From:	Linda Millsaps
To:	Kate Gibson
Subject:	FW: FHWA Virginia Division Comments, Suggestions, and recommendations to FAMPO (and GWRC)
Date:	Thursday, June 13, 2019 3:46:42 PM
Attachments:	image001.png Attachment 1 Resolution-18-39.pdf Attachment 2 UPWP Analysis.xlsx

---

From: Rucker, Ivan (FHWA) <Ivan.Rucker@dot.gov>
Sent: Wednesday, June 05, 2019 4:02 PM
To: Paul Agnello <agnello@gwregion.org>; Linda Millsaps <millsaps@gwregion.org>; Haynes, Stephen <stephen.haynes@vdot.virginia.gov>
Cc: LaSut, Linda <linda.lasut@vdot.virginia.gov>; Simkins, John (FHWA) <John.Simkins@dot.gov>; Shropshire, Michelle, PE (VDOT) (Michelle.Shropshire@VDOT.Virginia.gov) <Michelle.Shropshire@VDOT.Virginia.gov>
Subject: FHWA Virginia Division Comments, Suggestions, and recommendations to FAMPO (and GWRC)

Hello,

Please see comments, suggestions, and recommendations based on our review of FAMPO's Draft 2020 UPWP below and participation in the FAMPO planning process.

General Comment

Per the *Agreement for the Utilization of Federal and State Funds to Support Metropolitan Planning in the Fredericksburg Area*, "Any approved UPWP work to be undertaken with federal or state funds by any party other than the COMMISSION shall be the subject of a third-party agreement. Such agreements shall incorporate all provisions of this AGREEMENT. The scope of service and agreements for such work must be submitted for written approval by the DEPARTMENT and FHWA prior to the execution of the third-party agreement. It is recommended that any such third-party agreement be developed as soon as possible after the execution of this AGREEMENT. There will be no reimbursement to third-parties for work performed prior to the execution date of such agreement."

We encourage the George Washington Regional Commission (COMMISSION) to please review and adhere to all commitments and responsibilities contained in the agreement between the VDOT and the GWRC to ensure that an

appropriate reporting structure continues to exist to provide for the proper oversight, accountability, and management of Federal funds.

Specific Comments

1. **We reviewed the FY2020 UPWP and the Organizational Chart contained in the document. The Organizational Chart appears to reflect that the Commission has no personnel (except for the Executive Director) that charge staff time against MPO activities and that the Fredericksburg MPO (FAMPO) employs or maintains its own personnel.**

We are aware that the GWRC and FAMPO have a long history of integrating the planning process to include the entire GWRC region and that much of the GWRC staff that serves the FAMPO Board (including serving as staff to the FAMPO Technical Advisory and Citizen Advisory Committees which have been expanded to include rural voting representation) also serves the GWRC Board. Consideration should be given to that arrangement with respect to agreements or organizational charts.

Per the executed PL and SPR agreements between the Commission and the VDOT, the Commission is required to list all Commission personnel anticipated to charge time against the planning activities in the Rural and Urban Work Programs. We recommend that the GWRC coordinate with the FAMPO to ensure that the PL and SPR agreements and Letters of Authorization (LOA) include the positions (consistent with the requirements contained in the agreements and LOAs) of who the Commission anticipates charging time against to accomplish activities contained in the FAMPO and GWRC Work Programs. If staff is maintained by the FAMPO, please provide us with copies of the third-party agreement between the Commission and FAMPO.

2. **During our review of recent FAMPO meeting minutes (March 18, 2019), language attributed to an MPO elected official states, "… FAMPO has outgrown the GWRC and FAMPO will continue to receive**

funding and continue to grow whereas the GWRC will experience no growth & has a history of having bounced checks or floating payments to accounts." Additionally, we have recently been made aware that the GWRC is having difficulty in matching some federal funds for UPWP planning activities. However, despite the recent inability to match some federal planning funds with local funds, we noticed that the FY2020 UPWP has prioritized increasing GWRC staff.

The FHWA Virginia Division's perspective is that the GWRC has a long history of being financially sound and a responsible partner. We recommend that the VDOT meet with the GWRC Chair and GWRC Executive Director to better understand the financial and staffing priorities of the GWRC to meet federal planning requirements on behalf of the FAMPO. Additionally, VDOT should work to assess the GWRC efforts to address concerns regarding local match availability towards future planning activities and if State financial assistance will be needed in the future should local match issues persist.

The FHWA Virginia Division is concerned with the inability to locally match Federal funds and recommend that the VDOT and GWRC work to address the cause as this may impact the FAMPO's ability to meet federal requirements.

3. **According to the FY 2020 UPWP, FAMPO has reserved $1,148,391 in federal RSTP funds to "Potentially conduct additional study analysis of interchanges, arterials and congestions mitigation in the I-95/ US Rte. 1 corridor in FAMPO at the direction of the Policy Committee."**

FHWA will authorize Federal funding for this task item after a TIP and STIP revision once the FAMPO has identified a specific study/studies. We are assuming that FAMPO's Technical Advisory Committee will utilize the FAMPO adopted RSTP and CMAQ project selection process for study recommendations to the Policy Board. Additionally, any PL funds identified as contingency (i.e. $160,000 Federal) will be approved for authorization once the MPO has identified a use for the funds.

4. **FHWA and VDOT approved a task in the current *FY19 UPWP* to update the 2045 LRTP to 2050 and make it FAST-Act compliant. The budget for the task was $200,000 and was authorized at 80/20 ($160,000 Federal/$40,000 State). A consultant task order was developed in June 2018 for $94,164 *(Attachment 1*). It was approved by the MPO. Contained on page 6 of the task order it states, "The 2050 LRTP will be a *minor* update extending the 2045 LRTP to the 2050 horizon year that will ensure complete compliance with Federal requirement (as noted above), outcomes of SMART SCALE Round 3, other project updates (such as the recent announcement on the Fred Ex project), and any other new/relevant State or regional policy or programmatic initiatives."**

The FY 2020 UPWP contains the same FY2019 task but the budget has increased by 75% ($350,000). Please explain the increase in budget and whether the consultant completed the objectives contained in the task order as we've noticed a recent expenditure of $68,425.28.

5. **Per 23 CFR 450.308, Federal Planning funds (PL) are made available to the MPOs to accomplish routine planning activities required by the federal planning regulations. For example, these activities include Long Range Plan Development, Public Participation, TIP Development, etc. An MPO may, at its discretion, also use RSTP funds for planning activities. However, RSTP funds can also be used towards additional activities that PL funds can't be used towards including project construction (i.e. safety projects, bike and pedestrian facilities, trail construction, Safe Route to School projects, transit, etc.)**

In lieu of Federal PL funds, we notice a heavy reliance on RSTP in the FY 2020 UPWP to conduct routine planning activities. For example, the 2050 LRTP update is budgeted for $350,000 in RSTP funds, Public Involvement is budgeted for $244,000 in RSTP funds, and at the most recent MPO meeting there was a request to increase the combined budget amount by $125,000 in RSTP while leaving a contingency of $200,000 in PL funds.

For information purposes, we've attached an Excel chart (***2nd Attachment***) that was prepared by the VDOT to give a brief comparison of FAMPO's use of

RSTP in the UPWP budget over the past decade (incl. the proposed FY '20). That data may be found under the first tab in the workbook.

The second tab compares the use of RSTP in the UPWP activities by other MPOs, including the five MPOs from FAMPO's recent peer analysis, completed by their Consultant, Cambridge Systematics, for the 2020 UPWP. (Those rows are shaded a tan/peach shade.) Two large Virginia TPOs and two MPOs of similar size to FAMPO are included, as well.

We suggest that the MPO Technical Advisory Committee evaluate if there are options to utilize PL funds for routine planning activities in lieu of sub-allocated RSTP funds which can be used for projects in jurisdictions/region.

Thank you.

Ivan

Ivan Rucker | ***Planning/Environment/Freight***
U.S. Department of Transportation
Federal Highway Administration | Virginia Division Office
400 N. 8th Street, Suite 750 | Richmond, VA 23219
804.775.3350 Ivan.Rucker@dot.gov

Mark Dudenhefer
Chair

Paul Agnello
FAMPO Administrator

FAMPO RESOLUTION 18-39

AUTHORIZING STAFF TO EXECUTE A CONTRACT WITH CAMBRIDGE SYSTEMATICS FOR THE MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)/FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT PERFORMANCE MEASURES TARGET SETTING

WHEREAS, 23 CFR 490 in the MAP-21/FAST Act requires Metropolitan Planning Organizations to establish a set of performance measures as part of the long-range transportation planning process; and

WHEREAS, the FAMPO FY2019 Unified Planning Work Program (UPWP) includes an account for this work; and

WHEREAS, working with Cambridge Systematics, a FAMPO on-call consultant, staff has completed a defined Task Order for this work at a cost of $94,164, to be completed by April 2019; and

WHEREAS, the attached Task Order provides detailed information on the work elements, job assignments, costs and schedule for this work;

NOW, THEREFORE, BE IT RESOLVED that the Fredericksburg Area Metropolitan Planning Organization hereby authorizes staff to execute the attached task order with Cambridge Systematics and complete the work described therein.

Adopted by the Policy Committee at its meeting on June 18, 2018.

_____

Mark Dudenhefer, Chair
Fredericksburg Area Metropolitan Planning Organization
Policy Committee

CAMBRIDGE SYSTEMATICS

Think Forward

Memorandum

TO: Paul Agnello, FAMPO

FROM: David Jackson, Jay Evans, Tom Harrington, Rich Denbow, Feng Liu, CS

DATE: June 13, 2018

RE: Task Order – MAP-21/FAST Act Compliance – Target Setting, 2050 LRTP Update, and 2021-2024 TIP

Scope of Work

The objectives of this task order include the following:

- Support FAMPO through the process of adopting applicable Bridge and Pavement Condition (PM2) and System Performance (PM3) targets by November 19, 2018;
- Support FAMPO through the development of a system performance report and narratives and analysis addressing applicable MAP-21/FAST Act planning factors and other metropolitan planning requirements within the 2050 Long-Range Transportation Plan (LRTP) update scheduled for adoption by May 2019; and
- Conduct a comparative review and analysis of the new Version 5.1.5 model, evaluating performance and predictive capabilities relative to the existing Version 3.1 model and update socioeconomic data to support the 2050 LRTP.

This scope of work will provide support to FAMPO through multiple components of the 2050 LRTP as it relates to existing conditions, system performance, performance targets, and planning factors. This work will build on a prior CS team task order providing target setting and MAP-21/FAST Act metropolitan planning requirement support for the 2045 LRTP.

Task 1. 2018 PM2/PM3 Target Setting Support

Background

MAP-21 made significant changes to the scope of the statewide and metropolitan planning process, notably the introduction of “a performance-driven, outcome-based approach to planning.” This entails modifying statewide and metropolitan transportation planning processes to “provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. Section 150(b) and the general purposes [for public transportation] described in 49 U.S.C. 5301.” Specifically, state [Departments of Transportation] DOTs, [Metropolitan Planning Organizations] MPOs, and transit operators must coordinate to:

3 Bethesda Metro Center, Suite 1200
Bethesda, MD 20814
tel 301-347-9100 www.camsys.com **fax** 301-347-9101

- Set performance targets for the Federal-aid highway program in the areas of safety, asset management, and system performance [often led by state DOTs in coordination with MPOs];
- Select and establish targets for transit safety and transit asset management [often led by public transportation providers in coordination with state DOTs and MPOs; states and MPOs must include these targets and measures in their LRTPs]; and
- Integrate performance measures and targets into a performance-based planning process, including LRTPs and TIPs [state DOTs and MPOs].

As noted in the rulemaking, both the state and MPO long-range transportation plans shall include a description of the **performance measures** and **performance targets** used in assessing the performance of the transportation system addressing the following areas:

- Safety on all public roads (fatalities and serious injuries) and transit safety,
- Condition of bridges and pavement on the National Highway System,
- State of good repair of transit equipment, rolling stock, infrastructure (rail fixed-guideway, track, signals, and systems) and facilities; and
- Vehicular congestion and reliability of vehicle travel times on the National Highway System, truck travel speeds and reliability of truck travel times on the Interstate Highway System, and emissions of criteria pollutants in nonattainment and maintenance areas.

Table 1 provides a summary of the applicable rulemakings and performance measures for FAMPO, noting FAMPO response status and next steps below the table.

Table 1. MAP-21/FAST Act Performance Rulemakings & Measures

	National Highway System Performance
Rulemaking	Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program **(5/20/2017)**
Performance Measures	Percent person-miles traveled on the Interstate System that are reliable (level of travel time reliability - LOTTR)
	Percent person-miles traveled on the Non-Interstate NHS that are reliable (LOTTR)
	Travel time reliability of trucks on the interstate system (truck travel time reliability {TTTR} Index)
	CMAQ Traffic Congestion Measures: Annual hours of peak-hour excessive delay per capita on NHS, Percent non-SOV travel through ACS or other local data (Metropolitan Washington urbanized area only*) *Note: As described in 23 CFR490.105(f)(5)(i), if an MPO is not required to establish targets for the traffic congestion measures for an urbanized area, but NHS highways cross any part of an urbanized area with a population greater than 1 million within a metropolitan planning area (MPA) and that urbanized area contains a nonattainment or maintenance area (for any one of the criteria pollutant) outside of its MPA, then that MPO is encouraged to coordinate with relevant State DOT(s) and MPO(s) in the target establishment process for the traffic congestion measures for that urbanized area.
	Total emissions reduction for all projects funded through CMAQ – N/A for FAMPO, Washington DC NAA only

	Highway Safety - All Public Roads
Rulemaking	Highway Safety Improvement Program (HSIP): **(4/14/2016),** HSIP Performance Measures: **(4/14/2016)**
Performance Measures	Number of fatalities
	Number of serious injuries
	Rate of fatalities per 100 million VMT
	Rate of serious injuries per 100 million VMT
	Number of non-motorized fatalities and non-motorized serious injuries
	National Highway System - Asset Management
Rulemaking	Assessing Pavement and Bridge Condition for National Highway Performance Program: **(5/20/2017)** Transportation Asset Management Plans **(10/2/2017)** and Emergency Relief Program: **(12/23/2016)**
Performance Measures	Percent of pavements on the Interstate system in good condition
	Percent pavements on the NHS (excluding Interstate system) in good condition
	Percent pavements on the Interstate system in poor condition
	Percent pavements on the NHS (excluding interstate system) in poor condition
	Percent NHS bridges classified as in good condition
	Percent NHS bridges classified as in poor condition
	Transit Asset Management
Rulemaking	Transit Asset Management and National Transit Database: **(10/1/2016)**
Performance Measures	Equipment: Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
	Rolling Stock: Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
	Infrastructure: Percentage of track segments with performance restrictions
	Facilities: Percentage of facilities within an asset class rated below condition 3 on the TERM scale
	Transit Safety
Rulemaking	Public Transportation Agency Safety Plans and Safety Management System: **(NPRM, 2/6/2016)** Federal Public Transp. Safety Program: **(9/12/2016)**, State Safety Oversight: **(4/15/2016)**

The status of FAMPOs response to these requirements are noted below:

- FAMPO established MPO targets consistent with the Statewide targets for highway safety measures and transit asset management measures in December 2017.

- FAMPO is required to annually review and adopt (within 180 days) the State safety targets established annually within the HSIP (by August 31 on an annual basis). Note, as FAMPO has already successfully conducted this process for the FY 2018 safety targets, this should require a minimal level of effort to review and adopt targets for FY 2019 and beyond.

- For PM2 (highway assets) and PM3 (highway performance), the establishment of targets by MPOs are required within 180 days of the state established targets due by May 20, 2018 (for FAMPO, targets must be adopted and forwarded to VDOT by November 19, 2018).

Work Activities

CS support of FAMPO within this task will ensure consistency with the applicable details noted in the current FAMPO "3C" Planning Agreement with the Commonwealth, including:

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.

Following adoption of the State targets by May 20, 2018, CS will assist FAMPO in coordination with State (OIPI/VDOT) to obtain data, review the State targets, and discuss options for FAMPO, including deciding to support the State targets (e.g., contribute to achieving the statewide performance target) or deciding to establish a regional-specific target. This coordination will also include, as requested by FAMPO, support in coordination and review of the process State and TPB are following to establish CMAQ traffic congestion measure targets (peak hours of excessive delay, non-SOV mode share).

For PM2 and PM3, the CS team will summarize trend data for each required measure, highlight internal and external factors that may impact 2- and 4-year performance, and develop a succinct presentation and present for FAMPO Technical Committee and Policy Committee consideration

and adoption before October 8, 2018. The trend data will be provided by VDOT (as the State agency responsible for establishing statewide targets for the PM2 and PM3 measures).

In addition, CS will conduct more detailed analysis of PM3 data trends at the regional and corridor-level based on the raw NPMRDS data for the FAMPO region. This will support analysis of level of the underlying factors impacting travel time reliability and truck travel time reliability trends, including time-of-day performance, TMCs approach the 1.50 reliability threshold, and the performance of key corridors and segments within the region, including I-95, consistent with the Federal measure definition. This analysis will be conducted as a supplement to the regional-level analysis and mapping functions enabled through the RITIS MAP-21 application.

CS will assist FAMPO in submitting all requested information to State within 21 days of FAMPO Policy Committee action.

Task 1 Deliverables:

- Dependent on data availability, CS will compile and summarize relevant performance measure data applicable to the FAMPO/GWRC region through collaboration with VDOT and the Office of Intermodal Planning and Investment (OIPI).
- CS will develop a presentation and talking points, and present at a FAMPO Technical Committee and Policy Committee meeting (prior to October 8, 2018) to support FAMPO adoption of applicable PM2 and PM3 targets.

Task 2. 2050 LRTP Update MAP-21/FAST Act Support

Background

Per the Final Planning Rule, LRTPs, TIPs, conformity determinations, and other required products and elements of the Statewide and Metropolitan Planning process adopted after two years from the issuance date (May 27, 2016) must incorporate the new planning requirements contained in the Rule. Specifically: "*Prior to May 27, 2018, an MPO may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018, an MPO may not adopt a metropolitan transportation plan that has not been developed according to the provisions and requirements of this part.*"

LRTPs must address two new planning factors and overall integrate planning processes, performance measures, and targets into a performance-based program. In the 2050 LRTP FAMPO must demonstrate how planning processes, performance measures, and targets are integrated into a performance-based program.

As an attachment or component of 2050 LRTP, FAMPO must publish a new System Performance Report. In the System Performance Report, FAMPO must "*evaluate the condition and performance of the transportation system*" with respect to new required performance measures under the MAP-21/FAST Act related rulemakings.

CS support of FAMPO within this task will ensure consistency with the applicable details noted in the current FAMPO "3C" Planning Agreement with the Commonwealth, including:

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.

Work Activities

The 2050 LRTP will be a minor update extending the 2045 LRTP to the 2050 horizon year that will ensure complete compliance with Federal requirements (as noted above), outcomes of SMART SCALE Round 3, other project updates (such as the recent announcement on the FredEx project), and any other new/relevant State or regional policy or programmatic initiatives. The scheduled adoption date of the 2050 LRTP is April or May 2019, with most of the effort for developing the system performance report, conducting analysis, and developing narratives occurring from August 2018 through February 2019.

Subtask 2.1 System Performance Report

CS will support development of the new **system performance report** which serves as a portion or an attachment to the LRTP per the requirements. The system performance report evaluates the condition and performance of the transportation system with respect to the performance targets established in Task 1, including:

- Progress achieved by FAMPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and
- An analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the performance targets.

CS will develop text, charts and supporting figures to document baseline performance of the transportation system consistent with the required performance measures. This will include analysis of how the preferred LRTP fiscally constrained project list can improve the conditions and performance of the transportation system and how the investments will impact the cost necessary to achieve performance targets established in Task 1.

CS will work with FAMPO and VDOT to develop an approach to quantify the system performance benefits for the applicable PM3 measures through use of the FAMPO regional travel demand model and other off-model techniques such as the SHRP2 C11 Post-Processor that CS has recently developed as a sketch planning tool. Customizing the tool and conducting analysis for the FAMPO region to support the 2050 LRTP will be subject to direction from FAMPO within a future task order proposal.

Subtask 2.2 Planning Factors and Other LRTP Support

CS will work with FAMPO staff and, as requested, facilitate conversations with VDOT, DRPT, and FHWA to identify best practices for inclusion of required topics within the LRTP. This effort will build from the narratives developed in the 2045 LRTP to address new planning factors and other requirements, customizing the narratives to the fiscally constrained project list in the 2050 LRTP and other current State and regional transportation policy and other relevant transportation planning or economic development activities. CS will develop draft content, including narratives, tables, and/or figures as indicated in Table 2. CS will also develop a description of the performance measures and performance targets used in assessing the performance of the transportation system (consistent with the outcomes of target setting approach in Task 1), and document the target setting process done in coordination with FAMPO, VDOT, and DRPT and reference changes to metropolitan planning agreements or other mechanisms for formalizing the target-setting process.

Table 2. Metropolitan Planning Factors and Requirements (MAP-21/FAST Act)

Metropolitan Planning Rule Requirements	Draft FAMPO Approach for LRTP
New planning factors: improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation, and enhance travel and tourism	**CS** to develop an updated narrative (from 2045 LRTP) on resiliency, reliability, and stormwater impacts. **FAMPO** will lead travel and tourism.
Shall include: both **long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system** including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing transportation demand	Led by **FAMPO** staff
Should integrate: **Priorities, goals, countermeasures, strategies, or projects contained in the Highway Safety Improvement Program (HSIP)**, including the Strategic Highway Safety Plan (SHSP) and the Public Transportation Agency Safety Plan	**CS** to develop an updated narrative (from 2045 LRTP), including references to the FAMPO prioritization process and recently adopted VDOT SHSP
Shall, at a minimum, include: **Intercity bus facilities and nonmotorized transportation facilities**, in the definition and description of "an integrated metropolitan transportation system"	**CS** to develop an updated narrative (from 2045 LRTP)
Shall, at a minimum, include: **A discussion of investments and other strategies to "reduce the vulnerability of the existing transportation infrastructure to natural disasters,"** in the capital investment portion of the plan	**CS** to develop an updated narrative (from 2045 LRTP) based on Virginia specific efforts and national perspective
Shall, at a minimum, include: **Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption** in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives and associated transit improvements, as appropriate	**CS** to develop an updated narrative (from 2045 LRTP)

Metropolitan Planning Rule Requirements	Draft FAMPO Approach for LRTP
May include: An **assessment of the appropriateness of innovative finance techniques** (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan, in the financial plan section	Led by **FAMPO** staff
Shall, at a minimum, include: Consideration of **pedestrian walkway and bicycle transportation facilities** in accordance with 23 U.S.C. 217(g).	Led by **FAMPO** staff

Task 2 Deliverables:

- Content, including text, tables, graphics, and/or maps to support development of new or enhanced content for the LRTP to meet MAP-21/FAST Act metropolitan planning requirements.
- Presentations or other associated 2050 LRTP materials to support stakeholder and public outreach and briefings to the FAMPO Technical and Policy Committees.

Task 3. Regional Model Analysis and Socioeconomic Data

The FAMPO model is used as the core tool in conjunction with post-processing tools to support 2050 LRTP scenario evaluation and conformity analysis. The purpose of this task would be to prepare FAMPO for analysis of the 2050 no-build, 2050 Build – Needs, and 2050 Build – CLRP scenarios with the regional model later in 2018 and into early 2019. Activities within this task include the following:

- Review the model performance of the latest FAMPO model (Version 5.1.1) developed by VDOT and anticipated to be available in July 2018, including validation metrics at the regional, subarea and corridor levels; dynamic validation and sensitivity testing of highway project results; and comparison to the current Version 3.1 model;
- Summarize review findings and conduct a meeting with FAMPO and VDOT staff to review and discuss recommendations for improvements as needed; and
- Develop 2050 socioeconomic forecasts for the TPB model TAZs within the FAMPO model domain (e.g., Prince William County) and review data with FAMPO and VDOT.

Task 3 Deliverables:

- FAMPO Version 5.1.1 model review and performance summary/recommendations memorandum and meeting with FAMPO and VDOT staff; and
- 2050 socioeconomic data for Prince William County TAZs.

Task 4. Project Management and Coordination

CS staff will regularly coordinate with FAMPO staff, and as requested by FAMPO, the LRTP Advisory Committee and FAMPO Technical and Policy Committees. The coordination is expected to include:

- Regular bi-weekly conference calls (as necessary) with FAMPO staff to discuss progress, next steps, and deliverables status;
- Preparation of materials and conference calls with the LRTP Advisory Committee as directed by FAMPO;
- Attendance and presentation at two meetings to adopt PM2 and PM3 targets as directed by FAMPO staff; and
- Attendance and presentation at two meetings to discuss progress or action on the 2050 LRTP (these presentations could occur at either a meeting for preliminary review of results, or a meeting where the LRTP adoption is under consideration as an action item) as directed by FAMPO staff.

Task 4 Deliverables:

- Project team conference calls and notes; and
- Meeting materials and presentations.

Staffing

David Jackson, AICP will serve as the task order manager. Jay Evans will serve as the Principal responsible for the work. Tom Harrington, Feng Liu, and Rich Denbow will serve as the primary technical staff in addition to other CS staff in the Bethesda, Maryland office.

Schedule

Following Notice to Proceed, CS will develop a detailed schedule and associated work plan to help ensure that the content development process in Task 1 and Task 2 maintain progress to adopt PM2 and PM3 targets by October 15, 2018 and the 2050 LRTP by April 2019.

We anticipate that both Task 1 and Task 2 will occur simultaneously, focusing on the completion of draft materials for consideration by FAMPO and other key partners (including VDOT, FHWA, and the LRTP Advisory Committee). Following review and revisions, and action on targets by the Policy Committee, the materials would be finalized and incorporated into the DRAFT LRTP in advance of public outreach.

Task 3 will begin as soon as the new FAMPO model is available for review in June 2018 and should conclude by the end of August 2018. Project management and coordination efforts in Task 4 will continue for the duration of the task order.

Price Proposal

FIRM	Labor Hours	Labor Cost	Travel Cost	BUDGET
Cambridge Systematics, Inc.				
Task 1	110	$18,236	-	$18,236
Task 2	154	$27,660	-	$27,660
Task 3	202	$34,912	-	$34,912
Task 4	64	$12,346	$1,010	$13,356
TOTAL:	**530**	**$94,164**	**$1,010**	**$94,164**

Price Support

Name	Rate	Task 1. 2018 PM2/PM3 Target Setting		Task 2. 2050 LRTP Update MAP-21/FAST Act Support		Task 3. Regional Model Analysis and Socioeconomic Data		Task 4. Project Management and Coordination		Total	
		Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars
Labor:											
Technical Expert	$ 322.16	2	$ 644	2	$ 644	8	$ 2,577	8	$ 2,577	20	$ 6,442
Senior Consultant	$ 279.89	-	$ -	6	$ 1,679	-	$ -	-	$ -	6	$ 1,679
Consultant	$ 241.76	-	$ -	4	$ 967	26	$ 6,286	-	$ -	30	$ 7,253
Associate III	$ 230.60	-	$ -	16	$ 3,690	-	$ -	-	$ -	16	$ 3,690
Associate II	$ 208.31	36	$ 7,499	38	$ 7,916	12	$ 2,500	24	$ 4,999	110	$ 22,914
Analyst III	$ 180.73	16	$ 2,892	26	$ 4,699	38	$ 6,868	-	$ -	80	$ 14,459
Analyst II	$ 149.05	8	$ 1,192	16	$ 2,385	80	$ 11,924	32	$ 4,770	136	$ 20,271
Analyst I	$ 125.18	48	$ 6,009	38	$ 4,757	38	$ 4,757	-	$ -	124	$ 15,523
Production/Clerical	$ 115.39	-	$ -	8	$ 923	-	$ -	-	$ -	8	$ 923
Labor Total		110	$ 18,236	154	$ 27,660	202	$ 34,912	64	$ 12,346	530	$ 93,154
Direct Expenses											
Travel			$ -		$ -		$ -		$ 1,010		$ 1,010
Total Direct Expenses			$ -		$ -		$ -		$ 1,010		$ 1,010
TOTAL PRICE		**110**	**$ 18,236**	**154**	**$ 27,660**	**202**	**$ 34,912**	**64**	**$ 13,356**	**530**	**$ 94,164**

Expense Support

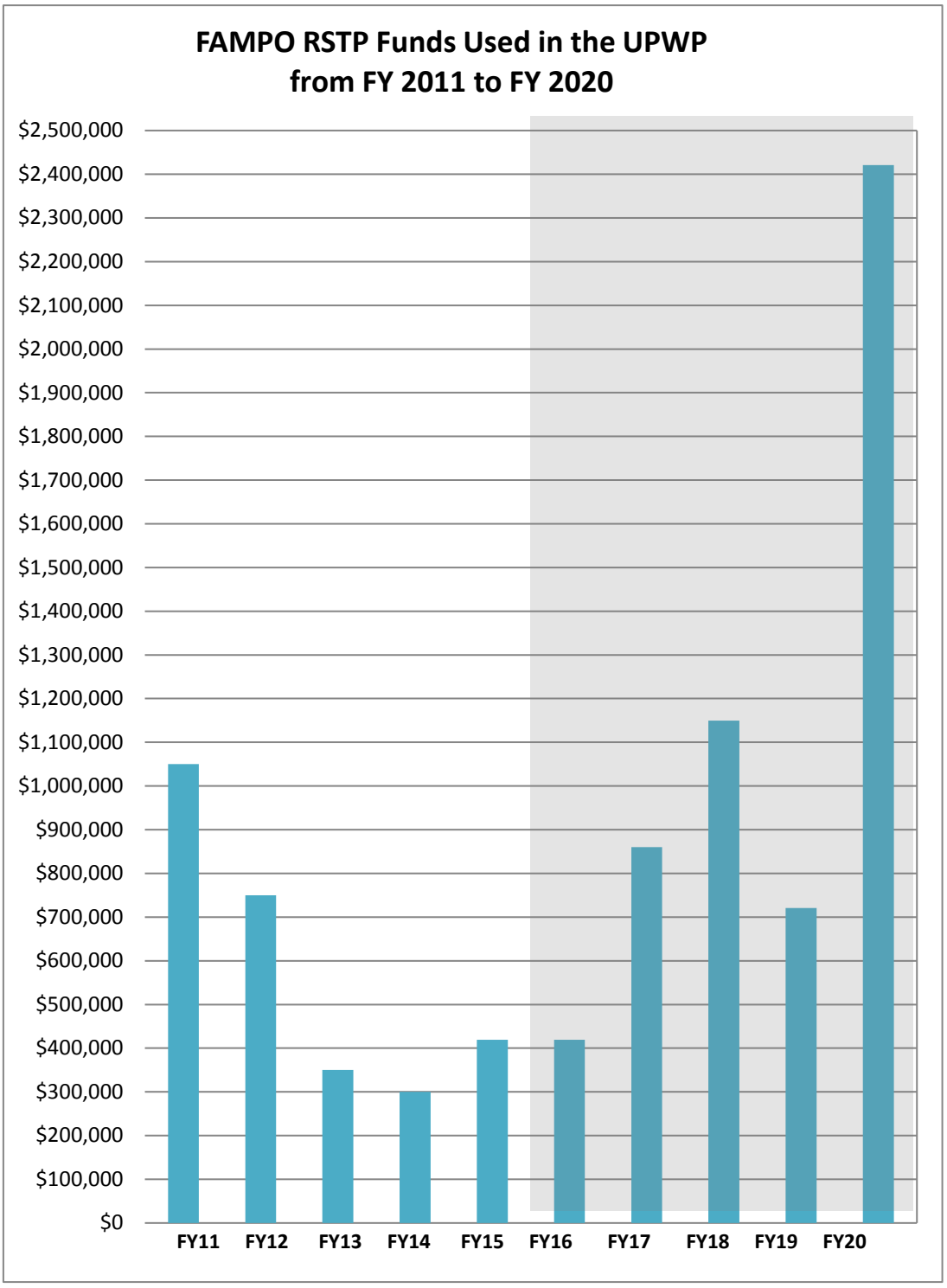
Travel expense allowance is for vehicle mileage reimbursement for:

3 round trips Raleigh, NC area to Fredericksburg, VA at $268 each (492 miles @ $0.545 per mile)

3 round trips Bethesda, MD area to Fredericksburg, VA at $69 each (126 miles @ $0.545 per mile)

CAMBRIDGE SYSTEMATICS

		*Funds for **Planning** Activities*		*Funds for **Projects***	
FY	**Total Budget**	**PL funds ***	**5303 funds**	**RSTP**	**RSTP difference from previous year**
2011	**$1,890,973**	$465,630	$87,843	$1,050,000	
2012	**$1,253,846**	$343,503	$87,843	$750,000	-$300,000
2013	**$957,397**	$447,054	$87,843	$350,000	-$400,000
2014	**$910,015**	$377,226	$160,289	$300,000	-$50,000
2015	**$1,027,482**	$365,932	$169,520	$419,530	$119,530
2016	**$1,027,482**	$365,932	$169,520	$419,530	$0
2017	**$1,530,773**	$426,671	$171,602	$860,000	$440,470
2018	**$1,819,127**	$427,673	$169,380	$1,149,574	$289,574
2019	**$1,384,415**	$402,421	$188,594	$720,900	-$428,674
2020	**$3,260,830**	$431,972	$202,967	$2,420,891	$1,699,991


FAMPO RSTP Funds Used in the UPWP
from FY 2011 to FY 2020
$2,500,000
$2,400,000
$2,300,000
$2,200,000
$2,100,000
$2,000,000
$1,900,000
$1,800,000
$1,700,000
$1,600,000
$1,500,000
$1,400,000
$1,300,000
$1,200,000
$1,100,000
$1,000,000
$900,000
$800,000
$700,000
$600,000
$500,000
$400,000
$300,000
$200,000
$100,000
$0
FY11
FY12
FY13
FY14
FY15
FY16
FY17
FY18
FY19
FY20

State	Peer	MPO Name	Population	TMA Status	UPWP PL Amount	UPWP RSTP Amount *including State match*	Total UPWP Budget	FY of UPWP	Notes	Contingency Funds & Amount
VA	0	**FAMPO**	275,644	Non-TMA	$431,972	**$2,420,891**	$3,260,830	FY20	RSTP funds used for **Task 4.1** (Multimodal Study, Traffic Impact Analysis, 2050 LRTP, 2 STARS Studies, Operational Study), **Task 4.2** (Short-Range Planning), **Task 4.4** (Public Participation), & **Task 4.6** (Special Project Planning)	**$280,000** Total - includes $80,000 (Task 4.6 Special Project Planning) & $200,000 (Task 4.8 Contingency)
IA	Yes	**Des Moines MPO**	479,861	TMA	$744,380	$0	$975,554	FY20		$0
NC	Yes	**French Broad River MPO (Asheville, NC)**	397,589	TMA	$806,386	$0	$846,676	FY20		$0
TN	Yes	**Knoxville Regional TPO**	657,358	TMA	$1,148,000	$0	$2,491,555	FY19		**$200,000**
VA	Yes	**Roanoke Valley TPO**	231,337	TMA	$425,751	$0	$591,744	FY19		$0
VA	Yes	**Washington Wash COG, National Capital Regional TPB**	5,068,737	TMA	$13,041,406	$0	$17,816,888	FY20		$0
VA	No	**Hampton Roads TPO**	1,619,202	TMA	$2,697,030	**$2,400,000**	$16,756,048	FY19	RSTP funds used for Feasibility / Corridor Studies	**$382,164**
VA	No	**Richmond Regional TPO**	928,765	TMA	$1,281,217	**$100,000**	$2,222,426	FY19	RSTP funds used for Data/ Modeling On-Call Consultant	**$124,999**
PA	No	**Erie MPO**	280,566	Non-TMA	$280,000	$0	$446,563	FY19		$0
MI	No	**Kalamazoo Area Transportation Study**	277,100	Non-TMA	$466,962	$0	$766,879	FY20		$0