Estimate	Change since 2010 Census	
			Numeric Change	Percent Change
Stafford	128,961	149,110	20,149	15.6%
City	24,286	28,387	4,101	16.9%
Spotsylvania	122,397	133,441	11,044	9.0%
<b>FAMPO Total</b>	<b>275,644</b>	<b>310,938</b>	<b>35,294</b>	<b>12.8%</b>

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

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

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## SECTION 1: FY2020 UNIFIED PLANNING WORK PROGRAM

### INTRODUCTION - METROPOLITAN PLANNING IN FREDERICKSBURG

The Fredericksburg area was first identified as an urbanized area in the U.S. Census when the results were published in 1992. An urbanized area has a legal definition as a place where more than 50,000 people reside, with an average population density of at least 1,000 persons per square mile. Under federal law, a Metropolitan Planning Organization (MPO) must be designated for each urbanized area to carry out specified metropolitan planning activities. Federal transportation funds are available to each MPO to conduct these planning activities. In its capacity as the Region’s transportation planning organization since 1992, it is the Fredericksburg Area Metropolitan Planning Organization’s (FAMPO) responsibility to ensure that a “continuing, comprehensive and cooperative” transportation planning process is conducted in greater Fredericksburg, as also required in federal law. In 1992, and again under federal guidelines, FAMPO was created. A Board (Policy Committee) composed of eleven elected and nine non-elected voting officials was devised, and the three affected municipalities and the Governor agreed to the new governance structure.

FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County and Stafford County. The MPO is responsible for transportation planning and funding allocations in this area and partners with the public, planning organizations, government agencies, elected officials and community groups to develop regional transportation plans. All decisions of the MPO are made by the FAMPO Policy Committee. Table 1 presents the membership of the Policy Committee. FAMPO’s transportation planning services are currently provided by a staff of seven, including a FAMPO administrator, Public Participation/Title VI Coordinator, Principal Planner, three Regional Planners, and a FAMPO intern. Staff is managed by the FAMPO Administrator, who reports to the Policy Committee. Under a 2013 Memorandum of Understanding (MOU) agreement with the FAMPO Policy Committee, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO and serve as FAMPO’s fiscal agent at the pleasure of the FAMPO Policy Committee. Figure 1 presents a map of the FAMPO and GWRC planning areas. GWRC includes the entire FAMPO planning area plus King George and Caroline Counties. FY-20 FAMPO UPWP activities only include work being done within the FAMPO region. GWRC has a separate Rural Work Plan (RWP) program that covers Rural transportation planning for King George and Caroline counties.

**Table 1. FAMPO Policy Committee Membership**

Voting	Non-voting
City of Fredericksburg – 3 positions	Caroline County
Spotsylvania County – 3 positions	King George County

Stafford County – 3 positions	Department of Rail and Public Transit
Potomac and Rappahannock Transp. Commission	Commonwealth Transportation Board
Virginia DOT, Fredericksburg District Administrator	Citizens Transportation Advisory Group
	Federal Highway Administration

**Figure 1. FAMPO and GWRC Planning Areas**



## **FEDERAL TRANSPORTATION LEGISLATION AND PLANNING REQUIREMENTS**

The current federal law governing metropolitan transportation planning is the Fixing America's Surface Transportation (FAST) Act, enacted in 2015. Under the FAST Act, MPOs must establish a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following 10 planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

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

**Figure 2. FAMPO UPWP Tasks and the Federal Planning Factors**

<b>Planning Task</b>	Economic Vitality	Safety	Security	Access. & Mobility	Env. & Quality of Life	Multi-Modal Integrate & Connect.	System Mgmt. & Operations	Preserve Existing System	Resiliency, Reliability, & Storm-water	Travel & Tourism
1. Long-Range System Level Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2. Short-Range Project Level Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3. Congestion Management	✓			✓	✓		✓		✓	✓
4. Public Participation				✓	✓					
5. TDM/Transit Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6. Special Project Funding										
7. FAMPO Administration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
8. Contingency										

## THE UNIFIED PLANNING WORK PROGRAM

1. To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding that can only be used for metropolitan transportation planning. These monies are called Planning (PL) and Section 5303 funds. These funds are matched by the Commonwealth of Virginia as well as the City of Fredericksburg, Spotsylvania County, and Stafford County through GWRC. As in previous years, FAMPO intends to supplement the formula planning funds with other federal and state formula funds, to provide a more comprehensive and

representative transportation planning and project development work program for the rapidly-developing GW Region.

2. Prior to spending funds on transportation planning activities, all MPOs are required to annually or bi-annually adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP is to identify:
  - a. The transportation planning work proposed for the next 1- or 2-year period by major activity and task;
  - b. The agencies and/or organizations who will perform the work;
  - c. The schedule for completing the work;
  - d. The end products resulting from that work;
  - e. The proposed funding sources for each activity; and
  - f. The total amounts and sources of Federal and matching funds.

## UPWP DEVELOPMENT

Annual development of the UPWP originates in activity between FAMPO staff and the FAMPO Technical Committee, which includes representatives from each local government, transit and transportation demand management (TDM) providers, Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT) and the Federal Highway Administration (FHWA). The Technical Committee is first briefed on an outline and preliminary budget for the new UPWP that covers July 1 to June 30. This briefing identifies proposed changes to the current year's work activities, products, schedules, and budgets. After changes from the Technical Committee are incorporated, a complete draft of the program is then presented to the Technical Committee and Policy Committee and released for public comment. Any comments are provided to staff for consideration in preparing the final draft document. In May, the final draft of the UPWP is presented to the Policy Committee for approval. The UPWP is then submitted to FTA and FHWA for their review and approval by July 1.

From time to time, the UPWP may need to be amended to address changes in funding resulting from new grant awards, Policy Committee initiatives, or other unforeseen factors. These changes would result in a UPWP amendment. In this event, FAMPO staff will develop a draft Amended UPWP for review by the FAMPO Technical Committee and approval of the FAMPO Policy Committee.

## FAMPO ACCOMPLISHMENTS IN FY2019

The number of GWRC staff devoted to FAMPO transportation planning was set at seven full-time equivalent positions for FY-2019, but FAMPO only had about four full-time equivalent staff positions actually available for most of year. The understaffing of FAMPO delayed the completion of some FY-2019 work tasks such as the 2050 LRTP, developing new prioritization procedures, and the Lafayette Boulevard Multimodal Study. At the time of the development of the FY-2020 UPWP, additional FAMPO staff were in the process of being hired.

Broadly speaking, staff have responsibilities in the areas of administration, long range transportation planning, project level planning, GIS, modeling, public involvement, communications, and congestion management. Staff is assisted with on-call transportation planning consultants for a variety of planning support needs, as well as consulting teams hired for specific projects. Within these broad categories, the following planning work was accomplished in the past year:

1. Developed the FY2020 UPWP.
2. Sponsored several meetings and public hearings regarding multimodal (bicycle, pedestrian, transit, and vehicular) transportation planning, air quality conformity and related matters.
3. Continued coordination with officials from member jurisdictions and adjacent rural localities regarding alternative measures – transit facilities and services, vehicular system improvements, bicycle and pedestrian system improvements, and land use and growth policy considerations – to improve regional transportation.
4. Continued to maintain and support Regional Land Use Scenario Planning efforts.
5. Completed eight project applications for SMART SCALE Round 3 consideration.
6. Further developed in-house travel demand, land use and traffic modeling capability.
7. Worked with VDOT to develop new version 5.0 travel demand model.
8. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with the National Capital Region Transportation Planning Board (NCRTPB).
9. Worked with the Virginia Department of Environmental Quality (DEQ) and VDOT officials regarding the development and dissemination of Air Quality and Conformity Review materials and discussions of pending Environmental Protection Agency (EPA) policy decisions.
10. 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.
11. Continued active involvement in the 95/395 Express Lanes projects.
12. 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.
13. Continued to provide transportation planning assistance to local governments in the GW Region.
14. Amended and maintained the FY2018-2021 Transportation Improvement Program (TIP).
15. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO's planning program.
16. Continued to utilize StreetLight Data in FAMPO's planning program.
17. Started Lafayette Boulevard Multimodal Study
18. Completed Congestion Management Process update.
19. Participated in April 10-11<sup>th</sup> TPB MPO Certification Review
20. Updated the 2045 Long Range Transportation Plan (LRTP) to be compliant Map-21/FAST Act performance-based planning and programming measures.
21. Completed the I-95 Corridor Phase 2 Multimodal Study and summary report for 2019 General Assembly

## PROPOSED FUNDING BY FEDERAL SOURCE FOR FY2020

The number of GWRC staff devoted to FAMPO transportation planning is set at eight full-time equivalent positions and an intern for FY-2020. These positions are:

1. FAMPO Administrator
2. Deputy FAMPO Administrator/Principal Planner
3. Public Involvement/Communications Director
4. Administrative Assistant
5. Transportation Planner I or II or III
6. Transportation Planner I or II or III
7. Transportation Planner I or II or III
8. Transportation Engineer/Planner (Modeling) I or II or III
9. Intern

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

- **FHWA Planning (PL) Funds.** FHWA Planning (PL) funds for urbanized areas are administered by VDOT and are used to support transportation planning activities in the MPO planning area. Planning (PL) Funds require a minimum 20% non-Federal match, which is comprised of a 10% State match and a local match of 10%. FAMPO's available PL balance for the beginning of the fiscal year includes new PL funds allocated to FAMPO by VDOT plus carryover PL funds that have not been used or obligated in prior years.
- **FTA Section 5303 Funds** – FTA grant funds for urbanized areas are used to support metropolitan transportation planning and for technical studies related to urban public transportation. A non-Federal match of 20% is required for these funds, which is comprised of 10% State match and 10% local match.
- **FHWA RSTP Funds.** Regional Surface Transportation Funds (RSTP) are FHWA Surface Transportation Block Grant Program (STBG) funds that are available for a broad range of transportation purposes, including planning studies. RSTP funds are made available to VDOT, which then may provide funds to the MPO. Any RSTP funds provided to an MPO for planning purposes must be shown in the UPWP.
- **FHWA CMAQ Funds.** Federal funds available for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). Funds may be used for transportation projects or programs that reduce congestion and improve air quality.
- **State** These are state funds from a Department of Rail and Public Transportation (DRPT) Technical Assistance Grant.

Table 2 provides a summary of proposed funding by Federal Source and State and local match.

**Table 2 – FY2020 Proposed Funding by Federal Source**

	Planning (PL)			Section 5303			RSTP	CMAQ	State	Total
	Federal	State	Local	Federal	State	Local				
New FY2020	\$345,578	\$43,197	\$43,197	\$143,446	\$17,931	\$17,931	\$1,703,254	\$125,000	\$0	<b>\$2,489,534</b>
Carryover	\$0	\$0	\$0	\$18,927	\$2,366	\$2,366	\$454,493	0	\$90,000	<b>\$568,152</b>
<b>Total</b>	<b>\$345,578</b>	<b>\$43,197</b>	<b>\$43,197</b>	<b>\$162,373</b>	<b>\$20,297</b>	<b>\$20,297</b>	<b>\$2,157,747</b>	<b>\$125,000</b>	<b>\$90,000</b>	<b>\$3,057,686</b>

## SECTION 2: PLANNING PRIORITIES FOR THE FAMPO REGION

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

### FAMPO'S FY2020 PLANNING ACTIVITIES

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

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

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

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

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

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

FAMPO will continue to work with member governments and VDOT to promote context sensitive design in transportation projects, seeking greater compatibility between the multimodal transportation infrastructure and its surrounding environment. In addition, multimodal corridor studies will be undertaken

as funding becomes available. These studies will include examination of transit-oriented redevelopment, traffic calming, transit services and facilities and bicycle and pedestrian access. Details on specific program areas are provided at the end of this section.

Key planned activities for FY2020 include the following:

1. Further develop and maintain the FY2018-2021 TIP to reflect changes in projects and federal funding obligations through June 2020.
2. Develop a UPWP for FY2021.
3. Continue to enhance Geographic Information Systems (GIS) for a variety of applications.
4. Work with DEQ, Environmental Protection Agency (EPA) and VDOT regarding the air quality program and air quality conformity procedures for the Region.
5. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
6. Maintain the FAMPO website in a timely manner and continue to provide up-to-date information through social media.
7. Review contract procurement and task order procedures.
8. Assist local jurisdictions with transportation projects and grant applications.
9. Enhance member education on the transportation process and regional transportation issues.
10. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using Community Viz software and working with VDOT.
11. Review FAMPO's Prioritization Methodologies and potentially amend/adjust as necessary.
12. Maintain and review FAMPO website and make updates as necessary.
13. Support Commonwealth of Virginia efforts to improve integration between transportation and economic development in FAMPO.
14. Coordinate with VDOT and local governments to promote Transportation Alternatives (TA) projects for the FAMPO area under the MAP-21 and FAST Act programs.
15. Work with the CTB, VDOT, and FAMPO committees to allocate RSTP and CMAQ funds for FY2021-2026.
16. 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.
17. Continue to support regional bicycle and pedestrian planning efforts, including the Bicycle Pedestrian Advisory Committee (BPAC) and regional bicycle/pedestrian data collection efforts.
18. Coordinate with VDOT on Arterial Preservation Program and STARS study efforts within FAMPO and/or GWRC.
19. Coordinate with VDOT on I-95 Corridor improvement study.
20. Conduct I-95 and US Route 1 studies as requested by the FAMPO Policy Committee.
21. Coordinate, as appropriate, with the Virginia Office of Intermodal Planning and Investment of the Secretary of Transportation (OIP) in the development of VTrans and Virginia Surface Transportation Plan (VSTP) updates; including attendance at meetings, workshops and providing local data, input and recommendations regarding policies and projects of regional significance.

22. 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.
23. Update the Congestion Management Plan as part of the 2050 LRTP Update.
24. Work towards completing the 2050 Long Range Transportation Plan by June, 2020.
25. Conduct an Air Quality Conformity Analysis as needed.
26. Review FAMPO agreements and update as necessary.
27. Work with GWRC to review and update MOUs between FAMPO and GWRC as necessary.
28. Work with the National Capitol Region Transportation Planning Board (NCRTPB) to update MOU between NCRTPB and FAMPO to be fully compliant with Map-21/FAST Act requirements and make other updates as necessary.
29. Make improvements to FAMPO processes and procedures as requested by FHWA/FTA from the 2019 NCRTPB Certification Review.
30. Update the Title VI, Environmental Justice and LEP Plan in FY2020.

## AIR QUALITY PLANNING ACTIVITIES

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

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

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

appointed to the GWAQC. Air quality personnel from the Virginia Department of Environmental Quality (DEQ) serve as staff to the GWAQC.

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

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

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

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

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

However, effective April 23, 2018 FHWA issued new guidance on conformity requirements reversing some of the April 6, 2015 rulemaking for the FAMPO Region. The new guidance states transportation conformity, regarding the 1997 ozone NAAQS, will still need to be determined for FAMPO LRTP and TIP updates, until further notice. As a result, FAMPO will be subject to conformity analysis for its LRTP and TIP for the foreseeable future. FAMPO completed conformity for its 2045 Constrained Long Range Transportation Plan and FY 18-21 TIP on October 12, 2018. Conformity could be necessary to complete again in FY2020 as a result of changes in regionally significant projects due to SMART SCALE Round 3, I-95 project changes, fiscal constraint changes, and/or land use changes.

## TRANSPORTATION MANAGEMENT AREA REQUIREMENTS

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

As a result of the 2000 Census, a portion of northern Stafford County became a part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA, TMA. This meant that additional planning responsibilities would be required, and either NC RTPB or FAMPO would have to perform them. In September of 2004, the FAMPO Policy Committee agreed to enter into an agreement with the NC RTPB 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 NC RTPB and FAMPO and the development of a Congestion Management System covering the affected part of Stafford County. The agreement remains in effect as long as Stafford County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for northern Stafford County, a proportionate share of NC RTPB's Federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and NC RTPB will continue to assure the TMA requirements are being satisfied. In FY-2020, FAMPO will work with NC RTPB to review and update this agreement to be fully compliant with Map-21/FAST Act requirements and make other updates as needed.

In the 2010 Census, the Fredericksburg UZA did not meet the population threshold to qualify it as its own TMA. Therefore, northern Stafford County remains part of the Washington DC-MD-VA TMA, and FAMPO will continue to satisfy and carry out the provisions set forth in the 2004 NC RTPB/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 2019, FAMPO updated the CMP, providing data analytics highlighting congestion along specified corridors within the FAMPO region. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO Region. The CMP is an integral part of FAMPO's short-term and long-term planning and project prioritization processes. In FY2020, FAMPO will update its CMP and work towards integrating the CMP with the 2050 LRTP.

## INTELLIGENT TRANSPORTATION SYSTEMS (ITS) AND SMART TRAVEL PROGRAMS

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

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

## FREIGHT PLANNING

One of the emphasis areas of the federal planning requirements is an improved understanding of freight patterns and future demands on state and regional multimodal networks. VDOT released a statewide study effort of freight in Virginia in 2010. FAMPO has complemented this statewide effort by developing information about freight origins and destinations and truck traffic volumes in the FAMPO Region. VTrans2040, Virginia's multimodal long-range transportation plan, includes the Virginia Freight Element (VFE), which serves as the State's freight plan and is fully compliant with freight provisions in the FAST Act. The VFE identifies significant freight system trends, needs, and issues within Virginia, and describes the State's policies and strategies that will guide freight-related investment decisions and enable the State to meet national freight goals. Going forward, FAMPO will identify transportation system deficiencies that impact the movement of freight, develop short term improvements that will improve the movement of freight, and develop a coordination structure to obtain input from and disseminate information to the Region's major freight stakeholders. A Freight Section was included in the 2045 LRTP and will be updated as part of the 2050 LRTP effort in FY2020.

## ENVIRONMENTAL JUSTICE/TITLE VI

Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629;1994) directs each Federal Agency to develop a strategy for identifying and addressing disproportionately high and adverse human health or environmental effects on low-income populations and minority populations. FAMPO advances Environmental Justice (EJ) through its numerous policies, programs and activities.

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color or national origin, against participants or clients of programs that receive Federal funding. Succeeding laws and Presidential Executive Orders added sex, age, income status and disability to the criteria for which discrimination is prohibited.

Implementation of these principles are supported in all aspects of FAMPO's planning and programming which include:

- Prepare and maintain a demographic profile of the region using the most current statistical information available on race, income and other relevant data. By utilizing socioeconomic maps, each outreach strategy will be tailored toward the EJ/Title VI/LEP populations identified for each specific planning study
- Continue to conduct Title VI outreach to involve members of low-income and minority populations in the transportation planning process by implementing the Title VI Compliance Plan, Limited English Proficiency (LEP) Plan and the PPP
- Partner with the Title VI agencies within the GW Region, FAMPO will be able to timely disperse information to those affected by the planning study
- Disseminate information to the public on the processes used and findings of any analyses

The Title VI Nondiscrimination Plan was updated in March 2019.

## PUBLIC PARTICIPATION

Public participation, outreach and communication are essential to carrying out the continuing, cooperative and comprehensive (3C) metropolitan transportation planning process. Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs which includes the UPWP. The PPP requires that members of the public are given a thirty-day review and comment period on all draft work programs prior to adoption, as well as for any subsequent amendments to the adopted program, except for the PPP which requires a 45-day review and comment period. Following the review period and prior to adoption, a public hearing is held.

In 2017, FAMPO adopted the PPP which focused on updating FAMPO's Title VI Community Resources Directory to ensure that the Region's traditionally disadvantaged populations are involved in the planning process. . The purpose of the PPP is to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process. Effective transportation planning recognizes the critical link between transportation and other societal goals. The PPP is due for another update in FY2021.

## PERFORMANCE-BASED PLANNING AND PROGRAMMING

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

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

## SECTION 3: MAJOR TRANSPORTATION PLANNING STUDIES IN THE FAMPO REGION

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

### VDOT ON-CALL AND SPECIAL STUDIES

**Study Area:** Entire GWRC Region

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

**Budget:** Various

**Responsible Entity:** VDOT

**Estimated Completion:** Ongoing

### FAMPO ON-CALL AND SPECIAL STUDIES

**Study Area:** Lafayette Boulevard Multimodal Study Phase 1

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

**Budget:** \$125,000 (State – DRPT FY-19 Technical Assistance – Estimated \$90,000 remaining and \$35,000 DRPT FY-20 5303)

**Responsible Entity:** FAMPO

**Estimated Completion:** March, 2020

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

**Study Background and Objectives:** Conduct a study of potential highway improvements for the Lafayette Boulevard Corridor including improved accessibility for the Fredericksburg AMTRAK/VRE station and

commuter parking area from Dixon Street. Additionally, develop bicycle/pedestrian improvements along Lafayette Boulevard corridor. Coordinate effort with Phase 1 results and effort and work to evaluate traffic, safety, and accessibility for potential commuter parking and AMTRAK/VRE station improvements. Work cooperatively with the State, FRED, the City of Fredericksburg, and Spotsylvania County, VRE, and other FAMPO members on the study effort.

**Budget:** \$262,500 (RSTP - \$250,000 and DRPT FY-20 5303 for \$12,500)

**Responsible Entity:** FAMPO

**Estimated Completion:** August, 2019

**Study Area:** Gateway Boulevard Traffic Impact Analysis (TIA) Study

**Study Background and Objectives:** Conduct a new TIA Study of Gateway Boulevard Extended, a new 4-lane divided urban arterial planned between Rte 3 and Cowan Boulevard just East of I-95. Study effort began in the Spring of 2019 and will be completed by August, 2019.

**Budget:** Estimated \$32,250 remaining of original \$62,500 budget (RSTP)

**Responsible Entity:** FAMPO

**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 SYIP, SMART SCALE Round 3, and other changes to regionally significant projects.

**Budget:** \$350,000 (RSTP)

**Responsible Entity:** FAMPO

**Estimated Completion:** June 2020

**Study Area:** I-95/US Rte 1 studies in FAMPO

**Study Background and Objectives:** Potentially conduct additional study analysis of interchanges, arterials and congestion mitigation in the I-95/US Rte 1 corridor in FAMPO at the direction of the Policy Committee.

**Budget:** \$1,018,997

**Responsible Entity:** FAMPO

**Estimated Completion:** June 2020

**Study Area:** US Rte 1 North Stafford Garrisonville STARS Study

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

**Budget:** \$100,000 (RSTP) (Note: Total Study cost estimated at \$200,000)

**Responsible Entity:** VDOT

**Estimated Completion:** April 2020

**Study Area:** Rte 610 Operational Study in North Stafford from Rte 1 to Onville Road

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

**Budget:** \$75,000 (RSTP) (Note: Total Study cost estimated at \$200,000)

**Responsible Entity:** VDOT

**Estimated Completion:** June 2020

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

**Study Background and Objectives:** VDOT planning study to determine targeted low access management, cost safety and capacity improvements to the corridor.

**Budget:** \$100,000 (RSTP) (Note: Total Study cost estimated at \$200,000)

**Responsible Entity:** VDOT

**Estimated Completion:** June 2020

Additional studies are possible, subject to Policy Committee direction.

**Budget:** Various

**Responsible Entity:** FAMPO

**Estimated Completion:** Ongoing

## SECTION 4: FY2020 FAMPO UNIFIED PLANNING WORK PROGRAM ACTIVITIES BY TASK

This section details the transportation planning activities that will be carried out by FAMPO staff and its committees in FY2020, and the funding that will be applied to each. FAMPO's planning activities are grouped under the following six task categories:

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

Each task is described below. Unless otherwise indicated, the tasks described below will be led by FAMPO staff.

### 4.1 LONG-RANGE SYSTEM LEVEL PLANNING

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

1. 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. 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.
6. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
7. 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.
8. Maintain TAZ-based land use projections for the Region.
9. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.

10. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.
11. 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.
12. Amend FAMPO's Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints
13. In conjunction with VDOT, apply the new requirements of MAP-21 and the FAST Act into the planning process.
14. Work with U.S. DOT and VDOT to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.
15. Continue to enhance current FAMPO land use modeling using CommunityViz and integrate it with the FAMPO travel demand model.

**End Products:**

1. Work towards completion of 2050 LRTP for FAMPO and GWRC by FY2020.\*
2. Improved FAMPO and regional modeling capabilities in FY2020.\*
3. Meetings and informational exchange discussions regarding procedures to improve transportation planning in FY2020.\*
4. Review project prioritization methodology and update as needed in FY2020.\*
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 FY2020.\*

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

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

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

**Schedule:** Ongoing throughout the fiscal year. *2050 LRTP planned for completion by June, 2020.*

### Budget & Breakdown by Funding Source:

PL			5303			RSTP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New/Existing	
\$15,000	\$1,875	\$1,875	\$25,927	\$3,241	\$3,241	\$350,000	<b>\$401,159</b>

## 4.2 SHORT-RANGE PROJECT LEVEL PLANNING

### Description:

FAMPO staff will undertake the following long-range project level planning activities during FY2020:

1. Solicit and document feedback from representative jurisdictions on the critical freight issues on local and regional transportation systems.
2. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low-income residents within the Region.
3. Continue to update a regional multimodal database of available and planned transportation facilities and services.
4. Continue to develop understanding of and expertise in the VDOT programming system.
5. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.
6. Review and potentially improve the application process and project scoring criteria for the selection of CMAQ and RSTP eligible projects.
7. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines.
8. Begin process of preparing applications for funding under the SMART SCALE Program in Spring, 2020.
9. Help support FAMPO locality applications for the State's Revenue Sharing and Transportation Alternatives programs in early FY-20.
10. Participate in VDOT Rte 1 and Rte 610 studies in North Stafford and Rte 1 studies in Massaponax area.
11. Participate in VDOT I-95 Study planned for completion by January, 2020.
12. Complete the Lafayette Boulevard Multimodal study effort with Phase 1 completion by March, 2020 and Phase 2 by June, 2020.
13. Initiate an I-95 Corridor Study for new interchange access points, as requested by the Policy Committee.

VDOT will conduct the following tasks in FY-20:

1. Rte 1 Massponax STARS Study (Completion by June, 2020)
2. Rte 1 North Stafford Garrisonville STARS Study (Completion by June, 2020)
3. Rte 610 Operational Study (Start in FY-20 with completion in FY-21)

**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 required, in 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. Completed SMART SCALE applications.

**Planning Factors:** This task is focused on the long-range project level programming and TIP development processes, and supports all planning factors (#1 - #10).

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

**Schedule:** Ongoing throughout the fiscal year.

Lafayette Boulevard Phase 1 Study scheduled for completion by March 31, 2020.

Revenue Sharing and Transportation Alternatives programs have deadlines of October 1, 2019.

Smart Scale Round 4 schedule for initial project submittals likely in Spring, 2020.

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	State	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
\$169,000	\$21,125	\$21,125	\$53,000	\$6,625	\$6,625	\$1,587,747	90,000	<b>\$1,955,247</b>

### 4.3 CONGESTION MANAGEMENT

**Description:** FAMPO will update its CMP for the FAMPO region for the 2050 LRTP effort and work to integrate it into the 2050 LRTP effort and new Map-21/FAST Act Performance Based Planning and Programming requirements to the extent possible. INRIX, StreetLight Data and other available sources for

traffic congestion data will be used to enhance the CMP, and information will be provided to interested parties online, via the FAMPO website.

**End Products:** An updated CMP including as part of the 2050 LRTP documentation including updated travel time indices, safety and congestion hotspots and safety and congestion mitigation strategies development of recommendations for specific multimodal corridor improvements.\*

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

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

**Schedule:** Ongoing throughout the fiscal year.

\* Initiative funded with PL funds.

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$40,000	\$5,000	\$5,000	\$0	\$0	0	0	\$50,000

## 4.4 PUBLIC PARTICIPATION

**Description:** MAP-21 and the FAST Act legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2020, FAMPO staff will execute the following activities in Public Participation which also includes activities planned for Title VI Civil Rights:

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

9. Continue to distribute hard copies of the draft transportation planning documents to libraries, planning offices, etc. for public comment, as well as the continued distribution of electronic copies via the FAMPO website, email, and social media.
10. Continue to develop and update, as necessary, an interactive TIP webpage.
11. Translate major transportation planning document flyers into Spanish, upon request.
12. Continue the recruitment for members to the Citizens Transportation Advisory Committee (CTAC).
13. Incorporate additional visualization techniques, when needed.
14. Document minority representation at public meetings/hearings.
15. Continue to document demographic information from members of the public attending public meetings/hearings.
16. Maintain and update the Title VI Community Resources Directory.
17. Evaluate and improve the public participation process to eliminate participation barriers and engage minority and low-income populations in transportation decision making and to ensure that all public participation is consistent with and meets the Federal Civil Rights Act (Title VI) and Executive Order 12988 Environmental Justice
18. Provide staff support to the Citizens Transportation Advisory Committee (CTAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee. Staff will ensure that CTAC comments are communicated to the FAMPO regarding transportation plans, projects, and programs, and issues that are important to the committee and its members.
19. Attend and provide support to the region's Public Transit Advisory Board (PTAB) and the Regional Human Services Transportation Coordination Committee (RHSTCC) which both include leaders and representatives of low-income communities, minority communities, persons with disabilities, older adults, and those with limited English skills as one of FAMPO's strategies for engaging traditionally disadvantaged population groups in the planning process and providing guidance on PTAB and RHTCC activities.
20. Update the Title VI, Environmental Justice and LEP Plan in FY2020

**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. \*
13. Updated Title VI, Environmental Justice and LEP Plan

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

**Planning Factors:** This task supports planning factors #4 Accessibility and #5 Quality of Life, and indirectly supports the other planning factors by enhancing public involvement in the planning process.

**Lead:** FAMPO staff.

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

**Schedule:** Ongoing throughout the fiscal year.

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$10,000	\$1,250	\$1,250	\$0	\$0	\$0	270,000	<b>\$282,500</b>

## 4.5 TDM/TRANSIT PLANNING

**Description:** Includes TDM/Transit Planning by FAMPO staff for I-395 Commuter Choice Program, FRED Transit, and Healthy Generations AAA. Also includes other multimodal planning efforts not covered by the Long Range System Level Planning or Short Range Project Level Planning efforts. Also includes FAMPO staff oversight of GWRC TDM planning effort using CMAQ funding for GWRideConnect Program and GWRC TDM CMAQ program.

1. Participation in I-395 Commuter Choice Program process and assistance with Fall public hearing for FAMPO Region and for FAMPO region applicant applications to the program.
2. Participation in FRED Transit Public Transit Advisory Board (PTAB).
3. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the Healthy Generations Agency on Aging (HGAA) with vehicle programming and planning for mobility-impaired persons.
4. Work with DRPT, VDOT, PRTC, VRE, FRED Transit, HGAAA, and GWRideConnect on regional TDM/Transit planning efforts and studies as necessary subject to available FAMPO staff resources.
5. GWRideConnect TDM CMAQ program (GWRC Lead with FAMPO oversight)
6. Other potential tasks identified by FAMPO staff or the Board .

**End Products:**

1. Participation in I-395 Commuter Choice, FRED PTAB, and HGAAA meetings.\*
2. FAMPO assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants.\*
3. FAMPO hosting I-395 Commuter Choice Public Hearing in Fall, 2019 in FAMPO Region\*
4. GWRideConnect Work Plan for CMAQ (Note: Details of this were not available at time of development of Draft FY-20 UPWP)

\* Initiative funded with 5303 funds

**Planning Factors:** This task supports all planning factors (#1 - #10).

**Lead:** FAMPO staff.

**Participants:** FAMPO staff, FAMPO Committees, GWRideConnect staff

**Schedule:** Ongoing throughout the fiscal year.

**Budget & Breakdown by Funding Source:**

PL			5303			CMAQ	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$0	\$0	\$0	\$41,700	\$5,212.50	\$5,212.50	\$125,000	<b>\$177,125</b>

## 4.6 SPECIAL PROJECT PLANNING

**Description:** Includes allowance for special work activities related to non-recurring planning projects or those that do not fit easily into primary categories. In FY-20, one potential special project is the response to the 2019 National Capitol Transportation Planning Board (NCRTPB) Certification review. Findings are expected to be available by June, 2019:

1. Response to 2019 Federal Certification Review findings
2. Other potential tasks identified by FAMPO staff or the Board .

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$28,400	\$3,550	\$3,550	\$24,000	\$3,000	\$3,000	\$0	<b>\$65,500</b>

## 4.7 FAMPO ADMINISTRATION

**Description:** During FY2020, FAMPO staff will perform the following activities to administer and maintain the transportation planning process:

1. Process any amendments to the FY2020 UPWP and develop the FY2021 UPWP.
2. Develop Planning and Section 5303 funding agreements and contracts. Prepare progress, financial and associated supportive reports along with other required documentation.
3. Provide staff support to all FAMPO committees. Develop and distribute agendas, supporting materials and minutes to FAMPO committees.
4. Prepare and transmit, to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.
5. Coordinate activities with adjacent metropolitan planning organizations, planning districts and other transportation planning organizations when necessary.
6. Coordinate with the NCRTPB, per the NCRTPB/FAMPO 2004 Memorandum of Understanding (MOU) and any updates to this MOU..
7. Review and update FAMPO MOUs and agreements as needed to satisfy federal and state requirements and FAMPO needs.
8. Formally transmit products and documents as specified in the NCRTPB Agreement.
9. In coordination with VDOT staff, review and update project information regarding capacity changes for all new highways, HOV and transit projects affecting travel modeling and air quality conformity for the Washington DC-VA-MD TMA.
10. Provide population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning as part of the Cooperative Forecasting Process.
11. Coordinate and transmit other information and data, as needed.
12. Organize and attend all FAMPO meetings.
13. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.
14. Update the Title VI, Environmental Justice and LEP Plan in FY2020
15. Work with GWRC to review and potentially update MOUs between FAMPO and GWRC. Review and potentially change GWRC fiscal agent responsibilities for FAMPO.
16. Attend transportation conferences and planning/training courses as needed. This activity will have a budget of up to \$15,000.
17. Upgrade existing computer equipment, communications equipment, and software as required. This activity will have a budget of up to \$25,000.
18. 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 FY2020 UPWP amendments.
3. Documentation of public meetings and hearings conducted during FY2020.
4. Contracts and correspondence related to the administration of Planning (PL), Section 5303, State Planning and Research (SPR) and RSTP funds.
5. Production of materials for FAMPO committee meetings.
6. FAMPO Resolutions, meeting minutes and other production materials related to FAMPO administrative activities.
7. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.
8. Improved staff training and exposure to state and national best practices.
9. State-of-the-art hardware and software to meet work requirements and client needs.
10. Annual financial audit to meet state and federal requirements.
11. Improved coordination and communications between FAMPO and the NC RTPB for northern Stafford County per the NC RTPB/FAMPO Agreement, dated November 17, 2004.
12. A coordinated update cycle for the LRTP and TIP.
13. The FY2021 UPWP.

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

**Participants:** FAMPO staff and other MPOs/PDCs.

**Schedule:** Ongoing throughout the fiscal year

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$43,178	\$5,397	\$5,397	\$17,746	\$2,218	\$2,218	\$0	<b>\$76,155</b>

## 4.8 CONTINGENCY

**Description:** This task sets aside funds that are available to support any new projects or additional task activities in FY20 that are not already programmed in the UPWP. Use of Contingency funds will first require an amendment to the UPWP, which requires a recommendation by the FAMPO Technical Committee and approval of the FAMPO Policy Committee.

### Budget & Breakdown by Funding Source:

PL			5303			RSTP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$40,000	\$5,000	\$5,000	\$0	\$0	\$0	\$0	<b>\$50,000</b>

## SECTION 5: SUMMARY OF FINANCIALS

Draft FY-20 Funding	Planning (PL)			Section 5303			RSTP	CMAQ	State	Total
	Federal	State	Local	Federal	State	Local				
New FY2020	\$345,578	\$43,197	\$43,197	\$143,446	\$17,931	\$17,931	\$1,703,254	\$125,000	\$0	<b>\$2,489,534</b>
Carryover	\$0	\$0	\$0	\$18,927	\$2,366	\$2,366	\$504,493	0	\$90,000	<b>\$618,152</b>
<b>Total</b>	<b>\$345,578</b>	<b>\$43,197</b>	<b>\$43,197</b>	<b>\$162,373</b>	<b>\$20,297</b>	<b>\$20,297</b>	<b>\$2,207,747</b>	<b>\$125,000</b>	<b>\$90,000</b>	<b>\$3,057,686</b>

  

Draft FY-20 UPWP Program Activities	Planning (PL)			Section 5303			RSTP	CMAQ	State	Total
	Federal	State	Local	Federal	State	Local				
<b>Planning</b>	\$ 15,000	\$ 1,875	\$ 1,875	\$ 25,927	\$ 3,241	\$ 3,241	\$ 350,000	\$ -	\$ -	<b>\$ 401,159</b>
<b>Planning</b>	\$ 169,000	\$ 21,125	\$ 21,125	\$ 53,000	\$ 6,625	\$ 6,625	\$ 1,587,747	\$ -	\$ 90,000	<b>\$ 1,955,247</b>
<b>Congestion Management</b>	\$ 40,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ 50,000</b>
<b>Public Participation</b>	\$ 10,000	\$ 1,250	\$ 1,250	\$ -	\$ -	\$ -	\$ 270,000	\$ -	\$ -	<b>\$ 282,500</b>
<b>TDM/Transit Planning</b>	\$ -	\$ -	\$ -	\$ 41,700	\$ 5,212.50	\$ 5,212.50	\$ -	\$ 125,000	\$ -	<b>\$ 177,125</b>
<b>Special Project Planning</b>	\$ 28,400	\$ 3,550	\$ 3,550	\$ 24,000	\$ 3,000.00	\$ 3,000.00	\$ -	\$ -	\$ -	<b>\$ 65,500</b>
<b>FAMPO Administration</b>	\$ 43,178	\$ 5,397	\$ 5,397	\$ 17,746	\$ 2,218.25	\$ 2,218.25	\$ -	\$ -	\$ -	<b>\$ 76,155</b>
<b>Contingency.</b>	\$ 40,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<b>\$ 50,000</b>
<b>Total</b>	<b>\$ 345,578</b>	<b>\$ 43,197</b>	<b>\$ 43,197</b>	<b>\$ 162,373</b>	<b>\$ 20,297</b>	<b>\$ 20,297</b>	<b>\$ 2,207,747</b>	<b>\$ 125,000</b>	<b>\$ 90,000</b>	<b>\$ 3,057,686</b>

