

# FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Fredericksburg City  
Spotsylvania County  
Stafford County

Mark Dudenhefer  
Chairperson

Lloyd Robinson  
FAMPO Administrator

## FAMPO RESOLUTION 09-18

### A RESOLUTION OF THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION TO AMEND THE FY 09-12 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PREVIOUSLY ALLOCATED RSTP AND CMAQ FUNDS, FY10 RSTP AND CMAQ FUNDS AND ARRA FUNDS

**WHEREAS**, FAMPO receives a yearly allocation of Federal Regional Surface Transportation Program Funds (RSTP) and Congestion Mitigation and Air Quality Funds (CMAQ) with a state match, and

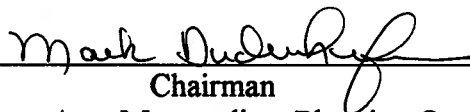
**WHEREAS**, FAMPO has also received \$1,399,191 in funding from the American Recovery and Reinvestment Act of 2009, and

**WHEREAS**, the attached documentation identifies the allocations for FY 2010 RSTP and CMAQ funds as well as ARRA funds;

**NOW THEREFORE IT BE RESOLVED BY THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION HEREBY AMENDS THE FY09-12 TIP PER THE ATTACHED DOCUMENT**

Adopted by the FAMPO Policy Committee at its meeting on May 18, 2009.

FAMPO Resolution 09-18



Chairman

Fredericksburg Area Metropolitan Planning Organization

Date: \_\_\_\_\_

## FAMPO FY2010 RSTP, CMAQ and ARRA Allocations

ARRA & RSTP Funds				
Locality/Agency	Project	VDOT UPC #	Funding Source	Allocation
City of Fredericksburg/Spotsylvania County	Rest Area Interchange and Toll Road		ARRA	\$1,399,191
		87768	RSTP	\$600,809
Spotsylvania County	Jackson Gateway Interchange	90830	RSTP	\$ 900,000
City of Fredericksburg	Princess Anne St. Reconfiguration		RSTP	\$500,000
Stafford County	Brooke & Leeland VRE Parking Expansion	76917	RSTP	\$1,600,000
FAMPO	Regional Land Use Scenario Planning		RSTP	\$300,000
GWRC	GWRC GIS System Upgrade		RSTP	\$30,000
FAMPO	Human Services Transportation		RSTP	\$50,000
Spotsylvania County	US-1 & Morris/Mudd Tavern Rd. Intersection Improvement	93136	RSTP	\$90,500
Spotsylvania County	Mine Rd. & Lansdowne Rd. Intersection Improvements	87008	RSTP	\$200,000
Spotsylvania County	Plank Rd. & Spotswood Furnace Rd. Intersection Improvements		RSTP	\$200,000
Spotsylvania County	Plank Rd. & Andora Dr. Intersection Improvements		RSTP	\$415,000
City of Fredericksburg	Canal Path Repair		RSTP	\$37,500
FAMPO	RSTP Reserve Balance Entry	70713	RSTP	\$84,809
<b>TOTAL ARRA &amp; RSTP FUNDS</b>				<b>\$6,407,809</b>
CMAQ Funds				
Stafford County	Garrisonville Rd./Mine Rd. Turn Lane	16267	CMAQ	\$1,700,000
Spotsylvania County	US-1 & Morris/Mud Tavern Rd. Intersection Improvement	93136	CMAQ	\$697,000
City of Fredericksburg	Route 3 Corridor Signal Coordination		CMAQ	\$375,000
City of Fredericksburg	Route 1 Corridor Signal Coordination		CMAQ	\$225,000
City of Fredericksburg	Virginia Central Railway Trail	91174	CMAQ	\$1,000,000
FREDericksburg Regional Transit	FRED Replacement Buses/AVL Equipment		CMAQ	\$825,000
GWRideConnect	Guaranteed Ride Home Program/Marketing/Van Start Program	91838, 92132	CMAQ	\$125,000
FAMPO Reserve	CMAQ Reserve Balance Entry	70712	CMAQ	\$165,125
<b>TOTAL CMAQ FUNDS</b>				<b>\$5,112,125</b>
<b>TOTAL</b>				<b>\$11,519,934</b>

<b>FAMPO RECOMMENDED ARRA, RSTP AND CMAQ PROJECT ALLOCATIONS FOR FY 2010</b>					
<b>RSTP CATEGORIES</b>					
<b>Project</b>	<b>Locality/ Agency</b>	<b>Ranking</b>	<b>Amount Requested</b>	<b>Recommended Allocations</b>	<b>Notes</b>
<b>Roadway Capacity Projects</b>					
Rest Area Interchange/Toll Road	City of Fredericksburg/ Spotsylvania County	73	\$ 3,000,000.00	\$ 1,399,191.00	FAMPO's ARRA Allocation
				\$ 600,809.00	
Princess Anne Street Reconfiguration	City of Fredericksburg	71	\$ 500,000.00	\$ 500,000.00	
Jackson Gateway Interchange/New Arterial Roadway	Spotsylvania County	68		\$ 900,000.00	
<b>Intermodal Transportation Projects</b>					
Brooke & Leeland VRE Station Parking Expansions	Stafford County	80	\$ 1,600,000.00	\$ 1,600,000.00	
<b>Planning/PE Studies</b>					
Route 2/17 Multimodal Corridor Study		80	\$ 250,000.00	\$ -	
Regional Land Use Scenario Planning	GW Region	73	\$ 300,000.00	\$ 300,000.00	
GWRC IT Infrastructure (ArcGIS Server Software)	GW Region	70	\$ 30,000.00	\$ 30,000.00	
FAMPO Human Services Transportation	GW Region	65	\$ 50,000.00	\$ 50,000.00	
<b>Other Projects</b>					
<b>RSTP Funds to Intersection Projects in CMAQ Roadway Scoring Category (see four projects immediately below) and Fredericksburg Canal Path Repair Project</b>					
US-1 & Morris/Mudd Tavern Rd. Intersection Improvement	Spotsylvania County	80	\$ 3,100,000.00	\$ 90,500.00	Project partially funded with a mix of RSTP (\$90,500) & CMAQ (\$697,000) Total: \$787,500
Mine Rd. & Lansdowne Rd. Intersection Improvements	Spotsylvania County	80	\$ 200,000.00	\$ 200,000.00	
Plank Rd. & Spottswood Furnace Rd. Intersection Improvements	Spotsylvania County	70	\$ 200,000.00	\$ 200,000.00	
Plank Rd. & Andora Dr. Intersection Improvements	Spotsylvania County	56	\$ 415,000.00	\$ 415,000.00	
Canal Path Repair	City of Fredericksburg	N/A		\$ 37,500.00	Approved in FAMPO Resolution 09-03
<b>FAMPO Emergency Reserve</b>					
FAMPO Reserve	FAMPO Region	N/A		\$ 84,809.00	
<b>TOTAL:</b>				<b>\$ 6,407,809.00</b>	
<b>CMAQ CATEGORIES</b>					
<b>Project</b>	<b>Locality/ Agency</b>	<b>Ranking</b>	<b>Amount Requested</b>	<b>Recommended Allocations</b>	
<b>Roadway Projects</b>					
Garrisonville Rd./Mine Rd. Turn Lane	Stafford County	86	\$ 1,700,000.00	\$ 1,700,000.00	
US-1 & Morris/Mudd Tavern Rd. Intersection Improvement	Spotsylvania County	80	\$ 3,100,000.00	\$ 697,000.00	Project partially funded with a mix of RSTP (\$90,500) & CMAQ (\$697,000) Total: \$787,500
Tidewater Trail & Lee Hill/Joseph Mills Dr. Intersection Improvements	Spotsylvania County	74	\$ 1,000,000.00	\$ -	
<b>ITS/Operational Improvements</b>					
Route 3 Corridor Signal Coordination	City of Fredericksburg	90	\$ 375,000.00	\$ 375,000.00	
Route 1 Corridor Signal Coordination	City of Fredericksburg	90	\$ 225,000.00	\$ 225,000.00	
<b>Non-Roadway (Transit, TDM, Bicycle and Pedestrian) Projects</b>					
Virginia Central Railway Trail	City of Fredericksburg	100	\$ 1,000,000.00	\$ 1,000,000.00	
FRED Replacement Buses/AVL Equipment	FRED	90	\$ 825,000.00	\$ 825,000.00	
Guaranteed Ride Home Program/Marketing/Van Start Program	GW RideConnect	N/A	\$ 122,825.00	\$ 125,000.00	TDM off the top of yearly CMAQ Allocation
<b>FAMPO Reserve</b>					
FAMPO Reserve		N/A		\$ 165,125.00	
<b>TOTAL:</b>				<b>\$ 5,112,125.00</b>	
<b>RSTP AND CMAQ TOTAL:</b>				<b>\$ 11,519,934.00</b>	

**PROJECT SCORING FOR FY 2010 FAMPO  
RSTP AND CMAQ FUNDED PROJECTS**

## **ARRA & RSTP PROJECTS**

### **Roadway Projects (ARRA and RSTP) - \$4.215M**

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#### **Rest Area Toll Road/I-95 Interchange NEPA/Design - \$2.M (ARRA Funds: \$1,399,191 and RSTP: \$600,809)**

**Project Description** – This project will construct a new I-95 Interchange near the Fredericksburg Rest Area and a limited access toll road to the west that will terminate near the intersection of Route 3 and Gordon Rd. in Spotsylvania County. This \$2 Million in funding will begin to finance the NEPA Process and Design of the facility.

- Project scoring using the 2035 LRTP Project Prioritization was used. Scoring was revised slightly from LRTP Scoring to reflect the formation of the George Washington Toll Road Authority and the adoption of the 2035 LRTP

**Score: 73 Points**

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#### **Princess Anne St. Reconfiguration (City of Fredericksburg) – RSTP: \$500,000**

**Project Description** - This project will reconfigure Princess Anne St. from US-1 to Herndon St. Improvements will include restriping, the provision of sidewalks and on-street parking. This allocation will completely fund this project

- Project scoring using the 2035 LRTP Project Prioritization was used. Scoring was revised slightly from LRTP Scoring to reflect the adoption of the 2035 LRTP

**Score: 71 Points**

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#### **Jackson Gateway Interchange NEPA/Design – RSTP: \$900,000**

**Project Description** – This project will construct a new I-95 interchange between the existing Spotsylvania (#126) and Thornburg (#118) Interchanges. The new interchange will include an new arterial roadway that connects US-1 and US-17. This \$900,000 in funding will begin to finance the NEPA Process and Design of the facility.

- Project scoring using the 2035 LRTP Project Prioritization was used. Scoring was revised slightly from LRTP Scoring to reflect the adoption of the 2035 LRTP

**Score: 68 Points**

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**\*Mine Rd. & Lansdowne Rd. Intersection Improvements (Spotsylvania County)**

**RSTP: \$200,000**

**Project Description** - This project will construct left and right turn lanes on Mine and Lansdowne Rd and signalize the intersection. This allocation of \$200,000 along with the previously allocated 984,000 will fully fund this project.

**Criteria**

- 1. Reduction of Congestion - Greatest positive change to overall LOS** – According to the 2009 VDOT Air Quality Evaluation, this project will change the LOS at the intersection from an unsignalized intersection LOS of F to a signalized intersection LOS of A. (20 points awarded)
- 2. Air Quality** – This project will reduce both NOx and VOC. (30 points awarded)
- 3. Safety** – According to VDOT intersection crash data between 2004 and 2006, there were 11 accidents at this intersection. (12 points awarded)
- 4. Project Readiness: (Projects with detailed design & cost estimates that are ready to be undertaken: 0-10 points; projects with additional committed funding** – This project has a detailed feasibility study and cost estimates as well as \$984,000 of additional committed funding. (18 points awarded)
- 5. Will the project provide access to areas of efficient, compact land use?** - No, this area is semi-rural, with large residential lots (0 points awarded)

**Score: 80 Points**

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**\*Plank Rd. & Spotswood Furnace Rd. Intersection Improvements (Spotsylvania County) RSTP: \$200,000**

**Project Description** – This project will extend eastbound left turn lanes to current VDOT standards to allow for more vehicles to access turn lane and minimize traffic backup on the main line Rt. 3. This funding will fully fund this project.

**Criteria**

- 1. Reduction of Congestion - Greatest positive change to overall LOS** – According to Spotsylvania County data, this project will change the LOS at the intersection from a LOS of F during the AM Peak to a LOS of D at the AM Peak and will not change the LOS of C during the PM Peak.(14 points awarded)
- 2. Air Quality** – This project will reduce both NOx and VOC. (30 points awarded)
- 3. Safety** – According to VDOT intersection crash data between 2004 and 2006, there were 14 accidents at this intersection. (14 points awarded)
- 4. Project Readiness: (Projects with detailed design & cost estimates that are ready to be undertaken: 0-10 points; projects with additional committed funding** – This project has a detailed feasibility study and cost estimates and no additional committed funding. (10 points awarded)
- 5. Will the project provide access to areas of efficient, compact land use?** - No, this area is on the fringe of the Route 3 Commercial Area, characterized by big

box retail/highway commercial uses a high school and cul-de-sac residential subdivisions. (0 points awarded)

**Score: 70 Points**

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**\*Plank Rd. & Andora Dr. Intersection Improvements (Spotsylvania County)**

**RSTP: \$415,000**

**Project Description** – This project will extend westbound and eastbound left turn lanes to current VDOT standards to allow for more vehicles to access turn lane and minimize traffic backup on the main line Rt. 3. This funding will fully fund the project.

**Criteria**

- 6. Reduction of Congestion - Greatest positive change to overall LOS** – According to Spotsylvania County data, this project will not change the LOS of D during the AM Peak and will not change the LOS of E during the PM Peak. This provides no overall improvement to the LOS of this intersection. (0 points awarded)
- 7. Air Quality** – This project will reduce both NOx and VOC. (30 points awarded)
- 8. Safety** – According to VDOT intersection crash data between 2004 and 2006, there were 17 accidents at this intersection. (16 points awarded)
- 9. Project Readiness: (Projects with detailed design & cost estimates that are ready to be undertaken: 0-10 points; projects with additional committed funding** – This project has a detailed feasibility study and cost estimates and no additional committed funding. (10 points awarded)
- 10. Will the project provide access to areas of efficient, compact land use?** - No, this area is semi-rural on the fringe of the Route 3 Commercial Area, characterized by cul-de-sac residential subdivisions and highway commercial uses. (0 points awarded)

**Score: 56 Points**

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\*The above three projects were scored using the CMAQ Intersection Criteria because the factors are more fitting to the individual projects and the goals of improving the respective intersections.

## **INTERMODAL TRANSPORTATION PROJECTS (RSTP) - \$1.6M**

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### **Brooke & Leeland VRE Station Parking Expansions (Stafford County) –**

**RSTP: \$1,600,000**

**Project Description** – These projects will expand the parking capacity of the Brooke and Leeland VRE Stations. This allocation of funding, in addition to the previously allocated \$2,308,000 will fully fund the design of these projects.

#### **Criteria**

- 1. Will the project establish opportunities for linkages or connections between transportation modes or existing corridors and industrial, employment and population centers?** – Yes, these parking lot expansions will allow for more VRE passengers to park at the respective lots, therefore increasing the number of persons taking VRE to the Washington DC Metropolitan Area. (40 points awarded)
- 2. Will the project improve the operating system to better accommodate intermodal movements?** – No, this project will expand the parking capacity at the Brooke and Leeland VRE Stations, which has no tie with VRE Operations. (0 points awarded)
- 3. Will the project improve rail or vehicular access to freight distribution facilities, ports, major industrial clients, or employment and population centers?** – Yes, this project improves vehicular access to the respective VRE Stations, which connect to the major industrial, employment and population centers in the Washington DC Metropolitan Area. (20 points awarded)
- 4. Project readiness: projects with detailed design and cost estimates that are ready to go = 10 points. Projects with additional committed funding = 10 (sliding scale of 2 points)** – Yes, This is an existing project in which the PE Phase is currently underway and has prior CMAQ funding applied to it. (20 points awarded)

**Score: 80 Points**

## **PLANNING/PE STUDIES (RSTP) - \$380,000**

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### **Route 2/17 Multimodal Corridor Study: (City of Fredericksburg and Spotsylvania County) – No Funding**

**Project Description** - This study will examine the Route 2/17 Corridor in the City of Fredericksburg and Spotsylvania County from the intersection of Caroline and Dixon

Streets to Mills Dr. It will identify existing and future multimodal transportation needs and recommend multimodal improvements to the corridor.

This project was not funded due to Spotsylvania County already having performed some of the analysis through their Traffic Movement Study and their recently adopted Thoroughfare Plan.

#### Criteria

1. **Is study necessary to address a major issue or to revise the LRTP?** - Yes, the LRTP shows the Route 2/17 Corridor in the City and Spotsylvania to have a LOS of F and F-). The 2035 LRTP Needs Plan identifies a 2 to 4 lane widening is needed as well as the need for dedicated bicycle and pedestrian facilities as well as transit amenities. (10 points awarded)
2. **Is study necessary to address a major safety issue?** – Yes, VDOT Intersection Crash Data from 2004 to 2006 shows 44 crashes took place at intersections between Lansdowne Rd. and Mills Dr. in this Corridor (20 points awarded)
3. **Is the study concerned with encouraging multimodal transportation?** - Yes, this Corridor Study will address all surface modes of transportation. (10 points awarded)
4. **Does the study address the region's mobility or accessibility needs?** – Yes, Regional mobility and accessibility of this Corridor will be addressed and a series of short, medium and long-term improvements will be identified. (20 points awarded)
5. **Is the study well defined in terms of purpose, design concept and scope?** - A detailed Scope of Work has not yet been developed for this project. (0 points awarded)
6. **Do the study's goals & objectives show support for economic vitality, quality of life & efficient, compact land use patterns?** - Yes, even though a detailed Scope of Work has not yet been developed, this multimodal corridor study will support economic vitality and quality of life efficient but will not make land use recommendations. (10 points awarded)
7. **Do the goals and objectives foster environmental preservation/protection?** - Yes, by providing multimodal transportation options such as transit and bicycle and pedestrian facilities removes automobiles from the road, as well as making operational improvements to the Corridor will increase air quality . (10 points awarded)
8. **Does the project have additional committed funding?** – No, there is not an additional funding source for this study. (0 points awarded)

**Score: 80 Points**

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## **Regional Land Use Scenario Planning (FAMPO) – RSTP: \$300,000**

**Project Description** – This study will examine different growth strategies in the Region and their associated, long-term implications to the Region’s infrastructure and overall sustainability.

### **Criteria**

- 1. Is the study necessary to address a major issue or to revise LRTP?** - Yes, the 2035 LRTP identified the need to examine alternative land use development patterns in the Region to reduce urban sprawl, invest in sustainable development and maximize multimodal transportation investments. (10 points awarded)
- 2. Is study necessary to address a major safety issue?** - No, this study will not address transportation safety. (0 points awarded)
- 3. Is the study concerned with encouraging multimodal transportation?** - Yes, this study will examine how shifting toward “Smart Growth” will increase the opportunities for multimodal transportation in the GW Region. (10 points awarded)
- 4. Does the study address the region's mobility or accessibility needs?** – Yes, the tie between land use and multimodal transportation will be an integral component to this process. The shift toward compact, efficient land use patterns will increase the opportunity for multimodal transportation, thereby increasing mobility and accessibility for the Region. (20 points awarded)
- 5. Is the study well defined in terms of purpose, design concept and scope?** - A detailed Scope of Work has not yet been developed for this project. (0 points awarded)
- 6. Do the study's goals & objectives show support for economic vitality, quality of life & efficient, compact land use patterns?** - Yes, even though a detailed Scope of Work has not yet been developed, the support of economic vitality, quality of life & efficient, compact land use patterns are cornerstones of Land Use Scenario Planning. (15 points awarded)
- 7. Do the goals and objectives foster environmental preservation/protection?** - Yes, environmental preservation/protection is one of the major considerations in Land Use Scenario Planning. (10 points awarded)
- 8. Does the project have additional committed funding?** – Yes, the GWRC has committed \$26,250 of VDOT Rural Planning Funds to aid in the Scenario Planning process in Caroline and King George Counties. (8 points awarded)

**Score: 73 Points**

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### **GWRC GIS System Upgrade (GWRC) – RSTP: \$30,000**

**Project Description** – This upgrade to the Commission’s GIS System will increase productivity and efficiency to the GWRC’s internal GIS users and enable greater GIS data sharing among local governments, agencies and the general public.

#### **Criteria**

- 9. Is the study necessary to address a major issue or to revise LRTP?** This upgrade of the GWRC’s GIS System is a necessary upgrade to efficiently perform routine planning analysis, including the update of FAMPO’s LRTP. (10 points awarded)
- 10. Is study necessary to address a major safety issue?** - No, this study will not address transportation safety. (0 points awarded)
- 11. Is the study concerned with encouraging multimodal transportation?** - Yes, this upgrade indirectly aids in encouraging multimodal transportation by performing transportation related GIS analyses. (10 points awarded)
- 12. Does the study address the region's mobility or accessibility needs?** – Yes, GIS is an essential tool in performing mobility and accessibility analyses throughout the Region. (20 points awarded)
- 13. Is the study well defined in terms of purpose, design concept and scope?** - Yes, a detailed Scope of Work has been developed by GWRC Staff and Kimley-Horn and Associates. (0 points awarded)
- 14. Do the study's goals & objectives show support for economic vitality, quality of life & efficient, compact land use patterns?** - Yes, GIS is an essential tool in performing economic, quality of life and land use analyses throughout the Region. (15 points awarded)
- 15. Do the goals and objectives foster environmental preservation/protection?** - Yes, GIS is an essential tool in performing environmental protection and preservation analyses throughout the Region. (10 points awarded)
- 16. Does the project have additional committed funding?** – No, there is no additional committed funding for this project. (0 points awarded)

**Score: 70 Points**

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### **Human Services Transportation (GW Region) – RSTP: \$50,000**

**Project Description** – These funds will supplement the 5317 New Freedom Grant that FAMPO received last year to coordinate human services transportation programs in the Region.

#### **Criteria**

- 17. Is the study necessary to address a major issue or to revise LRTP?** - Yes, the 2035 LRTP identified the need to examine alternative means of coordination and transportation for the various human services agencies in the George Washington Region (10 points awarded)
- 18. Is study necessary to address a major safety issue?** - No, this study will not address transportation safety. (0 points awarded)
- 19. Is the study concerned with encouraging multimodal transportation?** - Yes, this study will examine multimodal transportation that will serve the Region's disabled, elderly and underserved populations. (10 points awarded)
- 20. Does the study address the region's mobility or accessibility needs?** – Yes, the mobility and accessibility of the Region's disabled, elderly and underserved populations will be examined. (20 points awarded)
- 21. Is the study well defined in terms of purpose, design concept and scope?** - Yes, the FTA 5317 New Freedom Grant was awarded in 2008. It included a detailed Scope of Work. (5 points awarded)
- 22. Do the study's goals & objectives show support for economic vitality, quality of life & efficient, compact land use patterns?** - Yes the Scope of Work addresses economic vitality and quality of life. (10 points awarded)
- 23. Do the goals and objectives foster environmental preservation/protection?** - No, environmental preservation and protection are not significant components of this study. (0 points awarded)
- 24. Does the project have additional committed funding?** – Yes, the GWRC has received an FTA 5317 New Freedom Grant for \$238,500 in 2008. (10 points awarded)

**Score: 65 Points**

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### **OTHER PROJECTS (RSTP) - \$37,500**

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#### **Canal Path Repair (City of Fredericksburg) RSTP: \$37,500**

##### **Approved in FAMPO Resolution 09-03**

**Project Description** – This project will use FAMPO RSTP Emergency Reserve Funds to repair a portion of the Fredericksburg Canal Path in which a culvert has failed and is rendering that portion of the path unusable.

## CMAQ PROJECTS

### Roadway Projects (CMAQ) - \$2,397,000 (RSTP) - \$90,500

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#### **Garrisonville Rd./Mine Rd. Turn Lane (Stafford County) CMAQ: \$1,700,000**

**Project Description** – This project will construct an additional turn lane on Garrisonville Rd. to Mine Rd. This funding, in addition to the previously allocated \$1,007,371 will fully fund this project.

#### **Criteria**

- 1. Reduction of Congestion - Greatest positive change to overall LOS** – According to the 2008 VDOT Air Quality Evaluation, this project will change the LOS at the intersection from an F to an E. (18 points awarded)
- 2. Air Quality** – This project will reduce both NOx and VOC. (30 points awarded)
- 3. Safety** – According to VDOT intersection crash data between 2004 and 2006, there were 66 accidents at this intersection. (20 points awarded)
- 4. Project Readiness: (Projects with detailed design & cost estimates that are ready to be undertaken: 0-10 points; projects with additional committed funding** – This project has detailed design and cost estimates as well as \$1,007,500 of additional committed funding. (20 points awarded)
- 5. Will the project provide access to areas of efficient, compact land use?** - No, area is characterized by big box retail, a commuter parking lot, and large cul-de-sac subdivisions. (0 points awarded)

**Score: 86 Points**

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#### **US-1 & Morris/Mud Tavern Rd. Intersection Improvements (Spotsylvania County) CMAQ: \$697,000, RSTP: \$90,500, TOTAL FUNDING: \$787,500**

**Project Description** – This project will construct left turn lanes on US-1 (north and south bound) and improve right turn lanes onto Morris and Mudd Tavern Roads. This funding, along with the previously allocated \$200,000 will partially fund this project. The total project cost is \$3,100,000.

#### **Criteria**

- 1. Reduction of Congestion - Greatest positive change to overall LOS** – According to the 2008 VDOT Air Quality Evaluation, this project will change the LOS at the intersection from a D to a C. (18 points awarded)
- 2. Air Quality** – This project will reduce both NOx and VOC. (30 points awarded)
- 3. Safety** – According to VDOT intersection crash data between 2004 and 2006, there were 42 accidents at this intersection. (18 points awarded)

4. **Project Readiness: (Projects with detailed design & cost estimates that are ready to be undertaken: 0-10 points; projects with additional committed funding – This project has a detailed feasibility study and cost estimates as well as \$200,000 of additional committed funding. (16 points awarded)**
5. **Will the project provide access to areas of efficient, compact land use? - No, this is a rural area (0 points awarded)**

**Score: 80 Points**

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**Tidewater Trail & Lee Hill/Joseph Mills Dr. Intersection Improvements (Spotsylvania County) – No Funding**

**Project Description** - Construct an eastbound left turn lane on Lee Hill Dr. Construct a westbound right turn lane on Joseph Mill Dr. Optimize signal timings at the intersection in conjunction with timing optimization at Lansdowne Road.

**Criteria**

1. **Reduction of Congestion - Greatest positive change to overall LOS –** According to Spotsylvania County data, this project will change the LOS at the intersection from a LOS of C during the AM Peak to a LOS of B at the AM Peak and a LOS of F during the PM Peak to a LOS of D during the PM Peak. (16 points awarded)
2. **Air Quality –** This project will reduce both NOx and VOC. (30 points awarded)
3. **Safety –** According to VDOT intersection crash data between 2004 and 2006, there were 17 accidents at this intersection. (16 points awarded)
4. **Project Readiness: (Projects with detailed design & cost estimates that are ready to be undertaken: 0-10 points; projects with additional committed funding – This project has a detailed feasibility study and cost estimates and no additional committed funding. (10 points awarded)**
5. **Will the project provide access to areas of efficient, compact land use? - No, this area is semi-rural at the entrance of an industrial park. (0 points awarded)**

**Score: 74 Points**

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## **ITS & Operational improvements (CMAQ) - \$600,000**

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### **Route 3 Signal Coordination Project (City of Fredericksburg) – CMAQ: \$375,000**

**Project Description** – This project will upgrade and optimize 15 traffic signals along Route 3 and Route 3 Business in the City of Fredericksburg. This funding will fully fund the project.

#### **Criteria**

- 1. Will the project improve traffic flow during peak periods?** – Yes, it is widely demonstrated that coordinated signal systems improve the overall flow of traffic during peak and non-peak periods and (25 points awarded)
- 2. Will the project directly reduce the number and severity of roadway incidents?** - Yes, a coordinated signal system will reduce the number of accidents by reducing delay and the amount of stops a driver makes. (25 points awarded)
- 3. Does the project address the mobility or accessibility needs of the region?** – Yes, this project will tie in with the \$1.34m Regional Traffic Signal Coordination project that was recently approved by FAMPO. (10 points awarded)
- 4. Does the project increase the linkage and communications among various operating agencies to provide better traffic information to the motorists?** – Yes, the signal coordination of this corridor will correspond with the signal coordination efforts being undertaken by VDOT for King George, Spotsylvania, and Stafford Counties for Route 3. (20 points awarded)
- 5. Is the project/project concept part of the Regional ITS Strategic Plan?** – Yes, the concept of coordinated signal systems is addressed in Chapter 5, Section 3.2 – Corridor/Congestion Management of the *VDOT Northern Region Operations Strategic Plan* of November 2008). (10 points awarded)
- 6. Additional committed funding (on a sliding scale of 2 points: project bringing most funds – 10 points, least funds - 0 points)** – No, This project has no additional committed funding. (0 points awarded)

**Score: 90 Points**

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**Route 1 Signal Coordination Project (City of Fredericksburg) – CMAQ: \$225,000**

**Project Description** – This project will upgrade and optimize 9 traffic signals along Route 1 in the City of Fredericksburg. This funding will fully fund the project.

**Criteria**

- 7. Will the project improve traffic flow during peak periods?** – Yes, it is widely demonstrated that coordinated signal systems improve the overall flow of traffic during peak and non-peak periods and (25 points awarded)
- 8. Will the project directly reduce the number and severity of roadway incidents?** - Yes, a coordinated signal system will reduce the number of accidents by reducing delay and the amount of stops a driver makes. (25 points awarded)
- 9. Does the project address the mobility or accessibility needs of the region?** – Yes, this project will tie in with the \$1.34m Regional Traffic Signal Coordination project that was recently approved by FAMPO. (10 points awarded)
- 10. Does the project increase the linkage and communications among various operating agencies to provide better traffic information to the motorists?** – Yes, the signal coordination of this corridor will correspond with the signal coordination efforts being undertaken by VDOT for Spotsylvania and Stafford Counties for Route 3. (20 points awarded)
- 11. Is the project/project concept part of the Regional ITS Strategic Plan?** – Yes, the concept of coordinated signal systems is addressed in Chapter 5, Section 3.2 – Corridor/Congestion Management of the *VDOT Northern Region Operations Strategic Plan* of November 2008). (10 points awarded)
- 12. Additional committed funding (on a sliding scale of 2 points: project bringing most funds – 10 points, least funds - 0 points)** – No, This project has no additional committed funding. (0 points awarded)

**Score: 90 Points**

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## **Non-Roadway Projects (CMAQ) - \$1.95M**

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### **Virginia Central Railway Trail (City of Fredericksburg) – CMAQ: \$1,000,000**

**Project Description** – This project will construct a shared use trail on the abandoned Virginia Central Railway Right-of-Way that will connect western portions of the City of Fredericksburg and Spotsylvania County to Downtown Fredericksburg. This allocation along with previous allocations will fully fund the construction of this project.

#### **Criteria**

- 1. Number of people the project will benefit** – 47,871 persons within 3 mile radius of trail (FAMPO 2006 TAZ data). (20 points awarded)
- 2. Completes missing link or is a part of phased construction** – The VCR Corridor runs from the City of Fredericksburg to the Town of Orange. There is already a section in Spotsylvania County in place. (10 points awarded)
- 3. Provides access to transit, commercial/employment centers, And recreational facilities from residential areas** – The VCR Trail will provide increased bicycle and pedestrian access to Downtown Fredericksburg from the western portion of the City as well as Spotsylvania County. (10 points awarded)
- 4. Eliminates a barrier to major destinations** – This project will take bicyclists and pedestrians off of roadways that have no dedicated bicycle and pedestrian facilities (i.e. US Route 1, Lafayette Blvd and Route 3.) and provide access to Downtown Fredericksburg. (10 points awarded)
- 5. Improves bicycle/pedestrian safety** – Yes, it will provide a safe, off-road path for bicyclists and pedestrians. (10 points awarded)
- 6. Serves trips to work/school** - The path could serve work trips for people working in Downtown Fredericksburg and taking VRE, path provides access to Walker Grant Middle and Lafayette Upper Elementary Schools (10 points awarded)
- 7. Serves other trips** – The Trail serves recreational and commercial trips in addition to work and school trips. (10 points awarded)
- 8. Does project have additional committed funding?** - Yes, the City of Fredericksburg has funded the PE Phase and there is additional RSTP and CMAQ funds obligated to this project. (10 points awarded)

**Score: 100 Points**

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**FRED Bus Replacements/AVL Equipment/Bus Cost Overruns (FREDericksburg Regional Transit) – CMAQ: \$825,000**

**Project Description** – This funding will purchase 4 new body-on Chassis Buses (\$600,000) as well as Automatic Vehicle Locator Hardware and Software (\$150,000) for the FRED Bus Fleet and \$75,000 of this funding will also be used for bus cost overruns that are currently being procured.

**Criteria**

- 1. Vehicles to be replaced have reached end of usefulness (defined by FTA)** – The average age of the 4 buses being replaced is 8 years. (20 points awarded)
- 2. Estimated cost per vehicle** - The estimated cost for each vehicle is \$150,000. (20 points awarded)
- 3. Number of passenger trips effected** - FRED estimates that 20,000 passenger trips will be effected (25 points awarded)
- 4. Pollution reduction & energy efficiency enhancements** – According to the VDOT Air Quality Evaluation – The diesel buses being replaced by clean diesel buses will reduce VOC Emissions by 1,699.632 grams/day and NOx by 5,510.357 grams/day. (25 points awarded)
- 5. Other available funding sources - grant cycles, local match requirements, etc.** – There has been no indication of additional funding. (0 points awarded)

**Score: 90 points**

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**GWRideConnect TDM Program - CMAQ: \$125,000**

**Project Description** - This funding will be used to finance GWRideConnect’s Guaranteed Ride Home Program, the Van Start Program as well as Marketing for GWRideConnect.

- Funding for the Regional TDM Program will be funded off of the top of FAMPO’s yearly CMAQ Allocations.

**FAMPO RESERVE FUNDS - \$249,934**

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**RSTP Reserve**

- 1. RSTP: \$84,809**

**CMAQ Reserve**

- 1. CMAQ: \$165,125**

**Total: \$249,934**

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<b>TOTAL AVAILABLE CMAQ FUNDS FOR ALLOCATION IN FY10</b>	
<b>Funding Type</b>	<b>Funding Source</b>
Reserve Balance	\$ 2,376,655.00
FY2010 Allocation	\$ 2,456,515.00
Funds from UPC # 15458 (SC-630 Bridge over CSX)	\$ 1,410,000.00
Deduction for Signal Coordination Project (UPC # 77061)	\$ (943,300.00)
Funds from Brooke Station Access (UPC # 14773)	\$ 87,255.00
Deduction for VCR Trail, UPC # 91174 (Approved in Resolution 08-20)	\$ (275,000.00)
<b>TOTAL AMOUNT OF CMAQ AVAILABLE FOR REGIONAL ALLOCATION</b>	<b>\$ 5,112,125.00</b>

<b>TOTAL AVAILABLE ARRA and RSTP FUNDS FOR ALLOCATION IN FY10</b>	
<b>Funding Type</b>	<b>Funding Source</b>
Reserve Balance	\$ 2,254,571.00
ARRA Funds	\$ 1,399,191.00
FY10 Allocations	\$ 804,470.00
Balance from US-1 Widening (UPC # 74002)	\$ 948,277.00
Funds from SC-630 Bridge over CSX (UPC # 15458)	\$ 58,000.00
Funds from Signal Coordination Funding Switch	\$ 943,300.00
<b>TOTAL AMOUNT OF RSTP AVAILABLE FOR REGIONAL ALLOCATION</b>	<b>\$ 6,407,809.00</b>

**TOTAL AMOUNT AVAILABLE FOR  
REGIONAL ALLOCATION IN FY 2010      \$                      11,519,934.00**