

# FY2013 UNIFIED PLANNING WORK PROGRAM

JULY 1, 2012 – JUNE 30, 2013

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## **PREFACE TO THE FY2013 UNIFIED PLANNING WORK PROGRAM**

Continuing on a course established in the past six years, FAMPO's FY2013 UPWP supports ongoing work in the areas of long range transportation and land use planning, the congestion management program, public participation, corridor planning and other special projects.

While the current economic recession has slowed Regional population growth and development, some economic rebound is occurring and these growth issues still remain as key challenges confronting the greater George Washington Region. Given its proximity to northern Virginia and Washington, the Region will continue to experience pressures for both suburban and "exurban" land-uses and their attendant commuting patterns.

With the adoption of the 2035 Long Range Transportation Plan (LRTP) in January 2009, the FAMPO Policy Committee 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 first round of Regional Land Use Scenario Planning was completed in FY2012.

In FY2012 FAMPO continued the process of updating the 2035 LRTP, with a concentration on socio-economic data collection and outreach. That effort will continue in FY2013, with an emphasis on completion of the socio-economic data and outreach, rectifying land use policies, multi-modal project definitions, financial constraint and public outreach.

As stated earlier, this UPWP is the result of a more refined approach to addressing the Region's chronic congestion issues by putting a much greater emphasis on planning and consensus building to identify solutions that will adequately address the long-term problems caused by the Region's rapid growth. We look forward to working with our local, State and Federal partners, and, most importantly, the community members whom we serve, to achieve the lasting results we all desire.

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**FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION**  
**FY 2013 UNIFIED PLANNING WORK PROGRAM**

**I-A Introduction - Metropolitan Transportation 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 also 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 Unified Planning Work Program**

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 State 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 George Washington Region.

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:

1. The transportation planning work activities to be carried out during the fiscal year.
2. The end products produced as a result of that work.
3. The funding sources for each activity.
4. The agencies and/or organizations responsible for ensuring that the work is performed and products delivered.

## **PAST YEAR (FY2012) TRANSPORTATION PLANNING ACTIVITIES**

### **II-A FAMPO during FY2012**

**General:** The number of GWRC staff devoted to transportation planning is set at five and one-half 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:

#### **FY 2012 Transportation Planning Accomplishments:**

1. The FY2013 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. Completed the first round of Regional Land Use Scenario Planning to more closely link regional multimodal transportation planning and land use policy decision making, including broad public involvement and coordination with partners at all levels of government and the private sector.
5. Further developed in-house travel demand, land use and traffic modeling capability.
6. 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 EPA policy decisions.
7. 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; expansion of park-and-ride facilities; feasibility of regional trail facilities; and improvements to interstate access.
8. Continued active involvement in the I-95 High Occupancy Toll (HOT) Lanes project.
9. Continued a Feasibility Study/Interchange Justification Report for new Interstate access at the Jackson Gateway area of Spotsylvania County.
10. Completed a study to detail parking placement for I-95 commuter and Virginia Railway Express (VRE), in association with the I-95 HOT Lanes.
11. A Title VI Compliance Plan was developed to fully comply with Federal requirements.

12. A Community Resources Directory with enhanced Title VI special outreach contacts was initiated.
13. The Public Involvement Plan (PIP) was updated to include a Limited English Proficiency (LEP) Plan.
14. FAMPO's brochure was updated and distributed.
15. A new, enhanced website was developed and launched in September 2011.
16. Social media was introduced to include a facebook and twitter page.
17. A RSS (Really Simply Syndication) Feed was developed to rapidly disseminate transportation-related current events instantly to subscribers.
18. Provided interim staffing to the George Washington Toll Road Authority.
19. Participated in the FRED Transit Development Plan (TDP) Update.
20. Working with the CTB, VDOT, and FAMPO Committees allocated RSTP and CMAQ funds for FY2013-FY2018.
21. Made amendments to improve the FAMPO TIP prioritization process.
22. Continued to provide transportation planning assistance to local governments in the George Washington Region.
23. Continued to assist VDOT in completion of their Rural Long Range Transportation Plan for the rural localities of the George Washington Region.
24. Continuing work on an update to the FAMPO LRTP.
25. Adopted the FY2012-2015 Transportation Improvement Program.
26. Developed Self-Certification Process.
27. Completed a feasibility study and conceptual design of the Virginia Central Railway Trail in Spotsylvania County.

# HIGHLIGHTS OF THE FY2013 UNIFIED PLANNING WORK PROGRAM

## III-A Listing of FY2013 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 George Washington Region. Completion of this project was a key undertaking in FY2012. Socio-economic data will be completed, outreach conducted, land use and multimodal transportation issues identified, multimodal project definitions completed and fiscal constraint parameters defined, as the major steps in the process to update the 2035 Long Range Transportation Plan (LRTP).

The feasibility study/interchange justification report (IJR) for the Jackson Gateway Interstate Access will be completed.

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

FAMPO implemented the recently developed Title VI Compliance Plan parallel with an updated Public Involvement Plan (PIP) which includes a special emphasis on persons with Limited English Proficiency (LEP). The newly developed Community Resources Directory will be utilized in the outreach to Title VI groups and individuals.

Environmental Justice in the planning process will be achieved by identifying and addressing, as appropriate, the effects of programs, policies, and activities on minority and low-income populations. The MPO will continue to strive to involve the potentially affected public and to enhance the participation by the traditionally underserved. The MPO strives to ensure that all citizens, regardless of race, color, religion, income status, national origin, age, gender, disability, marital status or political affiliation, have an equal opportunity to participate in the MPO's decision-making process.

The MPO will continue to enhance its public involvement activities by including the use of the FAMPO website, press releases and the provision of graphic presentations at meetings, the provision of access to the disabled for the meetings; and the availability of alternate language translation to facilitate the participation on non-English speaking populations the public involvement process. 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, business and community groups, and other interested parties regarding FAMPO's plans, actions, and activities. Title VI compliance will continue to be a priority for the MPO. Project specific public involvement activities will continue for the development for the 2040 LRTP.

Substantial public involvement efforts will continue through the development of the 2040 Long Range Plan. The MPO will exercise the outreach strategies incorporated into the updated PIP, and an annual evaluation will be conducted on the PIP to measure its effectiveness.

FAMPO will continue to work with member governments and the 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 FY2013 include:

1. Develop and maintain the FY2012-2015 Transportation Improvement Program (TIP) to reflect changes in projects and Federal funding obligations.
2. Develop an UPWP for FY2014.
3. Continue to enhance the Geographic Information System (GIS) for a variety of applications.
4. Develop and execute the Public Involvement activities for the 2040 Long Range Transportation Plan (LRTP).
5. Continue the analysis of Regional development trends through further expansion and maintenance of building permit data by Traffic Analysis Zones (TAZs).
6. Work with the Department of Environmental Quality (DEQ), the Environmental Protection Agency (EPA) and VDOT regarding the air quality program and air quality conformity procedures for the Region.
7. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
8. Maintain the newly updated FAMPO website in a timely manner and enhance the provision of appropriate information through it, including the satisfaction of Federal information visualization requirements.
9. Provide assistance to 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 greater Fredericksburg Region.
12. Complete work on the update of the 2040 LRTP.
13. Fully integrate land use modeling in the FAMPO travel demand modeling process, using CUBE Land software and working with VDOT.
14. Develop and maintain a Livability database (i.e. transportation studies, projects, public participation, economic development, bike pedestrian improvements, safety, etc.) that would improve transportation mobility in the region that can be reported to FHWA annual basis and to the public on the FAMPO website.

### **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 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 redesignated into attainment with the 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 2035 LRTP, and approved by Federal Highway Administration (FHWA), on September 29, 2011.

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. In order to comply with the transportation conformity regulations, FAMPO and the National Capital Region Transportation Planning Board (TPB) entered into an agreement to submit descriptions of Stafford'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 8-hour ozone standard, and 2005 was the last year in which the Stafford project descriptions were required to be submitted to the TPB. However, coordination with TPB on air quality issues continues today.

In order to meet the EPA requirement that non-attainment areas be brought back into attainment with air quality standards, a 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 the Virginia Department of Environmental Quality (VDEQ) serve as staff to the GWAQC.

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

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

FAMPO's TIP and LRTP have been found to conform on each occasion that conformity was run, and Federal conformity findings were subsequently issued by FHWA. Any new or amended TIP or LRTP that adds or deletes regionally significant projects will be required to undergo a new conformity review as well.

In order to be able to meet transportation conformity requirements using EPA's new motor vehicle emissions model called MOVES, FAMPO endorsed an updated 8-hour ozone Maintenance Plan containing revised motor vehicle emissions budgets in July 2011. The updated Maintenance Plan was submitted to EPA in September 2011 and is still awaiting final approval.

### **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 North Stafford County became designated a part of the Metropolitan Washington Urbanized Area and, consequently, included in the Washington, DC-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 is designated a part of the Metropolitan Washington Urbanized Area. To facilitate the implementation of TMA planning requirements for north Stafford, 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, and the 2004 Agreement will be updated.

### **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 North Stafford County area. The Congestion Management System, referred to as a Congestion Management Process (CMP) in Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was adopted in November 2010. The 2010 CMP measured the level of service (LOS) vehicle crashes and peak period travel times on various Regional arterials. These measurements will be used as a baseline for future CMP updates. Planned congestion relieving projects were inventoried and strategies also recommended for each of these arterial corridors. The CMP is an integral part of the short and long term planning and project prioritization processes of FAMPO.

### **III-E Intelligent Transportation Systems (ITS) and Smart Travel Programs**

Intelligent Transportation Systems (ITS) are a key component of the CMP described above. ITS components may include the coordination of high technology, variable message signs, and improvements in information systems, communications and sensors 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 in order to implement ITS solutions Statewide. ITS will play a growing role in FAMPO 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 multi-modal networks. VDOT has initiated a statewide study effort of freight in Virginia, last year having conducted a statewide freight survey. FAMPO has complemented this statewide effort by developing information about freight shippers 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. Freight will be included in the LRTP.

### **III-G Environmental Justice/Title VI**

Environmental Justice 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. Enhanced outreach will be undertaken to involve members of low-income and minority populations in the transportation planning process by implementing the newly, developed Title VI Compliance Plan, Limited English Proficiency Plan and the updated Public Involvement Plan. By utilizing socioeconomic maps, each outreach strategy will be tailored toward the Environmental Justice/Title VI/LEP populations identified for each specific planning study. Also, by partnering with the Title VI agencies within the George Washington 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 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 Environmental Justice regulations by utilizing data provided by the 2010 Census and the socio-economic data base developed for the LRTP update. The transportation system's effectiveness in serving the Region's minority and low-income groups is being evaluated by using this data in the development of maps that show concentrations of the minority and low-income segments of the population in the FAMPO Region.

### **III-H Public Participation**

FAMPO recently adopted an updated Public Involvement Plan (PIP) which governs its outreach activities and methods. It serves as a guide to encourage the public's involvement in the regional transportation planning process. Because transportation has a substantial impact on our region, public involvement is vital to the planning process and special effort is made to ensure the inclusion of those affected by that planning. FAMPO looks forward to implementing the following to involve and educate the public during the transportation planning process.

## MAJOR TRANSPORTATION PLANNING STUDIES IN THE FAMPO REGION

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

### 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.

**Budget:** Various

**Responsible Entity:** VDOT

**Estimated Completion:** On going

### 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. Specific studies, and availability, are to be determined. FAMPO will provide general oversight to these study efforts and some design work will be overseen by local government engineering staff.

**Budget:** Various

**Responsible Entity:** FAMPO

**Estimated Completion:** On going

#### **IV-C Interchange Justification Report for New I-95 Jackson Gateway Access Study in Spotsylvania County**

**Study Area:** I-95, south of exit 126

**Study Background and Objectives:** Complete an Interchange Justification Report to determine the feasibility and cost of new I-95 access in the vicinity of Jackson Gateway.

**Budget:** \$662,000 (RSTP)

**Responsible Entity:** FAMPO/Consultants

**Estimated Completion Date:** Summer 2012

#### **IV-D Vanpool Incentive Program**

**Study Area:** GWRC/FAMPO Region, Northern Virginia (NOVA) Region

**Study Background and Objectives:** To implement a program that will collect and report vanpool statistics to the National Transit Database (NTD) in order to increase their Section 5307 earnings from the Federal Transportation Administration (FTA).

**Budget:** Approximately \$300,000 (CMAQ)

**Responsible Entity:** FAMPO/Northern Virginia Transportation Commission (NVTC)/Consultants/PRTC

**Estimated Completion Date:** Spring 2013

#### **IV-E Caroline County Transit Corridor Alternatives Analysis Study**

**Study Area:** Caroline County, surrounding areas

**Study Background and Objectives:** To pursue future transit services (including commuter rail, bus and intercity passenger rail services) for Caroline County. By utilizing Federal Transit Administration (FTA) funds, the County is undertaking an Alternatives Analysis (AA), the first step in the FTA project development process. This AA will serve as the local forum for determining the need for and determining the costs, benefits and impacts of a range of alternatives designed to address the mobility issues and other locally-identified objectives along the I-95 Corridor. This AA will be used to determine which investment strategy should be advanced for more focused study and environmental analysis. This AA will therefore serve as the basis for the selection of a preferred transit alternative, for consideration for funding, design and construction in the FTA process.

**Budget:** \$612,500 (80% FTA/20% local match)

**Responsible Entity:** Caroline County/DRPT/FAMPO/consultants

**Estimated Completion Date:** Summer 2012

#### **IV-F Study of U.S. 1 Widening in North Stafford County**

**Study Area:** Between Joplin Road and Telegraph Road

**Study Background and Objectives:** Examine the feasibility, environmental and cost implications of widening 3.3 miles of U.S. 1 between Joplin and Telegraph Roads from four to six lanes, to accommodate increased traffic forecast as a result of increased employment at the Quantico Marine Base, mandated by the Base Realignment and Closure Commission (BRAC). The study also will include the evaluation of the provision and accommodation of additional high-quality transit services to the area.

**Budget:** \$1.76 million (90% Federal, 10% local).

**Responsible Entity:** FHWA/USDOD/Stafford County

**Estimated Completion Date:** Spring 2014

#### **IV-G On-Call Technical Support for FAMPO Modeling and Computer/Communications Operations**

**Study Area:** FAMPO Region

**Study Background and Objectives:** To assure on-going support to FAMPO modeling development and implementation, as well as on-going performance of FAMPO computers and telephones, by employing on-call information technology (IT) consultants to support FAMPO staff as needed.

**Budget:** \$50,000 (PL/RSTP)

**Responsible Entity:** FAMPO/consultants

**Completion Date:** Ongoing

#### **IV-H Other Studies**

Other studies are undertaken by local governments, VDOT, DRPT, VRE, 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.

## **FY2013 FAMPO UNIFIED PLANNING WORK PROGRAM ACTIVITIES BY TASK**

This section will detail the transportation planning activities that will be carried out by FAMPO staff and its committees in FY2013 and the funding that will be applied to each.

### **V-A Long-Range System Level Planning**

**Description:** Long-range planning activities continue to be the main focus of FAMPO's work program for FY2013. Specifically, FAMPO staff will:

1. Continue the update of the 2035 LRTP with outreach and completion of socio-economic data collection, multi-modal project definitions (highway, transit, pedestrian, and bicycle) and financial planning.
2. Maintain a database of development trends and population projections for the Region.
3. 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.
4. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
5. In conjunction with VDOT and local governments, conduct travel demand/land use modeling and traffic modeling as required.
6. Work with DEQ, EPA, VDOT, FHWA and member localities regarding air quality conformity determinations for the TIP and LRTP.
7. Work with VDOT, DRPT and others on the I-95 HOT Lanes analysis. Attend meetings related to the HOT lanes project and coordinate regional concerns and needs with the HOT lanes project.
8. 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.
9. 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 with vehicle programming and planning for mobility impaired persons.
10. Examine effects upon Environmental Justice and safety conscious issues with regard to specific proposed projects and the transportation system as a whole.
11. Provide a means to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the region.

12. Continue to integrate freight planning into the Regional planning process.
13. Continue to refine land use, travel demand and traffic modeling in FAMPO and throughout the Region. Within the updated regional travel demand model, update the mode split model to enhance its transit demand forecasting abilities.
14. Apply the eight planning factors identified in the SAFETEA-LU legislation into the planning process.
15. Continue to enhance the current FAMPO land use modeling tools (CUSIM-M) and develop economic based land use model using CUBE LAND and integrate with the current FAMPO travel demand model which also shares the basis of CUBE Voyager.

**End Products:**

1. Studies (land use and transportation) and analyses associated with the outcomes of the Land Use Scenario Planning process.\*
2. Socio-economic data for the update of the 2035 LRTP.\*
3. Multimodal project definitions and accompanying cost estimates for the 2035 LRTP Update.\*
4. Maintenance of updated transportation and land use databases incorporated into the GIS system.\*
5. Production of a series of maps, tables and figures displaying Regional multimodal performance measures on FAMPO's website, as required by VDOT.
6. Analysis of development, mobility and population trends.
7. Support in the development, advertisement and publication of the Transportation Air Quality Conformity Report.
8. Environmental Justice and safety awareness analysis for the FAMPO Region.\*\*\*
9. Improved FAMPO and Regional modeling capabilities.\*\*
10. Meetings and informational exchange discussions regarding procedures to improve transportation planning.
11. Development of Multimodal Corridor Plans, Transit Plans, Interstate Access Studies, Parking Studies.\*
12. Land Use Model and CUBE LAND and Further Integration of Land Use Model and Travel Demand Model. \*\*

\* RSTP funded initiatives (VDOT UPC # 90268)

\*\* Initiative funded with a mix of RSTP (VDOT UPC # 90268) and PL funds

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

**Participants:** FAMPO staff, FAMPO Committees, VDOT, VDRPT, PRTC, TPB, FHWA, FTA, FRED, local jurisdictions and consultants.

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

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Existing		
\$204,000	\$25,500	\$25,500	\$36,000	\$4,500	\$4,500	\$150,000	\$52,500	\$502,500

**V-B Long Range Project Level Planning**

**Description:** FAMPO staff will undertake the following long-range project level planning activities during FY2013:

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. Develop 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. Develop the 2040 LRTP Update.
7. Begin to revise the project application process and project scoring criteria for the selection of CMAQ and RSTP funded projects.

**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 on-line interactiveness.
7. An updated, simplified, project application and scoring process for CMAQ and RSTP funded projects.

**Participants:** FAMPO staff, FAMPO Committees, VDOT, VDRPT, PRTC, TPB, FHWA, FTA, local jurisdictions, consultants.

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

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Existing/New		
\$24,000	\$3,000	\$3,000	\$8,000	\$1,000	\$1,000	\$100,000	\$10,000	\$150,000

**V-C Congestion Management**

**Description:** FAMPO staff will continue to implement the recommendations in the completed CMP, including monitoring of congestion issues, partnering with VDOT on signalization/ITS improvements, working with DRPT and local and regional transit providers on transit service enhancements, multimodal corridor improvements studies and related items. This task will also include staff work to update the FAMPO Travel Demand Model to include a transit element (FAMPO 4.0).

**End Products:** Definition of travel time improvements or deterioration on arterials, improved signal coordination, identification of beneficial short-term transit service and/or facility improvements, development of recommendations for specific multimodal corridor improvements, updated travel demand model.

**Participants:** FAMPO staff, FAMPO Committees, Local Governments, VDOT, VDRPT, PRTC, FHWA, FTA, local jurisdictions, consultants.

**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		
\$8,000	\$1,000	\$1,000	\$4,000	\$500	\$500	\$5,000	\$20,000

**V-D Public Participation**

**Description:** The SAFETEA-LU legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2013, FAMPO staff will execute the following activities in Public Participation which also includes activities planned for Title VI Civil Rights:

1. Develop and execute the public outreach program for the 2040 Long Range Transportation Plan (LRTP).
2. Maintain and update a database of contacts to assure that interested parties have reasonable opportunities to comment.
3. Maintain and expand the newly, developed website to disseminate the most current information and collect feedback from the public.
4. Continue the use of social media which includes a facebook and a twitter page.
5. Continue to generate RSS feeds to subscriber for updated information regarding transportation-related issues as well as updates to the social media pages.
6. Continue to publish and distribute brochures and other informational items at local libraries via the GWRideConnect rideshare program.
7. Continue public and media awareness by distributing press releases electronically.
8. Continue to send mass email notifications on various planning activities and upcoming meetings.

9. Develop, distribute, collect and analyze survey material to evaluate effectiveness.
10. Continue to hold public informational workshops and public hearings in ADA accessible locations to provide information and obtain input on transportation issues.
11. Continue to distribute hard copies of the draft transportation planning documents to libraries, planning offices, etc. for public comment, as well as to distribute electronic copies via the website, facebook, twitter and email.
12. Continue to evaluate the effectiveness of the updated PIP.
13. Develop and update as necessary an Interactive Transportation Improvement (TIP) webpage.
14. Upon request, major transportation planning document flyers will be translated into Spanish.
15. Continue the recruitment for additional members to the Transportation Advisory Group to include a broad spectrum of members in our Title VI community.
16. Incorporate additional visualization techniques.
17. Document minority representation.
18. Continue to update the Title VI Community Resources Directory.
19. 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 the FAMPO TAG.
2. A measurable public involvement process that maximizes outreach.
3. An informational and interactive website.
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. Establishment of a social media presence.
8. Expanded contact database which includes a strong Title VI presence,
9. Support of all committee meetings by generating agendas, uploading to website and sending notifications via email.

10. Compliance with Title VI requirements.
11. File documentation of public involvement activities.
12. Expanded and up-to-date public participation database.\*
13. Quarterly newsletters.\*
14. Completed, analyzed surveys.\*
15. Updated PPP.\*
16. Compliance with Title VI requirements.\*

\*Initiatives funded with RSTP (VDOT UPC # 102626) funds

**Participants:** FAMPO staff, FAMPO Committees, Bicycle & Pedestrian, VDOT, local jurisdictions, stakeholders, consultants and the public.

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

**Budget & Breakdown by Funding Source:**

PL			5303			Existing /New RSTP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$60,000	\$7,500	\$7,500	\$10,000	\$1,250	\$1,250	\$100,000	\$187,500

**V-E FAMPO Administration**

**Description:** During FY2013, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2013 UPWP and develop the FY2014 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 the Transportation Planning Board (TPB) per the TPB/FAMPO 2004 MOU
  - a. Formally transmit products and documents as specified in the Agreement.
  - b. Transmit any updated Congestion Management Process (CMP) information.
  - c. In coordination with VDOT staff, review and update project information regarding capacity changes for all new highways, HOV and transit projects affecting travel modeling and air quality conformity for the Washington DC-VA-MD TMA.
  - d. Provide population, household and employment forecast data as it is updated to COG's Department of Community Planning staff as part of the Cooperative Forecasting Process.
  - e. Coordinate and transmit other information and data on an as needed basis.
7. Arrange for and attend all FAMPO meetings.
8. Continue support for the Virginia Association of MPOs (VAMPO), through committee participation and attendance at quarterly meetings.
9. Attend transportation conferences and planning/training courses as needed. This Task will have a budget of up to \$20,000.
10. Upgrade existing computer equipment and software as required. This Task will have a budget of up to \$20,000.
11. 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 FY2013 UPWP amendments.
3. Production of the FY2014 UPWP.
4. Documentation of public meetings and hearings conducted during FY2013.
5. Contracts and correspondence related to the administration of Planning (PL), Section 5303 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 SAFETEA-LU 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 in the following areas for the North Stafford County per the TPB/FAMPO Agreement, dated November 17, 2004:
  - a. FAMPO's Congestion Management Process (CMP)
  - b. A coordinated update cycle for the respective Long-Range Transportation Plans and the Transportation Improvement Programs
  - c. The Unified Planning Work Program (UPWP)

**Participant:** FAMPO staff, other MPOs.

**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		
\$61,643	\$7,706	\$7,705	\$12,274	\$1,534	\$1,535	\$5,000	\$97,397

**FY2013 Unified Planning Work Program Financial Summary**

Planning (PL) (FY 2013 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY 2013 & Carryover) Includes 10% State Match/10% Local Match			RSTP	VDOT Rural Plus Match	Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
<b>Long Range System Level Planning</b>								
\$204,000	\$25,500	\$25,500	\$36,000	\$4,500	\$4,500	\$150,000	\$52,500	
<b>\$255,000</b>			<b>\$45,000</b>			<b>\$150,000</b>	<b>\$52,500</b>	<b>\$502,500</b>
<b>Long Range Project Level Planning</b>								
\$24,000	\$3,000	\$3,000	\$8,000	\$1,000	\$1,000	\$100,000	\$10,000	
<b>\$30,000</b>			<b>\$10,000</b>			<b>\$100,000</b>	<b>\$10,000</b>	<b>\$150,000</b>
<b>Congestion Management</b>								
\$8,000	\$1,000	\$1,000	\$4,000	\$500	\$500		\$5,000	
<b>\$10,000</b>			<b>\$5,000</b>				<b>\$5,000</b>	<b>\$20,000</b>
<b>Public Participation</b>								
\$60,000	\$7,500	\$7,500	\$10,000	\$1,250	\$1,250	\$100,000		
<b>\$75,000</b>			<b>\$12,500</b>			<b>\$100,000</b>		<b>\$187,500</b>
<b>Administrative</b>								
\$61,643	\$7,706	\$7,705	\$12,274	\$1,534	\$1,535		\$5,000	
<b>\$77,054</b>			<b>\$15,343</b>				<b>\$5,000</b>	<b>\$97,397</b>
<b>Total</b>								
\$357,643	\$44,706	\$44,705	\$70,274	\$8,784	\$8,785			
<b>\$447,054</b>			<b>\$87,843</b>			<b>\$350,000</b>	<b>\$72,500</b>	<b>\$957,397</b>