

**PLANNING AGREEMENT  
ON PERFORMANCE BASED METROPOLITAN TRANSPORTATION PLANNING  
RESPONSIBILITIES FOR THE FREDERICKSBURG AREA MPO**

This Planning Agreement on Performance Based Metropolitan Transportation Planning Responsibilities for the Fredericksburg Area MPO (“3C” Agreement/Planning Agreement/Agreement) is made and entered into as of \_\_\_\_\_, 2019~~8~~, by and among the Fredericksburg Area Metropolitan Planning Organization’s Policy Board (FAMPO), the region’s Metropolitan Planning Organization (MPO); and Commonwealth of Virginia, hereinafter referred to as the State, and the Potomac and Rappahannock Transportation Commission, the Virginia Rail Express, and Fredericksburg Regional Transit, hereinafter referred to as the Providers of Public Transportation, collectively “the Parties”.

**WHEREAS**, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on June 30, 1983 jointly issued, and on May 27, 2016 updated, rules and regulations which require that each urbanized area, as a condition to the receipt of Federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a metropolitan planning organization (MPO) in cooperation with the State and their local jurisdictions that results in plans and programs consistent with the planned development of the “urbanized area” pursuant to 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303, as amended; and

**WHEREAS**, the Fixing America’s Surface Transportation Act (P.L. 114-94)(FAST Act), and the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (P.L. 112-41) (MAP-21 Act), Sec. 20005, reiterate the need for the 3-C planning process; and

**WHEREAS**, 23 CFR 450.314 – Metropolitan Planning Agreements – requires MPOs, State and Providers of Public Transportation to cooperatively determine the mutual responsibilities necessary to carry out the metropolitan transportation planning process, and directs MPOs, State and Providers of Public Transportation to periodically review and update these agreements; and

**WHEREAS**, 23 CFR 450.306 - Scope of the metropolitan transportation planning process – establishes a performance-driven approach to transportation decision-making to be carried out in the metropolitan transportation planning and programming process; and

**WHEREAS**, the 1990 Clean Air Act Amendments identify specific responsibilities of MPOs relating to air quality planning and the determination of conformity of transportation plans and programs; and

**WHEREAS**, on April 14, 1993, the FAMPO was designated as the MPO for the Fredericksburg Urbanized Area by an agreement entered into by the Governor of the Commonwealth of Virginia, [the Virginia](#) Department of Transportation, City of Fredericksburg, Stafford County, and Spotsylvania County; and

**WHEREAS**, FAMPO serves as the MPO for the Fredericksburg Region, including the Washington DC-VA-MD Urbanized Area in Northern Stafford [shown in Figure 1](#); and

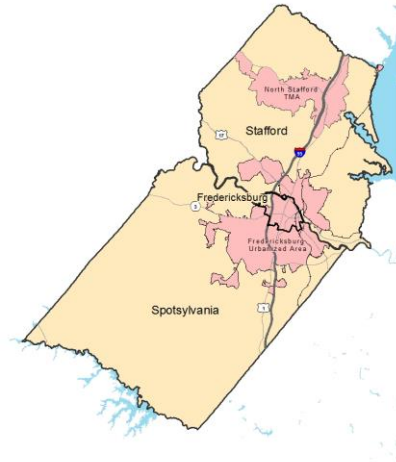


Figure 1: North Stafford TMA and Fredericksburg Urbanized Area within FAMPO

~~WHEREAS, 23 U.S.C 134[d] [2] and 49 U.S.C 5303[d] [2], as amended by sections 1201 and 20005 of MAP 21, require that, by October 1, 2014, each MPO that serves an area designated as a Transportation Management Areas (TMA), of which the FAMPO is one, consist of:~~

- ~~1. Local elected officials;~~
- ~~2. Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by operators of public transportation, and~~
- ~~3. Appropriate State officials; and,~~

WHEREAS, the FAMPO has long included representation by public transportation operators through a Board structure whose voting membership includes Board representatives from the Potomac and Rappahannock Transportation Commission (PRTC), an agency that meets the above MAP-21 criteria and Board representatives from other local public transportation operators who directly fund public transportation, including commuter bus and rail services, thus complying with the MAP-21 requirements in this regard; and

WHEREAS, the FAMPO's continuous, cooperative, and comprehensive metropolitan planning process, and the State' and Providers of Public Transportation's planning and programming activities provide local jurisdictions, public agencies, individuals, and representatives of public transportation with opportunities to cooperate in the metropolitan transportation planning process; and

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**WHEREAS**, the FAMPO and State must certify that the federal metropolitan transportation planning process addresses the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements in 23 CFR 450.336; and

**WHEREAS**, nothing in this Agreement shall be construed as limiting or affecting the legal authorities of the Parties, or as requiring the Parties to perform beyond their respective authority; and

**NOW, THEREFORE**, the FAMPO, the State and the Providers of Public Transportation agree that they will conduct a cooperative, comprehensive and continuing transportation planning and programming process for the Fredericksburg Area (Region) and their mutual responsibilities for carrying out this process are described as follows:

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**Article 1**  
**Scope of the Performance-Based Metropolitan Transportation Planning Process**

The FAMPO, in cooperation with the State and the Providers of Public Transportation, will conduct a performance-driven, outcome-based metropolitan transportation planning process that is continuous, cooperative, and comprehensive and they will develop long-range metropolitan transportation plans and Transportation Improvement Programs (TIPs) that provide for the consideration of projects, strategies, and services to address the federal planning factors specified in 23 CFR 450.306.

The FAMPO will use a performance-based approach to support the national goals described in 23 USC 150(b) and the general purposes described in 49 USC 5301(b). The approach will establish performance targets that address the performance measures or standards established under 23 CFR part 490 (when applicable), 49 USC 5326(c), and 49 USC 5329(d) to use in tracking progress toward attainment of critical outcomes for the Region. Selection and establishment of performance targets will be in accordance with the appropriate target setting framework established at 23 CFR part 490 and will be coordinated, to the maximum extent practicable, with the ~~relevant~~ State. Selection and establishment of performance targets will also address performance measures described in 49 USC 5326(c) and 49 USC 5329(d) and be coordinated, to the maximum extent practicable, with the relevant public transportation providers.

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Either directly or by reference, the FAMPO will integrate into the metropolitan transportation planning process the goals, objectives, performance measures, and targets described in other State transportation processes, plans, and reports to include factors specified in 23 CFR 450.306(d)(4).

The FAMPO will carry out the metropolitan planning process in coordination with the State transportation planning processes that are required in regulations at 23 CFR 450 Subpart B- Statewide and Nonmetropolitan Transportation Planning and Programming.

The FAMPO will coordinate and prepare the coordinated public transit-human services transportation plan consistent with the metropolitan transportation planning process required by 49 USC 5303.

The FAMPO carries out the performance-driven, outcome-based metropolitan transportation process by performing a range of activities that promote an integrated approach to transportation development. The FAMPO activities comply with federal laws and requirements, provide a regional transportation policy framework and forum for coordination, and provide technical resources for decision-making. The FAMPO's ~~4,28~~ committee and sub-committees, as of date of execution, conduct an average of ~~3,10~~ meetings per month to ensure that FAMPO members, including the State and Providers of Public Transportation, local jurisdictions, and additional interested parties, engage with and meet the scope of the performance-based metropolitan transportation planning process.

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**Article 2**  
**Funding for Transportation Planning and the Unified Planning Work Program**

The FAMPO will, in cooperation with the State and Providers of Public Transportation, develop a Unified Planning Work Program (UPWP) that documents the performance-driven, outcome-based approach to metropolitan transportation planning activities in accordance with 23 CFR 450.308 and 23 CFR part 420 and performed with funds provided under 23 USC 104(d), 49 USC 5305(d), and 23 USC 133(d)(4).

The UPWP will document activities, tasks, and the planning priorities facing the metropolitan planning area. The UPWP will identify work proposed for the next 1- or 2-year fiscal period, beginning July 1 and ending June 30, by major activity and task and provide sufficient detail as to who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity and task, and a summary of the total amounts and sources of Federal and matching funds.

To fund the activities agreed upon by the FAMPO and State as described in the UPWP, the George Washington Regional Commission, as the administrative agent for the FAMPO, and the State executed an Agreement upon which the terms and conditions of administrative support and assistance will be provided.

Between January and ~~June~~<sup>March</sup> of each year, the FAMPO, the State and the Providers of Public Transportation, in cooperation with the local jurisdictions and other FAMPO members, will prepare the UPWP, including documenting the metropolitan transportation planning activities anticipated within the Region. ~~By June~~<sup>By March</sup>, the FAMPO will approve the UPWP and submit it to FHWA, FTA and the State for approval and funding. When necessary, the FAMPO can approve amendments, modifications, and technical corrections to the UPWP and submit it to FHWA and FTA for information and review.

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### **Article 3**

#### **Metropolitan Planning Organization Designation and Re-designation**

The FAMPO has been designated the MPO for the Fredericksburg Area Region by the Governor of Virginia to carry out the metropolitan transportation planning process under 23 CFR 450, Subpart C and required by 23 USC 134 and 49 USC 5303, as amended. FAMPO includes the counties of Stafford and Spotsylvania and the City of Fredericksburg.

The Bylaws of the FAMPO, as amended on March 28, 2018, establish its membership, time and place of meeting, officers, voting procedures, committees, staffing, public participation, and procedures for amendments.

In the event there is a need for re-designation, FAMPO will carry out the requirements in accordance with the provisions under 23 CFR 450.310.

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#### Article 4 Metropolitan Planning Area Boundaries

The FAMPO will, under agreement between the MPO and Governor, determine the boundaries of the metropolitan planning area, as established under 23 CFR 450.312, to accomplish the performance-driven, outcome-based long-range metropolitan planning approach.

After each census, the FAMPO will review this planning boundary in cooperation with the Commonwealth of Virginia and Providers of Public Transportation to determine if the existing boundaries meet the minimum statutory requirements for new and updated urbanized areas. The FAMPO will adjust the boundary, as necessary, to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. The FAMPO planning boundary for the Region includes the counties of Stafford and Spotsylvania and the City of Fredericksburg. Figures ~~24~~ and ~~32~~ on page ~~2049~~ and ~~210~~ show the FAMPO planning area boundary for the Region, the location of each of the participating local jurisdictions, and the urbanized areas.

Where part ~~of the urbanized areas served by of~~ the FAMPO planning area covers an extends into an adjacent metropolitan planning area (National Capital Regional Transportation Planning Board), or vice versa, the FAMPO will establish agreement(s) allowing for minor adjustments to each region's boundaries and outlining responsibilities for each metropolitan planning area overlap. The agreement(s) will also detail coordination processes, the division of transportation planning responsibilities among and between the regions and data sharing for the establishment and measurement of performance targets and standards established under 23 CFR part 490 (as applicable), 49 USC 5326(c), and 49 USC 5329(d). The Fredericksburg Area Metropolitan Planning Organization and National Capital Region Transportation Planning Board (TPB) established an agreement, on November 17, 2004, for the urbanized areas overlapping the planning areas of those two MPOs, to be updated and amended as needed.

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**Article 5**  
**Metropolitan Planning and Supporting Agreements**

FAMPO will, in cooperation with the State and Providers of Public Transportation, periodically evaluate this Agreement and supporting agreements and cooperatively determine the mutual responsibilities for carrying out the metropolitan transportation planning process under 23 CFR 450.314.

The FAMPO will, in cooperation with the State and Providers of Public Transportation, periodically evaluate this Agreement and supporting agreements to include specific provisions for the development of financial plans that support the performance-driven, outcome-based long-range metropolitan transportation plan and the Transportation Improvement Program (TIP), and development of the annual listing of obligated projects, as described in Article 9 – Development and Content of the Metropolitan Transportation Plan, Article 10 - Development and Content of the Transportation Improvement Program, and Article 11 – Annual Listing of Projects with Federal Funding Obligations of this Agreement, respectively.

As of ~~November 17, 2004~~November 17, 2004, and subject to future adjustments, the FAMPO's ~~planning urbanized~~ area includes locations ~~in the northern part of Stafford County~~ that are within the MPA of the adjacent TPB MPO to the north. The urbanized area of northern Stafford County, Virginia, while part of the TPB's urbanized area is within the MPA of the Fredericksburg MPO (FAMPO) ~~as shown in Figure 1~~. As required under 23 CFR 450.314 (g), ~~if part of an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not designated as a TMA, the adjacent urbanized area shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries, including a portion of the TMA, which clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds suballocated to the urbanized area over 200,000 population, and project selection)~~. The TPB and the Fredericksburg Area MPO established an agreement, on November 17, 2004, ~~to be updated and amended as needed~~.

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**Article 6**  
**Interested Parties, Participation, and Consultation**

The FAMPO will develop, use, and maintain a documented Public Participation Plan (PPP) to provide citizens, affected public agencies, and all interested parties with reasonable opportunities to be involved in the performance-driven metropolitan transportation planning process and to review and comment at key decision points as specified in 23 CFR 450.316. The PPP will be coordinated with the State public involvement and consultation on transportation planning processes.

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#### **Article 7**

#### **Transportation Planning Studies, Development of Programmatic Mitigation Plans, and Project Development Process Under the National Environmental Policy Act (NEPA)**

The FAMPO, the State and the Providers of Public Transportation may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process as specified in 23 CFR 450.318.

The development of these studies will involve consultation with, or joint efforts among, the FAMPO, State and Providers of Public Transportation. The results or decision of these planning studies may be used as part of the overall project development process consistent with the National Environmental Policy Act (NEPA).

The FAMPO, the State and the Providers of Public Transportation may also undertake development of programmatic mitigation plans as part of the metropolitan transportation planning process to address the potential environmental impacts of future transportation projects as specified in 23 CFR 450.320.

The development of these plans will involve consultation with, or joint efforts among, the FAMPO, State and Providers of Public Transportation, FHWA and/or the FTA, and other federal, state, and local agency or agencies with jurisdiction and special expertise over the resources being addressed in the plan(s). These entities will also determine the scope and content of such plan(s) and may integrate these programmatic mitigation plan(s) with other plans, including watershed plans, ecosystem plans, species recovery plans, growth management plans, State Wildlife Action Plans, and land use plans for the region.

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**Article 8**  
**Congestion Management Process in Transportation Management Areas**

The FAMPO will, in cooperation with the TPB, State, ~~and~~ the Providers of Public Transportation, operators of public transportation, and local officials, address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, as required by 23 CFR 450.322. This process will be based on the cooperative development and implementation of a metropolitan-wide strategy, including new and existing transportation facilities eligible for funding under title 23 USC and title 49 USC Chapter 53, job access projects, and operational management strategies.

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Development of a congestion management process, through the performance-driven transportation planning process, may result in multimodal system performance measures and strategies that can be reflected in the performance-based metropolitan transportation plan, TIP, and performance-driven planning and programming requirements. It may assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of goods and people.

In lieu of a -congestion management process, and in cooperation with TPB, the FAMPO may develop a congestion management plan that includes projects and strategies that will be considered in the TIP as specified in 23 CFR 450.322(h).

~~The FAMPO conducts the congestion management process through four components: (1) It monitors and evaluates transportation system performance, (2) defines and analyzes strategies, (3) implements strategies and assess, and (4) compiles project specific congestion management information. It is updated as information becomes available, engagement. The FAMPO conducts the congestion management process as outlined in 23 CFR 450.322(d). Engagement with this information is~~ conducted through the metropolitan planning process, and the results are incorporated into the performance-driven metropolitan transportation planning and programming requirements as specified in Article 1 - Scope of the Performance-Driven Metropolitan Transportation Planning Process.

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**Article 9**  
**Development and Content of the Metropolitan Transportation Plan**

At least every 5 years, the FAMPO shall develop or amend an integrated multimodal performance-based long-range metropolitan transportation plan that includes both long-range and short-range strategies and actions to facilitate the safe and efficient movement of people and goods in addressing current and future transportation trends and demands as specified in 23 CFR 450.324. The FAMPO shall approve this plan and submit it for information purposes to the State and make copies of updated and/or revised transportation plans available to the FHWA and FTA.

When updating the performance-based long-range metropolitan transportation plan, the FAMPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, economic activity, and environmental concerns. The FAMPO shall approve the performance-based long-range metropolitan transportation plan (Plan) contents and supporting analyses produced for any update to the long-range Plan.

The FAMPO will make a conformity determination on the Plan and any regionally significant updates or amendments in accordance with the Clean Air Act, the United State Environmental Protection Agency's (EPA's) transportation conformity regulations 40 CFR part 93, subpart A, and the FAMPO's May 1998 air quality conformity process and agreement titled "Consultation Procedures with Respect to Transportation Conformity Regulations Governing FAMPO Plans and Programs."

The Plan shall include, at minimum, the elements listed under 23 CFR 450.324 (f)(1-12). The Plan shall be designed such that, once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306 (c) and (d). The performance measures and targets and a description of progress made toward target achievement since the Plan's last update shall be included.

As part of the five-year update to the Plan, the FAMPO, State and Providers of Public Transportation will cooperatively develop, share, review, and adopt estimates of revenues and costs required for the financial plan that demonstrate fiscal constraint for the Plan as specified in 23 CFR 450.324(f)(11)).

The FAMPO uses the committee structures and meeting schedules for the metropolitan transportation process, as needed and as described in Article 1 – Scope of the Performance-Based Metropolitan Transportation Planning Process, to meet the requirements of the Plan as specified in 23 CFR 450.324. The FAMPO coordinates with numerous planning processes at the local and state levels to help determine the content of the Plan. The FAMPO is guided by a regional vision ~~its own vision and priorities~~ which in turn reflects federal policy guidance.

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**Article 10**  
**Development and Content of the Transportation Improvement Program (TIP)**

The FAMPO will develop a TIP for the Region that reflects the investment priorities established in the current long-range metropolitan transportation plan developed pursuant to Article 9 of this Agreement and shall cover a period of no less than four (4) years as specified in 23 CFR 450.326.

The TIP will be updated at least every four (4) years and be approved by the FAMPO and State for their approval and inclusion in their State Transportation Improvement Programs (STIP). Copies of any updates or revisions will be provided to FHWA and FTA.

The FAMPO will make a conformity determination on the TIP and any major updates or amendments in accordance with the Clean Air Act and the United State EPA's transportation conformity regulations 40 CFR part 93, subpart A and the air quality conformity process and agreement.

The FAMPO will provide all interested parties with a reasonable opportunity to comment on the proposed TIP pursuant to the Plan.

The TIP will be designed such that, once implemented, it makes progress toward achieving the performance-driven, outcome-based targets established under 23 CFR §450.306 (c) and (d). A description of how the investments make progress toward achievement of the targets in the Plan shall be included. The TIP will include, at minimum, the elements listed under 23 CFR 450.326 (e) through (h).

The FAMPO, State and Providers of Public Transportation, will cooperatively develop, share, review, and adopt estimates of costs and estimates of funds that are available or committed or reasonably expected to be available that are required for the financial plan that demonstrate fiscal constraint for the TIP as specified in 23 CFR 450.326 (j) & (k).

The selection of projects from the TIP by the FAMPO, State and Providers of Public Transportation will be made as specified in 23 CFR 450.332.

TIP amendments and administrative modifications will be consistent with the established Transportation Improvement Program development procedures, the Public Participation Plan, and federal requirements as specified in 23 CFR 450.328. The TIP is amended or modified on a monthly and sometimes even weekly basis, through staff approvals, FAMPO Steering Committee actions, or large-scale amendments brought to the FAMPO for adoption.

The FAMPO uses the committee structures and meeting schedules for the metropolitan transportation process, as needed and as described in Article 1 – Scope of the Performance-Based Metropolitan Transportation Planning Process, to meet the requirements of the TIP for the Region as specified in 23 CFR 450.326. The FAMPO coordinates with numerous planning processes at the local and state levels to help determine the content of the program. The FAMPO is guided by a regional vision its own vision and priorities, which in turn reflect federal policy guidance. - go to next page -

**Article 11**  
**Annual Listing of Projects with Federal Funding Obligations**

Annually, and no later than 90 days after the close of the program year, which concurs with the Transportation Improvement Program fiscal year, the FAMPO, State and Providers of Public Transportation will cooperatively develop a listing of projects from the TIP for which federal transportation funds were obligated in the preceding fiscal year. This report will contain the projects and financial information required by 23 CFR 450.334. This report will be made publicly available.

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**Article 12**  
**Self-Certification and Federal Certifications**

The FAMPO and the State will certify that the metropolitan planning process for the Fredericksburg Area Region is being carried out in accordance with all applicable Federal requirements as specified in 23 CFR 450.336 and 23 CFR 450.330.

The FAMPO develops its self-certification statement describing how its metropolitan transportation planning process meets the federal requirements as specified in 23 CFR 450.336. This statement shall be approved concurrent with approval of the TIP.

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**Article 13**  
**Performance-Based Metropolitan Planning Process Responsibilities**

**The MPO**

The FAMPO, in cooperation with the State and Public Transportation Provider(s), shall establish and use a performance-based approach in carrying out the region's metropolitan transportation planning process consistent with 23 CFR 450.306, and 23 CFR 490. The FAMPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in applicable transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation required as part of a performance-based program. The FAMPO shall properly plan, administratively account for and document its performance-based planning activities in the FAMPO UPWP.

The FAMPO shall develop, establish and update the federally-required transportation performance targets that apply for the FAMPO metropolitan planning area in coordination with the State and the Public Transportation Provider(s) to the maximum extent practicable. The Policy Board shall adopt federal targets of the FAMPO not later than 180 days after the date on which the State and Public Transportation Provider(s) establish or update the Statewide and Public Transportation Provider(s) performance targets, respectively. No later than 21 days of the FAMPO deadline(s) for the selection of new or updated targets, for each federally required performance measure, the FAMPO shall formally notify the State and Public Transit Provider(s) of whether the FAMPO: 1) has selected "to contribute toward the accomplishment" of the statewide target selected by the State or Public Transit Provider(s), or 2) has identified and committed to meet a FAMPO specific quantitative target for use by the FAMPO in the FAMPO's planning area.

In the event that the FAMPO chooses to establish its own federal highway or transit performance measure quantitative target, then the FAMPO shall be responsible for its own performance baseline and outcome analyses, and for the development and submittal of special report(s) to the State for the FAMPO-specific highway and/or transit performance measure(s). Special reports from the FAMPO, should it choose its own highway or transit target(s) will be due to the State no later than 21 days from the date that the FAMPO is federally required to establish its performance target for an upcoming performance period. The special report(s) for each new or updated FAMPO-specific highway target or FAMPO-specific transit target shall be sent from the FAMPO to the State. The special report(s) shall include summary documentation on the performance analyses data and calculation methods, baseline conditions, FAMPO-specific quantitative target(s), and applicable outcome(s) regarding the latest performance period for the FAMPO-specific performance measure(s). For the MPOs which agree to plan and program projects "to contribute toward the accomplishment" of each of the statewide performance measure targets, the State will conduct the performance analyses for the MPO's metropolitan planning area inside the State and provide online summaries for each measure such that no special report to the State will be due from these MPOs.



If the FAMPO chooses to contribute to achieving the statewide performance target, the FAMPO shall, at minimum, refer to the latest performance measure analyses and summary information provided by the State, including information that was compiled and provided by the State on the metropolitan planning area's performance to inform the development of appropriate performance targets. The FAMPO may use State performance measures information and targets to update the required performance status reports and discussions associated with the Metropolitan Transportation Plan and/or TIP update or non-administrative modification. The FAMPO's transportation performance targets, recent performance history and status will be identified and considered by the FAMPO Policy Board in the development of the FAMPO Metropolitan Transportation Plan with its accompanying systems performance report required per 23 CFR 450.324, as well as in the development of the TIP with its accompanying description of the anticipated effect of the TIP toward achieving the performance targets, linking their TIP investment priorities to the performance targets as required per 23 CFR 450.326. The FAMPO Metropolitan Transportation Plan and its accompanying systems performance report, and/or the FAMPO TIP and its accompanying description of the anticipated effect of the TIP, shall directly discuss or reference the latest State performance measure status information available and posted online by the State regarding the metropolitan planning area at the time of the FAMPO Policy Board's review of the draft Metropolitan Transportation Plan or draft TIP.

The FAMPO will coordinate with each applicable Public Transportation Provider to ensure that all reporting requirements (as described in the Public Transportation Providers(s) section) are met.

#### **The State**

Distinct from the roles of the metropolitan Public Transportation Provider(s) with federal performance measures on transit (transit is the subject of the next section), the State is the lead party responsible for continuous highway travel data measurement and collection. The State shall measure, collect highway data and provide highway field data for use in federal highway related performance measure analyses to inform the development of appropriate federal performance targets, performance status reports, and asset management plans. FAMPO information from FAMPO-specific data analyses and reports might not be incorporated, referenced or featured in computations in the statewide performance data analyses or reports. The State shall provide highway analyses for recommending targets and reporting on the latest performance history and status not only on a statewide basis but also on the portion of the FAMPO metropolitan planning area, as applicable. The findings of the State's highway performance analyses will inform the development or update of statewide targets.

Information regarding proposed statewide targets for highway safety and non-safety federal performance measures will be presented to the Commonwealth Transportation Board (CTB) at the CTB's public meetings and related documents, including, but not limited to, presentations and resolutions, will be made publicly available on the CTB website. The FAMPO and Public Transportation Provider(s) shall ensure that they inform the State of any special data or factors that should be considered by the State in the recommendation and setting of the statewide performance targets.

All statewide highway safety targets and performance reports are annually due from the State to FHWA beginning August 31, 2017 and each year thereafter. The FAMPO shall report their adopted annual safety performance targets to the State for the next calendar year within 180 days from August 31st each year. The statewide highway non-safety performance two and/or four-year targets are due for establishment from the State initially no later than May 20, 2018 for use with the state biennial baseline report that is due by October 1, 2018. The subsequent state biennial report, a mid-period report for reviews and possible target adjustments, is due by October 1, 2020. Thereafter, State biennial updates are cyclically due by October 1st of even numbered years with a baseline report to be followed in two years by a mid-period report. Using information cooperatively compiled from the MPOs, the State and the Public Transportation Providers, the State shall make publicly available the latest statewide and (each) MPO metropolitan planning area's federally required performance measure targets, and corresponding performance history and status.

**The Public Transportation Provider(s)**

For the metropolitan areas, Public Transportation Providers are the lead parties responsible for continuous public transit data measurement and collection, establishing and annually updating federal performance measure targets for the metropolitan transit asset management and public transportation agency safety measures under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d), respectively, as well as for updates that report on the public transit performance history and status. The selection of the performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, between the FAMPO, the State and each Public Transportation Provider to ensure consistency with the performance targets that each Public Transportation Provider establishes under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Information from each Public Transportation Provider on new or updated public transit asset management and safety performance targets, and data-reports on the public transit performance history and status relative to the targets is necessary for use and reference by the State and the FAMPO. Each Public Transportation Provider that receives federal funds shall annually update and submit their transit asset management targets and data-reports to the FTA's National Transit Database consistent with FTA's deadlines based upon the applicable Public Transportation Provider's fiscal year. The FAMPO will coordinate with each applicable Public Transportation Provider to ensure that each applicable Public Transportation Provider shall notify, and share their information on their targets and data-reports electronically with the State and FAMPO at the time that they share the annual information with FTA, and coordinate, as appropriate, to adequately inform and enable the FAMPO to establish and/or update metropolitan planning area transit target(s) no later than 180 days thereafter, as required by the performance-based planning process.

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This Agreement is approved by the respective parties hereto as of the date shown above.

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**Chairman**  
**Fredericksburg Area Metropolitan Planning Organization**

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**Secretary of Transportation**  
**Commonwealth of Virginia**

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**Executive Director**  
**Potomac and Rappahannock Transportation Commission**

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**Executive Director**  
**Virginia Rail Express**

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**Executive Director**  
**Fredericksburg Regional Transit**

Figure 24 – FAMPO Metropolitan Planning Area for the Fredericksburg Area Region



Figure 32 – Urbanized Areas near the FAMPO Fredericksburg Area Region

