

FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City
Spotsylvania County
Stafford County

Matt Kelly
Chairperson

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 17-36

A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION ADOPTING THE FISCAL YEAR 2018 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the adoption of the Fiscal Year 2018 Unified Planning Work Program (UPWP) is required in June; and

WHEREAS, FAMPO staff has worked with the Virginia Department of Transportation (VDOT), Department of Rail and Public Transportation (DRPT), the FAMPO Technical Committee (FTC), and the Citizens Transportation Advisory Group (CTAG) to develop a work program for fiscal year 2018, as attached; and

WHEREAS, a public hearing on the Fiscal Year 2018 UPWP has been held; and

WHEREAS, the public comment period for the Fiscal Year 2018 UPWP began on May 18, 2017 and ended on June 16, 2017;

NOW, THEREFORE, BE IT RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION THAT THE FISCAL YEAR 2018 UNIFIED PLANNING WORK PROGRAM IS HEREBY ADOPTED.

Adopted by the FAMPO Policy Committee at its meeting on June 19, 2017.

FAMPO Resolution 17-36

Chairman
Fredericksburg Area Metropolitan Planning Organization

Date: _____

UNIFIED PLANNING WORK PROGRAM (UPWP)

FISCAL YEAR 2018

Draft for Review

May 18, 2017



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GWRC/FAMPO TITLE VI NONDISCRIMINATION STATEMENT

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

PREFACE TO THE FISCAL YEAR 2018 UNIFIED PLANNING WORK PROGRAM

FAMPO's FY2018 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short- and long-range transportation planning, land use planning, congestion management programming, public participation, corridor planning and other special projects.

According to Weldon Cooper, coming out of the recent deep recession, the George Washington (GW) Region grew by 7.7% between the 2010 Census and July 2016, to a total of about 353,000 residents. This is the second-highest growth rate in the Commonwealth, behind Northern Virginia, which grew at a rate of 10.4% during the same period. Within GWRC, the FAMPO Region grew by about 8.3%, to about 299,000 residents during this period.

Jurisdiction	April 1, 2010 Census	July 1, 2016 Estimate	Change since 2010 Census	
			<i>Numeric Change</i>	<i>Percent Change</i>
Stafford	128,961	141,915	12,954	10.0%
City	24,286	27,025	2,739	11.3%
Spotsylvania	122,397	129,668	7,271	5.9%
Caroline	28,545	29,704	1,159	4.1%
King George	23,584	24,724	1,140	4.8%
GWRC Total	327,773	353,036	25,263	7.7%
FAMPO Total	275,644	298,608	22,964	8.3%

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.

With the adoption of the 2040 Long Range Transportation Plan (LRTP) in April 2013, the FAMPO Policy Committee again endorsed the policy of linking land use and transportation planning more strongly into the future. That policy is again embraced in this UPWP, as the second round of Regional Land Use Scenario Planning concluded in FY2016, setting the stage for the update to the FAMPO Long Range Transportation Plan in FY2017-FY2018.

Development pressure, population growth, attenuate increases in traffic and 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.

TABLE OF CONTENTS

GWRC/FAMPO Title VI Nondiscrimination Statement	i
Preface to the Fiscal Year 2018 Unified Planning Work Program	ii
FY2018 Unified Planning Work Program.....	1
I-A Introduction - Metropolitan Planning in Fredericksburg	1
I-B The Unified Planning Work Program	1
II-A FAMPO Accomplishments in FY2017	2
HIGHLIGHTS OF THE FY2018 UNIFIED PLANNING WORK PROGRAM.....	5
III-A Listing of FY2018 Activities.....	5
III-B Air Quality Planning Activities	9
III-C Transportation Management Area Requirements.....	11
III-D Congestion Management Process.....	11
III-E Intelligent Transportation Systems (ITS) and Smart Travel Programs.	12
III-F Freight Planning.....	13
III-G Environmental Justice/Title VI	13
III-H Public Participation	14
MAJOR TRANSPORTATION PLANNING STUDIES IN THE FAMPO REGION	15
IV-A VDOT On-Call and Special Studies.....	15
IV-B FAMPO On-Call and Special Studies.....	16
IV-C Other Studies.....	18
FY2018 FAMPO UNIFIED PLANNING WORK PROGRAM ACTIVITIES BY TASK.....	23
V-A Long-Range System Level Planning	23
V-B Long Range Project Level Planning.....	25

V-C Congestion Management 27

V-D Public Participation 28

V-E FAMPO Administration..... 30

Summary of Financials.....33

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FY2018 UNIFIED PLANNING WORK PROGRAM

I-A 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 dating to the 1970s, once an urbanized area has been identified in the decennial census, that area is designated as a Metropolitan Planning Organization (MPO) to carry out specified transportation planning activities and is also entitled to receive federal transportation funds.

In its capacity as the Region's transportation planning organization since 1992, it is the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) responsibility to ensure that a "continuing, comprehensive and cooperative" transportation planning process is conducted in greater Fredericksburg, as also required in federal law. In 1992, and again under federal guidelines, FAMPO was created. A Board composed of elected officials and transportation interests was devised, and the three affected municipalities and the Governor agreed to the new governance structure. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County and Stafford County. Under agreement with the FAMPO Board, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO.

I-B The Unified Planning Work Program

1. To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funds 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 adopt what is called a Unified Planning Work Program (UPWP). The purpose of the UPWP is to identify:
 - a. The transportation planning work activities to be carried out during the fiscal year.
 - b. The end products produced as a result of that work.
 - c. The funding sources for each activity.
 - d. The agencies and/or organizations responsible for ensuring that the work is performed and products delivered.
 - e. FY2018 Transportation Planning Activities

II-A FAMPO Accomplishments in FY2017

General:

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

FY2017 Transportation Planning Accomplishments:

1. The FY2018 UPWP was developed.
2. FAMPO sponsored a number of 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. Presented on scenario planning efforts at FHWA workshop in Hampton Roads in November 2016 and at AMPO conference in May 2017.
5. Completed a major study of the I-95 corridor in support of the 2045 Constrained Long-Range Plan and future project development.
6. Submitted five projects for Smart Scale Round 2 consideration in the FY18-23 Six Year Improvement Program (SYIP), two of which were fully funded.
7. Further developed in-house travel demand, land use and traffic modeling capability and completed version 3.1 model update for 2045 LRTP effort.
8. Worked with VDOT to develop new version 5 travel demand model.
9. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with TPB.
10. Worked with the Department of Environmental Quality (DEQ) and Virginia Department of Transportation (VDOT) officials regarding the development and dissemination of Air Quality and Conformity Review materials and discussions of pending Environmental Protection Agency (EPA) policy decisions.
11. Assisted localities with a variety of transportation planning issues including consideration of comprehensive corridor improvements to facilitate improved accommodation for high-occupancy vehicles and transit services; intersection analyses; expansion of commuter parking facilities; feasibility of regional trail facilities; and improvements to interstate access.
12. Continued active involvement in the 95 Express Lanes project.
13. Working with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO Committees, allocated Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for FY2018-2023.
14. Continued to provide transportation planning assistance to local governments in the GW Region.

15. Continued to participate in the Northern Virginia Vanpool Incentive Program in support of GWRideConnect, GWRC's free ride-sharing service.
16. Amended and maintained the FY2015-2018 Transportation Improvement Program (TIP).
17. Developed and approved the FY2018-2021 TIP.
18. Completed a FAMPO Self-Certification Assessment in conjunction with adopting the FY2018-2021 TIP per 23 CFR 450.334
19. Continued to utilize I-95 Vehicle Probe Project (VPP) INRIX data in FAMPO's planning program.
20. Started using Streetlight data in FAMPO's planning program.
21. Updated the Public Participation Plan (PPP).
22. Started Lafayette Blvd Intersection Study.
23. Started Fredericksburg Bike Share and Bicycle Pedestrian Infrastructure Study.
24. Continued to develop 2045 LRTP and completed land use, model update, and freight/aviation elements of LRTP.
25. Started I-95 Phase 2 Multimodal Study as part of 2045 LRTP effort.

HIGHLIGHTS OF THE FY2018 UNIFIED PLANNING WORK PROGRAM

III-A Listing of FY2018 Activities

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

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

GWRC/FAMPO will complete the 2045 Constrained Long-Range Plan as an update to the existing 2040 Plan. A multimodal study of the greater I-95 corridor, including connecting arterials will be completed in support of the Constrained Long-Range Plan and future project development.

A bike share study will be completed within the City of Fredericksburg.

The customized Congestion Management Process (CMP) website, linked via the FAMPO website, will be maintained.

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 FY2018 include the following:

1. Further develop and maintain the FY2015-2018 TIP to reflect changes in projects and federal funding obligations through September 2017.
2. Begin maintaining FY2018-2021 TIP in October 2017.
3. Develop a UPWP for FY2019.
4. Continue to enhance the geographic information system (GIS) for a variety of applications.
5. Work with DEQ, EPA and VDOT regarding the air quality program and air quality conformity procedures for the Region.
6. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
7. Maintain the FAMPO website in a timely manner and continue to provide up-to-date information through social media.
8. Review contract procurement and task order procedures.
9. Assist local jurisdictions regarding transportation projects and grant applications.
10. Enhance member education on the transportation process and regional transportation issues.
11. Continue to integrate the urban and rural transportation planning activities in the GW Region.
12. Work with VDOT to complete new version 5 travel demand model.
13. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using Community Viz software and working with VDOT.

14. Review FAMPO's Prioritization Methodologies and amend/adjust as necessary.
15. Develop and maintain a livability database (i.e. transportation studies, projects, public participation, economic development, bike and pedestrian improvements, safety, etc.) that would improve transportation mobility in the region and can be reported to FHWA on an annual basis and to the public on the FAMPO website.
16. Maintain the Congestion Management Process (CMP) website.
17. Maintain and review the FAMPO website, and the transportation element of GWRC website, and make updates as necessary.
18. Coordinate, as appropriate, with VDOT in the development of updates to the VTrans Multimodal Transportation Plan (VMTP), including attending meetings/workshops and providing local data, input and recommendations regarding policies and projects of regional significance.
19. Coordinate with VDOT and local governments to promote Transportation Alternatives Program (TAP) projects for the GWRC/FAMPO area under the MAP-21 and FAST Act programs.
20. Work 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 FY2019-2024.
21. Work with USDOT and VDOT in developing and implementing various MAP-21/FAST Act Performance-Based Planning Initiatives. Begin to develop CLRP/TIP documents that are compliant with Map-21/FAST Act requirements.
22. Work with the FAMPO Policy Committee, the Commonwealth and other interests to provide applications for discretionary funding for transportation projects under the Smart Scale Round 3 Program and other potential state and federal funding opportunities.
23. Work with the FAMPO Policy Committee, the Commonwealth and other interests to study and investigate potential additional sources of transportation revenue including a regional motor fuels gas tax floor and a regional transportation authority.
24. Coordinate with VDOT on STARS study efforts within FAMPO or GWRC.
25. Coordinate with VDOT on the US 301/Rte 207 Study effort.

26. Help support regional efforts to advance the I-95 NB Rappahannock River Crossing project for Round 3 of Smart Scale in coordination with VDOT.
27. Complete I-95 Phase 2 Multimodal Transportation Study.
28. Complete 2045 Long Range Transportation Plan for the FAMPO and GWRC regions.

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III-B Air Quality Planning Activities

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

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

To meet the EPA requirement that non-attainment areas be brought back into attainment with air quality standards, a State Implementation Plan (SIP) revision must be prepared for each affected region and submitted to the EPA by the Governor. In order 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 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 for 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 is currently in attainment with all the NAAQS, and therefore transportation conformity requirements no longer apply in the Fredericksburg region.

Work cooperatively with VDOT to develop a project emissions benefits process for potential use with future CMAQ candidate projects.

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

After the 2010 Census, the Fredericksburg Urbanized Area did not meet the population threshold to qualify as its own TMA. Therefore, Northern Stafford County remains part of the Washington D.C.-MD-VA TMA, and FAMPO will continue to satisfy and carry out the provisions set forth in the 2004 TPB/FAMPO Agreement.

III-D Congestion Management Process

In December of 2004, the FAMPO Policy Committee adopted the Congestion Management System (CMS) program for the FAMPO Region. This program initially

examined the Northern 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 arterials in the Region. These measurements will be used as a baseline for future CMP updates. In 2015, FAMPO updated the 2010 CMP and completed the development and application of a state-of-the-art web-based mapping system that allows FAMPO staff to continuously monitor and update congestion levels. The public can access this mapping system through the FAMPO website. Planned congestion-relieving projects are inventoried, and strategies are recommended for each of the principal arterial corridors in the FAMPO Region. The CMP is an integral part of FAMPO's short- and long-term planning and project prioritization processes.

III-E Intelligent Transportation Systems 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 with the conventional surface transportation infrastructure on an area wide basis. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives (IVI), which include hands-free vehicle navigation, collision avoidance and intelligent cruise control are just a few examples of ITS. Recently VDOT has also extended a 511 information program for interstate conditions throughout the state, including the I-95 corridor through the Fredericksburg 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.

III-F 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 2010. FAMPO has complemented this statewide effort by developing information about freight origins and destinations and truck traffic volumes in the Fredericksburg Region. Going forward, FAMPO will identify transportation system deficiencies that impact the movement of freight, develop short-term improvements that will improve the movement of freight, and develop a coordination structure to obtain input from and disseminate information to the Region's major freight stakeholders. A Freight Section will also be included in the 2045 LRTP update.

III-G Environmental Justice/Title VI

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

FAMPO will continue its work in complying with the EJ regulations by utilizing data provided by the American Community Survey and the 2010 Census and the

socioeconomic database developed for the LRTP update. The transportation system's effectiveness in serving the Region's minority, disabled, elderly and low-income groups is being evaluated by using this data in the development of maps that show concentrations of these populations in the FAMPO Region. The Title VI Compliance Plan was updated in February 2016 and is due for another update in FY2019.

III-H Public Participation

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs which includes the UPWP. The Public Participation Plan (PPP) requires that members of the public are given a thirty (30) 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 Title VI Community was being effectively reached. The purpose of the PPP is to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process. Effective transportation planning recognizes the critical link between transportation and other societal goals.

MAJOR TRANSPORTATION PLANNING STUDIES IN THE FAMPO REGION

Several transportation studies are underway or expected to soon commence in the FAMPO Region. 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.

IV-A 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. In particular, VDOT will focus efforts next year on the U.S. Route 301 and State Route 207 corridor and in support of VDOT STARS studies efforts.

VDOT conducts many studies statewide every year and has several planned/proposed studies within the FAMPO or GWRC region in FY-18. The following studies are committed or proposed as of June 2017. Proposed studies have been submitted by VDOT Fredericksburg District to VDOT Central Office for funding consideration in FY-18:

STARS – US 17 Business, Stafford County (committed, will be completed in FY-18) - \$215,000

STARS – Route 3, City of Fredericksburg (committed, will be completed in FY-18) - \$240,000

STARS – US 1, City of Fredericksburg (proposed to start in FY-18)

STARS – Exit 126/US 1, Spotsylvania (proposed to start in FY-18)

US 301/Route 207 Corridor Study, Caroline and King George Counties (Continued from FY-17 with completion expected in FY-18) - \$290,000

95 Express Lanes Environmental Assessment (EA) from Exit 160 to Exit 133 (Continued from FY-17 with completion expected in FY-18) – Study budget not available (total project budget is ~\$420 million).

I-95 NB Rappahannock River Crossing Interchange Modification Report (IMR) (proposed to start in FY-18)

Additional VDOT studies are possible during FY-18 at the discretion of the Commonwealth of Virginia.

Budget: Various

Responsible Entity: VDOT

Estimated Completion: FY-18 for all except for proposed STARS Studies, which would start in FY-18 (if funded) and be completed in FY-19

IV-B FAMPO On-Call and Special Studies

Study Area: Entire GWRC Region

Study Background and Objectives: Funding may be made available to provide professional on-call transit and transportation planning services by FAMPO for focused special planning or design issues. FAMPO will provide general oversight to these study efforts and some design work will be overseen by local government engineering staff utilized to support these efforts and may be called upon to complete smaller analyses which arise during the year.

One major study called the I-95 Corridor Study, Phase 2 is currently planned. This effort will be multimodal and will include major north-south highways, including I-

95, U.S. Route 1, as well as Amtrak, Virginia Railway Express (VRE), commuter bus and transportation demand management (TDM). Additionally, this effort will be coordinated with VDOT's U.S. Route 301/207 study and help support regional efforts to advance the I-95 NB Rappahannock River Crossing project.

Budget: \$480,000

Responsible Entity: FAMPO

Estimated Completion: June 2018

A bicycle study for the City of Fredericksburg started in FY-17 and is examining the feasibility of bike sharing and other potential bicycle/pedestrian improvements. Additional studies are possible, subject to Policy Committee direction.

Budget: \$50,000

Responsible Entity: FAMPO

Estimated Completion: September 2017

A study for potential bicycle/pedestrian improvements to the Virginia Central Railway (VCR) Trail at the intersections of Route 3 and US 1 will be conducted by FAMPO staff and consultants between July and November 2017.

Budget: \$30,000

Responsible Entity: FAMPO

Estimated Completion: November 2017

A traffic study for Lafayette Blvd near Kenmore Avenue and Charles Street began in FY-17 and will develop multimodal alternatives to improve traffic and safety.

Budget: \$114,000

Responsible Entity: FAMPO

Estimated Completion: September 2017

A transit and transportation demand management (TDM) study for the 2045 FAMPO LRTP will be completed and will update the transit element of the LRTP and further develop the top recommendations from the Virginia Office of Intermodal Planning and Investment (OIPI) Transit/TDM Study.

Budget: \$50,000

Responsible Entity: FAMPO

Estimated Completion: December 2017

Additional studies are possible, subject to Policy Committee direction.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: Ongoing

IV-C Other Studies

Other studies are undertaken by local governments, VDOT, DRPT, VRE, the Potomac and Rappahannock Transportation Commission (PRTC), Fredericksburg Regional Transit (FRED), the Stafford Regional Airport and other entities. These include comprehensive plan updates, project studies, transit service analyses,

facilities plans and related items. FAMPO works to coordinate with all partners in the Region on an ongoing basis.

Stafford County FY2018 Transportation Planning

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

Spotsylvania County FY2018 Transportation Planning

US Route 1 (I-95 to Commonwealth Drive) / Route 208 (US Route 1 to Leavells Road) - Study to be completed by one of the County's on-call consultants (JMT, ATCS, Wittman.) The Traffic Corridor Study Consultant will enter into a task order agreement with the Spotsylvania County Planning Department. The Consultant will provide all services required to complete the traffic study of the assigned project or projects. The Traffic Corridor Study Consultant will complete the study on the traffic related impacts to US Route 1 (from Interstate 95 to Commonwealth Drive) and Route 208 (from U.S. Route 1 to Leavells Road) which would be needed with the planned Alternative 3 improvements from Smart Scale Round 2 and Future improvements to Exit 126 were completed. The Spotsylvania County Planning Department desires to understand any traffic related issues, both existing and future, to assess any traffic-related impacts the improvements might have on the community. The term of the agreement will terminate when all services required have been completed to the reasonable satisfaction of the Spotsylvania County Planning Department.

Budget: \$400,000

Responsible Entity: Spotsylvania

Estimated Completion: FY-18

Route 2 (US Route 17 to US Route 17 Business/Route 2) – Study to be completed by JMT, one of the County’s on-call consultants. The project will evaluate existing and future conditions and determine ways to reduce delay, improve safety and improve traffic flow along Route 2 from the City of Fredericksburg line to US Route 17 in Spotsylvania County. The study will collect and analyze information that is obtained and submit a professional analysis and recommendations for necessary areas of consideration, including impacts and improvements to vehicle, transit, bicycle and pedestrian circulation, safety, traffic control and conflict points between autos, pedestrians and bus activity.

Budget: \$400,000

Responsible Entity: Spotsylvania

Estimated Completion: FY-18

City of Fredericksburg FY2018 Transportation Planning

The planning staff has divided the City into ten sub-areas, to engage in a closely-focused study of each one. This ongoing process includes a market-based study of land use potential as well as a look at transportation patterns. In the area around James Monroe High School, for example, the staff plans to evaluate the potential for turning several one-way streets back to their original two-way configuration. The one-way streets were initially established to move automobile traffic through a pre-automobile community, but new street networks have moved traffic elsewhere, and new ways of developing communities puts more emphasis on livability and walkability. In this context, reestablishing the two-way pattern may provide a greater degree of neighborhood cohesiveness and safety, and this potential needs to be evaluated. Similarly, the streets to the east of U.S. 1 have evolved into a strangely configured network of acute angles as a series of bridges over the Rappahannock River were built, lost, rebuilt just slightly downstream, and so on. The planning staff is examining the potential to abandon some streets and reroute others in the area between Princess Anne and Wellford Streets, to create a more cohesive pattern that supports good land uses.

Attention will also be directed to downtown Fredericksburg. As in the areas near U.S. Route 1, the one-way street pattern in the urban core will be examined to determine if any modifications can be made to enhance existing and new land uses. Previous studies in this regard have concluded that the one-way pairs in downtown Fredericksburg effectively support economic development because alleys and loading zones are lacking or inadequate to support bulk deliveries. Still, the Planning Office wants to take a new look at the issue. The transportation planning related to the identified sub-areas will be ancillary to the larger market-based land use planning, but should be able to benefit from the ongoing studies and analysis accomplished through FAMPO for the overall transportation network.

PRTC FY2018 Transportation Planning

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

FRED FY2018 Transportation Planning

FRED Transit Development Plan (TDP) Update – DRPT issued new TDP guidance in February 2017. The guidelines require a ten-year planning horizon and fiscal constraint. This project will update FRED's FY17-22 TDP to add the years FY23-26 and develop the constrained and unconstrained elements of the plan.

Budget: \$11,021

Responsible Entity: FRED

Estimated Completion: January 2018

DRPT FY2018 Transportation Planning

DC2RVA – DRPT is leading the effort to complete an environmental impact statement (EIS) for the 123-mile corridor between Washington D.C. and Richmond that will address current rail capacity issues with the goal of improving passenger and freight operations and enabling higher-speed passenger rail service. The study is expected to be completed in FY-18, but an exact timeframe is not known as of June 2017.

Budget: \$55,000,000

Responsible Entity: DRPT

Estimated Completion: FY-2018

Additional DRPT studies are possible during FY-18 at the discretion of the Commonwealth of Virginia.

FY2018 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 FY2018, and the funding that will be applied to each.

V-A Long-Range System Level Planning

Description:

FAMPO staff will undertake the following long-range system level planning activities during FY2018:

1. Continue and complete the 2045 LRTP Update.
2. Continue and complete the I-95 Phase 2 Multimodal Study (including connecting arterials) to support the 2045 LRTP and future project development. This study will include the I-95/US 1 corridor and be coordinated with VDOT's US 301/Route 207 Corridor Study. The study will also include multimodal travel options, including single-occupant vehicles, local transit, commuter bus, VRE, carpooling, vanpooling, slugging, and other TDM and multimodal characteristics of the I-95 corridor.
3. Continue and complete a bike share feasibility and bicycle/pedestrian improvements study for the City of Fredericksburg. Results will be used in 2045 LRTP update.
4. 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.
5. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
6. Monitor activities of the BRAC process at area military bases and evaluate multimodal alternatives (including transit opportunities) to accommodate the transportation impacts of the increased employment.

7. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the Rappahannock Area Agency on Aging (RAAA) with vehicle programming and planning for mobility-impaired persons.
8. 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.
9. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
10. 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.
11. Maintain TAZ based land use projections for the Region.
12. Continue to refine land use, travel demand and traffic modeling in FAMPO and GWRC.
13. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required.
14. Continue to work with VDOT to update the regional travel demand model to FAMPO 5.0 which will include a mode split model to enhance its multimodal forecasting abilities.
15. Amend FAMPO's Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints.
16. In conjunction with VDOT, apply the requirements of MAP-21 and the FAST Act into the planning process.
17. Work with U.S. DOT and VDOT in developing and implementing various MAP-21/FAST Act Performance-Based Planning Initiatives.
18. Continue to enhance FAMPO land use modeling using Community Viz and integrating it with the FAMPO travel demand model (CUBE Voyager).

End Products:

1. Completion of 2045 LRTP for FAMPO and GWRC.*
2. Completion of I-95 Phase 2 Multimodal Study.*

3. Completion of the bike share feasibility and bicycle/pedestrian improvements study.*
4. Improved FAMPO and regional modeling capabilities in FY18.*
5. Meetings and informational exchange discussions regarding procedures to improve transportation planning in FY18.*
6. Review project prioritization methodology and update as needed in FY18*.
7. Development of multimodal corridor plans, transit plans, interstate access studies and parking studies, as required.*
8. Further integration of the land use and travel demand modeling capabilities in FY18.*

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

Participants: FAMPO staff, FAMPO Committees, VDOT, DRPT, PRTC, National Capital Transportation Planning Board (TPB), FHWA, FTA, FRED, local jurisdictions, VRE and consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP	VDOT Rural/Match	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New/Existing		
\$192,000	\$24,000	\$24,000	\$72,000	\$9,000	\$9,000	\$755,000	\$52,500	\$1,137,500

V-B Long Range Project Level Planning

Description:

FAMPO staff will undertake the following long-range project level planning activities during FY2018:

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 FAMPO Region.
3. Continue to update a regional multimodal database of available and planned transportation facilities and services.
4. Continue to develop understanding of and expertise in the VDOT programming system.
5. Continue to revise the FAMPO TIP format to make it more user-friendly and interactive.
6. Implement the new project application process and project scoring criteria for the selection of CMAQ and RSTP funded projects.
7. Assist VDOT with updating Roadway Functional Classifications by conducting local review (through the FAMPO Technical Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines.
8. Prepare applications for transportation project funding under the Smart Scale Program. Exact timeframe for Smart Scale Round 3 is not known as of June 2017 but is likely to begin in Spring 2018.

End Products:

1. Analyses regarding the effect of the provision of transportation services to low income and minority residents.
2. GIS and other products as may be required in the support of transportation projects in the FAMPO Region.
3. Analysis in response to studies affecting the FAMPO Region.
4. Documentation of activities in support of transportation planning and informational requests.
5. Map and briefing on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.
6. Improved TIP format and online interaction.
7. An updated, simplified, project application and scoring process for CMAQ and RSTP funded projects.
8. Completed Smart Scale applications (depending on Smart Scale Round 3 schedule).

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

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP	VDOT Rural/Match	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000	110,000	\$15,000	\$150,000

V-C Congestion Management

Description: The current CMP was adopted in 2015, and INRIX data for the process will be continually updated to include new travel time indices, safety and congestion hotspots. This data will be provided to interested parties via the FAMPO website. Additionally, this task includes research and data development to support transportation planning studies that support improvements designed to mitigate congestion.

End Products: Updated travel time indices, safety and congestion hotspots and safety and congestion mitigation strategies development of recommendations for specific multimodal corridor improvements. Analysis of INRIX data and data development to support transportation planning studies.*

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

Schedule: Ongoing throughout the fiscal year.

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

Budget & Breakdown by Funding Source:

PL			5303			RSTP New/Existing	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$8,000	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$149,574	\$169,574

V-D 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 FY2018, FAMPO staff will execute the following activities in Public Participation which also includes activities planned for Title VI Civil Rights:

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

the continued distribution of electronic copies via the FAMPO website, electronic mail, and social media.

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

End Products:

1. Staff support for CTAG.
2. A measurable public involvement process that maximizes outreach.
3. An improved website with enhanced informational and interactive capabilities.
4. Increased public awareness measured by responses to questionnaires/surveys, emails and written or verbal comments.
5. Improved visualization and/or communication techniques.
6. Timely distribution of MPO meeting notices, agendas, and meeting minutes.
7. Continued development of a social media presence.
8. Expanded contact databases which include a strong Title VI presence.
9. Support of all committee meetings by generating agendas, uploading to the FAMPO website and sending notifications via email, printed advertisements and social media.
10. Compliance with Title VI requirements.*
11. File documentation of public involvement activities.
12. Expanded and up-to-date public participation database.*
13. Completed, analyzed surveys.*
14. Compliance with Title VI requirements.*

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

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

Schedule: Ongoing throughout the fiscal year.

PL			5303			RSTP New/Existing	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$56,000	\$7,000	\$7,000	\$32,000	\$4,000	\$4,000	\$105,000	\$245,000

V-E FAMPO Administration

Description: During FY2018, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2018 UPWP and develop the FY2019 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 summaries 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. Coordination with TPB, per the TPB/FAMPO 2004 Memorandum of Understanding (MOU).
7. Formally transmit products and documents as specified in the TPB Agreement.

8. In coordination with VDOT staff, review and update project information regarding capacity changes for all new highways, high-occupancy vehicles (HOV) and transit projects affecting travel modeling and air quality conformity for the Washington, D.C.-VA-MD TMA.
9. Provide population, household and employment forecast data as it is updated to the Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning staff as part of the Cooperative Forecasting Process.
10. Coordinate and transmit other information and data, as needed.
11. Arrange for and attend all FAMPO meetings.
12. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.
13. Attend transportation conferences and planning/training courses as needed. This task will have a budget of up to \$20,000.
14. Upgrade existing computer equipment, bicycle/pedestrian counter equipment, communications equipment, and software as required. This task will have a budget of up to \$26,500.
15. 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 FY2018 UPWP amendments.
3. Production of the FY2019 UPWP.
4. Documentation of public meetings and hearings conducted during FY2018.
5. Contracts and correspondence related to the administration of Planning (PL), Section 5303, State Planning and Research (SRP) and RSTP funds.
6. Production of materials for FAMPO committee meetings.
7. Development of FAMPO Resolutions, meeting summaries and other production materials related to FAMPO administrative activities.
8. Develop and publish an annual listing of projects obligated with Federal funding consistent with MAP-21 and FAST Act requirements.
9. Improved staff training and exposure to State and National best practices.

10. State-of-the-art hardware and software to meet work requirements and client needs.
11. Annual financial audit to meet State and Federal requirements.
12. Improved coordination and communications between FAMPO and the TPB for North Stafford County per the TPB/FAMPO Agreement, dated November 17, 2004.
13. A coordinated update cycle for the respective Long-Range Transportation Plans and the Transportation Improvement Programs.

Participants: FAMPO staff, other MPOs/PDCs.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$74,138	\$9,267	\$9,267	\$15,504	\$1,938	\$1,938	\$5,000	\$117,053

SUMMARY OF FINANCIALS

Planning (PL) (FY 2018 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY 2018 & Carryover) Includes 10% State Match/10% Local Match			RSTP/STP/State	VDOT Rural Plus Match	Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
Long Range System Level Planning								
\$192,000	\$24,000	\$24,000	\$72,000	\$9,000	\$9,000	\$755,000	\$52,500	
\$240,000			\$90,000			\$755,000	\$52,500	\$1,137,500
Long Range Project Level Planning								
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000	110,000	\$15,000	
\$15,000			\$10,000			110,000	\$15,000	\$150,000
Congestion Management								
\$8,000	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$149,574		
\$10,000			\$10,000			\$149,574		\$169,574
Public Participation								
\$56,000	\$7,000	\$7,000	\$32,000	\$4,000	\$4,000	\$135,000		
\$70,000			\$40,000			\$135,000		\$245,000
Administrative								
\$74,138	\$9,267	\$9,267	\$15,504	\$1,938	\$1,938		\$5,000	
\$92,673			\$19,380				\$5,000	\$117,053
Total								
\$342,138	\$42,767	\$42,767	\$135,504	\$16,938	\$16,938			
\$427,673			\$169,380			\$1,149,574	\$72,500	\$1,819,127