

# FY2012 UNIFIED PLANNING WORK PROGRAM

JULY 1, 2011 - JUNE 30, 2012

Adopted June 20, 2011



**FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION**

## **PREFACE TO THE FY2012 UNIFIED PLANNING WORK PROGRAM**

Continuing on a course established in the past five years, FAMPO's FY2012 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, 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 is slated for completion in late FY2011 or early FY2012.

In FY2011 FAMPO also begin the process of updating the 2035 LRTP, with a concentration on socio-economic data collection and outreach. That effort will continue in FY2012, 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.

## TABLE OF CONTENTS

### **FY 2012 UNIFIED PLANNING WORK PROGRAM**

<i>I-A. Introduction - Metropolitan Transportation Planning in Fredericksburg</i>	1
<i>I-B. The Unified Planning Work Program</i>	1

### **PAST YEAR (FY2011) TRANSPORTATION PLANNING ACTIVITIES**

<i>II-A. FAMPO during FY2011</i>	3
----------------------------------	---

### **HIGHLIGHTS OF THE FY 2012 UNIFIED PLANNING WORK PROGRAM**

<i>III-A. Listing of FY2012 Activities</i>	5
<i>III-B. Air Quality Planning Activities</i>	7
<i>III-C. Transportation Management Area Requirements</i>	8
<i>III-D. Congestion Management Process</i>	9
<i>III-E. Intelligent Transportation Systems and Smart Travel Programs</i>	9
<i>III-F. Freight Planning</i>	9
<i>III-G. Environmental Justice</i>	10
<i>III-H. Public Participation</i>	11

### **MAJOR TRANSPORTATION PLANNING STUDIES IN THE FAMPO REGION**

<i>IV-A. VDOT On-Call and Special Studies</i>	14
<i>IV-B. FAMPO On-Call and Special Studies</i>	14
<i>IV-C. Interchange Justification Report for New I-95 Access in Spotsylvania County</i>	15
<i>IV-D. Detailed Regional Plan for Commuter and VRE Parking Expansion</i>	15
<i>IV-E. HOT Lanes Transit Study</i>	15

<i>IV-F. Vanpool Incentive Program</i>	-----	15
<i>IV-G Other Studies</i>	-----	16
<b>FY2012 FAMPO UNIFIED PLANNING WORK PROGRAM ACTIVITIES BY TASK</b>		
<i>V-A. Long-Range System Level Planning</i>	-----	17
<i>V-B. Long Range Project Level Planning</i>	-----	19
<i>V-C. Congestion Management</i>	-----	20
<i>V-D. Public Participation</i>	-----	21
<i>V-E. FAMPO Administration</i>	-----	23
<b>SUMMARY OF FINANCIALS</b>	-----	27

# FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION

## FY 2012 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. The 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 (FY2011) TRANSPORTATION PLANNING ACTIVITIES***

### ***II-A. FAMPO during FY2011***

**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 2011 Transportation Planning Accomplishments:**

1. The FY2012 UPWP was developed.
2. FAMPO sponsored a number of meetings and public hearings regarding multimodal (bicycle, pedestrian, transit, and vehicular) transportation planning, air quality conformity and related matters.
3. Continued coordination with officials from member jurisdictions and adjacent rural localities regarding alternative measures—transit facilities and services, vehicular system improvements, bicycle and pedestrian system improvements, and land use and growth policy considerations—to improve Regional transportation.
4. Continued 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. Completed work on the Regional Congestion Management Program (CMP) Update.
8. 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.

9. Continued active involvement in the I-95 High Occupancy Toll (HOT) Lanes project.
10. Completed work on a Feasibility Study/Interchange Justification Report (IJR) for new Interstate access at the Fredericksburg Rest Area, as well as a new toll road extending southwesterly to Route 3 and submitted an IJR to VDOT.
11. Continued a Feasibility Study/Interchange Justification Report for new Interstate access at the Jackson Gateway area of Spotsylvania County.
12. Completed work on strategy for providing high-quality transit services for Virginia Route 3.
13. Continued a study to detail parking placement for I-95 commuter and Virginia Railway Express (VRE), in association with the I-95 HOT Lanes.
14. Handed off responsibility for Regional human services transportation coordination and mobility to the Rappahannock Area Agency on Aging (RAAA) and assisted with the transition.
15. Continued to maintain and enhance the FAMPO website.
16. Made technical updates to the Public Participation Program (PPP) for FAMPO.
17. Continued to monitor and provide input to the Base Realignment and Closure (BRAC) process for Quantico.
18. Updated the by-laws for the FAMPO Policy Committee.
19. Oversaw the creation of and began providing interim staffing to the George Washington Toll Road Authority.
20. Participated in the FRED Transit Development Plan (TDP) Update.
21. Working with the CTB, VDOT and FAMPO Committees, allocated RSTP and CMAQ funds for FY2012-FY2017.
22. Made amendments to improve the FAMPO TIP prioritization process.
23. Continued to provide transportation planning assistance to local governments in the George Washington Region.
24. Continued to assist VDOT in completion of their Rural Long Range Transportation Plan for the rural localities of the George Washington Region.
25. Began work on an update to the FAMPO LRTP.
26. Began a definitive and comprehensive update to the FAMPO Title VI Program to fully comply with Federal requirements.

## **HIGHLIGHTS OF THE FY2012 UNIFIED PLANNING WORK PROGRAM**

### **III-A. Listing of FY2012 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 will be a key undertaking in FY2011-12. 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 provide staff support for the newly created George Washington Region Toll Road Authority.

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

Continue a major emphasis on public outreach throughout the Region, particularly to minority, poor and underserved populations. The FAMPO Transportation Advisory Group (TAG) will be examined for expansion.

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 FY 2012 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 FY2013.
3. Continue to enhance the Geographic Information System (GIS) for a variety of applications.
4. Assure adequate public participation through coordination of the Transportation Advisory Group, Technical, Bicycle/Pedestrian and Policy Committees and through other outreach.
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 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 the first round of Land Use Scenario Planning for the Region to develop ideas and consensus on alternatives to existing land use policy and amend the 2035 Long Range Transportation Plan (LRTP) as required.
13. Continue work on the update of the 2035 LRTP through outreach, socio-economic data collection and analysis, project identification and financial planning.
14. Fully integrate land use modeling in the FAMPO travel demand modeling process, using CUBE Land software and working with VDOT.

15. Update Regional TAZ definitions as a result of the 2010 Census.
16. Update the Memorandum of Understanding with the Transportation Planning Board for planning and programming affecting North Stafford County.
17. Define the FAMPO method for allocating RSTP funds in conjunction with the CTB, to meet Federal requirements.
18. Complete staff training, a comprehensive plan and a method for assessing project and investment impacts on minority populations, as required by Title VI of the USC.
19. Update the FAMPO Public Participation Plan (PPP).

### ***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 FY2009-2012 TIP and 2035 LRTP, and approved by Federal Highway Administration (FHWA), on April 15, 2009.

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.

### ***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, 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.

### *III-G. Environmental Justice*

Environmental Justice is an outgrowth of an Executive Order signed by President Clinton in 1994. The Executive Order augments Title VI of the Civil Rights Act of 1964 by making the prohibition of discrimination based on race, color, and national origin more specific. It addresses persons belonging to Black, Hispanic, Asian American, American Indian and Alaskan Native and low-income groups.

The intent of environmental justice is to improve transportation planning and decision-making by including all public groups in the planning process. Specifically, Metropolitan Planning Organizations are expected to enhance public participation by eliminating participation barriers and engaging minority and low-income populations in making transportation decisions. To assure success of this process, the needs of these groups must be identified. This can be accomplished in part by identifying residential, employment, and transportation patterns of low-income and minority populations. By identifying these factors, impacts and benefits of transportation investments can be more equitably allocated. To complete the process of identifying these needs, it is necessary to engage these groups in planning discussions and meetings to the extent practicable.

To help explain environmental justice, the Executive Order and the U.S. Department of Transportation present three fundamental principles. These principles are:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

FAMPO is meeting these principals by continually examining the location and service area of each of its transportation improvements to ensure that its transportation system adequately and appropriately benefits all groups of the Region's population. FAMPO is also providing direct notice to as many entities representing the various groups in the FAMPO Region as is practicable. FAMPO will also hold public information meetings and other activities in facilities that are centrally located and accessible by as many transportation modes as possible.

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 has adopted a Public Participation Plan (PPP) which governs its outreach activities and methods. The public involvement process will maximize outreach to member communities and ensures maximum amount of participation and input from the general public. The Public Participation Plan will increase the ability of the public to participate in and learn more about the MPO, its processes, and products through all forms of media to all segments of the population including the citizens that are traditionally under-served. This will include expanded consultation and participation in the development of the LRTP and the TIP consistent with SAFETEA-LU guidance.

FAMPO encourages the distribution of information relating to transportation decisions and plans throughout the Region. All FAMPO transportation work programs, plans, studies and programming documents funded in whole or in part with federal funds shall provide the opportunity for public review and comment during the term of the study and prior to adoption by the local jurisdiction or the Metropolitan Planning Organization. It is the policy of the Metropolitan Planning Organization to take all public comments into account in the development and adoption of plans and programs. The processes outlined shall form the basis for informing the public of transportation decisions and the adoption of components of the transportation planning program.

FAMPO now places greater emphasis on its upgraded website as a tool for public information. The web site will be maintained with current information in a visual format to involve all interested citizens of the FAMPO Region study area the opportunity to voice their concerns, preferences and questions concerning transportation projects and plans. The website will contain all draft transportation plans and any amendments to the completed transportation plans. An online comment form will be available for citizens to give their input on all transportation plans and projects. Maps will be posted on the website as a visual tool during the transportation planning process. Surveys may also be posted on the website to gather information on the citizen's preferences during the transportation planning process.

All notices of meetings, public hearings, and public comment periods for Regional plans and programs shall be published. The advertisements and new releases will inform the citizens on how to obtain the draft documents for review and how to provide comments by calling or writing to the FAMPO office, or by accessing the information via the website. In addition, announcements will be sent to affected public agencies, private transportation providers, minority organizations and special interest groups. All notices shall be published in a timely manner and press releases mailed a minimum of seven (7) days prior to the meeting. The official notice and press releases shall note the day, time, and location of the meeting. Contact information will be provided so that any person with questions about the notice or questions or concerns about attending the meeting or commenting on the meeting can be addressed.

All FAMPO committee meetings are open to the public. After notifying the general public, including traditionally underserved populations, the public shall be afforded the opportunity to comment on current agenda items at an allotted time during each meeting. The chair of the FAMPO Board shall determine the time to be allotted to each speaker. For those who choose not to speak or are limited by disability, language or other barrier to speaking, or for those who are not able to attend a meeting, comments may be submitted to the MPO staff for consideration. These comments may be translated into English if necessary. Comments received prior to the meeting should be submitted by letter, email, fax or other written format to be provided to the FAMPO Board.

Public meetings present information to the public and obtain informal input from community residents. Held throughout the planning process, they are tailored to specific issues or community groups and are either informal or formal. Public meetings will disseminate information, provide a setting for public discussion, and provide feedback from the community. Public meetings will be conducted throughout the planning process of all of FAMPO's transportation planning documents as well as corridor studies. Public hearings are required by the Federal government for many transportation projects and are held in transportation planning at the discretion of the sponsoring organization.

Information materials and surveys may be distributed to affected citizens in various ways to include those that are underserved in order to gather public input and comments. The distribution of materials and surveys include utilizing the FAMPO database for distribution via United States Postal Service (USPS), electronic mail or the FAMPO website. The mailing list will focus on a targeted group who are most affected. Special effort will be made to include interested citizens and stakeholders affected in the transportation planning process. The FAMPO database will be updated periodically.

In FY12 FAMPO will also update the PPP.

## ***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 Access 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)

**Estimated Completion Date:** Winter 2011

#### ***IV-D Detailed Regional Plan for Commuter and VRE Parking Expansion***

**Study Area:** FAMPO Region

**Study Background and Objectives:** Working with local governments, DRPT and VDOT, this project will result in parcel level placement of HOT Lanes-funded commuter parking facilities and transit stations along the I-95 corridor.

**Budget:** \$120,000 (RSTP/PL)

**Estimated Completion Date:** Summer 2012

#### ***IV-E HOT Lanes Transit Study Update***

**Study Area:** FAMPO and TPB Regions

**Study Background and Objectives:** Working with local governments, transit providers, Regional organizations and other entities, DRPT has been tasked with updating the 2009 HOT Lanes transit study, to make recommendations on a variety of transit improvements required in association with the I-95 HOT Lanes, as well as their costs and relative priority. This is a separate study from the 2009 effort.

**Responsible Entity:** Virginia Department of Rails and Public Transportation (DRPT), local governments, transit providers, Regional entities, consultants.

**Budget:** Unknown

**Estimated Completion Date:** Fall 2012

#### ***IV-F. Vanpool Incentive Program***

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

**Study Background and Objectives:** To design 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 \$200,000 (CMAQ)

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

**Estimated Completion Date:** Fall 2012

#### ***IV-G VCR Trail Feasibility and Conceptual Design***

**Study Area:** Spotsylvania County

**Study Background and Objectives:** To develop a shared-use trail design concept for the historic Virginia Central Railway trail corridor in Spotsylvania County.

**Budget:** \$120,000 (CMAQ)

**Responsible Parties:** FAMPO/Spotsylvania County/consultants

**Estimated Completion Date:** Winter 2011

#### ***IV-H Caroline County Train Station 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 2013

***IV-I Study of U.S. 1 Widening in North Stafford County/Southern Prince William 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:** \$890,000 (90% Federal, 10% local).

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

**Estimated Completion Date:** Spring 2013

***IV-J 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)

**Responsible Entity:** FAMPO/consultants

**Completion Date:** Ongoing

***IV-K Public Education and Outreach for the Rest Area Interstate Access and Toll Road Project***

**Study Area:** FAMPO Region

**Study Background and Objectives:** To support the George Washington Toll Road Authority (GWTRA) in its efforts to provide accurate and ongoing information on the Rest Area Access/Toll Road project to Regional residents and interest groups.

**Budget:** \$400,000 (RSTP)

**Responsible Entity:** FAMPO/GWTRA/consultants

**Completion Date:** Ongoing

#### ***IV-K 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.

## ***FY2012 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 FY2012 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 FY2012. Specifically, FAMPO staff will:

1. Complete a major effort to conduct Land Use Scenario Planning in the entire Region. This consultant-supported effort will entail working with local government staff, elected officials, interested parties and the general public to demonstrate the Regional, local and neighborhood affects of alternative land use policies. Transportation considerations of this study include highways and vehicular travel as well as transit and non-vehicular travel in the region.
2. 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.
3. Maintain a database of development trends and population projections for the Region.
4. Collect, organize and report various system performance data (vehicular and non-vehicular measures as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.
5. Update the transit element of the long-range transportation plan. Review the currently developed Transit Policy Plan and update transit service and facility recommendations for planning horizons. Review existing FRED, VRE, and other local transit services and coordinate long-range highway system planning with future transit enhancements within the region and to neighboring jurisdictions. Evaluate the updated transit element and incorporate recommendations into the fiscally-constrained LRTP.
6. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
7. In conjunction with VDOT and local governments, conduct travel demand/land use modeling and traffic modeling as required.

8. Work with DEQ, EPA, VDOT, FHWA and member localities regarding air quality conformity determinations for the TIP and LRTP.
9. 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.
10. 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.
11. 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.
12. Examine effects upon Environmental Justice and safety conscious issues with regard to specific proposed projects and the transportation system as a whole.
13. Provide a means to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the region.
14. Continue to integrate freight planning into the Regional planning process.
15. 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.
16. Apply the eight planning factors identified in the SAFETEA-LU legislation into the planning process.
17. 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 Land Use Scenario Planning.
2. Socio-economic data for the update of the 2035 LRTP.
3. Multimodal project definitions and accompanying costs estimates for the 2035 LRTP Update.
4. Maintenance of updated transportation and land use databases incorporated into the GIS system.

5. Updated transit element of the long-range transportation plan.
6. Production of a series of maps, tables and figures displaying Regional multimodal performance measures on FAMPO's website, as required by VDOT.
7. Analysis of development, mobility and population trends.
8. Support in the development, advertisement and publication of the Transportation Air Quality Conformity Report.
9. Environmental Justice and safety awareness analysis for the FAMPO Region.
10. Improved FAMPO and Regional modeling capabilities.
11. Meetings and informational exchange discussions regarding procedures to improve transportation planning.
12. Development of Multimodal Corridor Plans, Transit Plans, Interstate Access Studies, Parking Studies.
13. Land Use Model and CUBE LAND and Further Integration of Land Use Model and Travel Demand Model.

**Participants:** FAMPO staff, FAMPO Committees, TAG, 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		
\$144,000	\$18,000	\$18,000	\$36,000	\$4,500	\$4,500	\$250,000	\$47,500	\$522,500

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

**Description:** FAMPO staff will undertake the following long-range project level planning activities during FY2012:

1. Solicit and document feedback from representative jurisdictions on the critical freight issues on local and Regional transportation systems.
2. Review 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 LRTP Update.
7. Update the FAMPO project prioritization methodology. Revise the methodology to improve its application for non-roadway 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. Updated project prioritization methodology adopted by the FAMPO Policy Committee.

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

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

**Budget & Breakdown by Funding Source:**

PL			5303			Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$24,000	\$3,000	\$3,000	\$8,000	\$1,000	\$1,000	\$10,000	\$50,000

**V-C Congestion Management**

**Description:** FAMPO staff will continue to implement the recommendations on the recently-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 Policy and Technical Committees, TAG, 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	\$5000	\$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 this activity in FY 2012, FAMPO staff will:

1. Provide support and attend meetings of the FAMPO Transportation Advisory Group (TAG) and provide support to TAG sponsored events, as necessary. Assure that appropriate notice is given for FAMPO Policy and Technical Committee meetings.
2. Through staff training, completion of a comprehensive Title VI Compliance Plan and development of a method for assessing project and investment impacts on minority populations, assure that FAMPO complies with Title VI and the Americans with Disabilities Act (ADA) requirements.
3. Develop and maintain a database of names of individuals and organizations, sorted by area of interest or concern, for use to disseminate information and obtain feedback.
4. Provide support to public meetings, workshops and transportation events that are designed to inform the public and obtain comment.
5. Provide copies of meeting agendas and attachments, draft plans and informational materials at the FAMPO office and at other locations as appropriate.
6. Provide informational brochures on topics of concern and prepare articles regarding transportation issues for public dissemination.
7. Maintain the FAMPO website with meeting notices and information regarding ongoing studies and plans. Provide documents of general public interest on the website and develop procedures to obtain public comment through it.
8. Publish a quarterly newsletter.

9. Update the FAMPO Public Participation Plan (PPP) and follow its requirements.
10. Conduct opinion/behavioral surveys of Regional residents with regard to transportation issues, policies and Regional governance.
11. Develop and implement a public outreach and education campaign to serve the George Washington Toll Road Authority, in its efforts to advance the
12. Evaluate the effectiveness of the public involvement program.
13. Document public involvement activities and results.

**End Products:**

1. Staff support for the FAMPO TAG.
2. Support of an ongoing public participation process.
3. Informational and public feedback programs sponsored by TAG.
4. Enhanced FAMPO website operation.
5. Expanded and up-to-date public participation database.
6. Quarterly newsletters.
7. Completed, analyzed surveys.
8. Updated PPP.
9. Compliance with Title VI requirements.
10. File documentation of public involvement activities.

**Participants:** FAMPO staff, FAMPO Policy and Technical Committees, Transportation Advisory Group, VDOT, local jurisdictions, 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		
\$40,000	\$5,000	\$5,000	\$10,000	\$1,250	\$1,250	\$500,000	\$562,500

### ***V-E FAMPO Administration***

**Description:** During FY 2012, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2012 UPWP and develop the FY2013 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. Update the 2004 MOU with the Transportation Planning Board for North Stafford County.
7. Define the method for allocating RSTP funds in conjunction with the CTB.
8. Arrange for and attend all FAMPO meetings.
9. Continue support for the Virginia Association of MPOs (VAMPO), through committee participation and attendance at quarterly meetings.
10. Attend transportation conferences and planning/training courses as needed. This Task will have a budget of up to \$20,000.

11. Upgrade existing computer equipment and software as required. This Task will have a budget of up to \$20,000.
12. 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 FY2012 UPWP amendments.
3. Production of the FY2013 UPWP.
4. Documentation of public meetings and hearings conducted during FY2012.
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. Updated MOU for North Stafford County.
13. Defined process for allocating RSTP funds in conjunction with the CTB.
14. An RFP/RFQ in the amount of \$3,600 for legal services for the George Washington Toll Road Authority (GWTRA)

**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		
\$58,802	\$7,350	\$7,351	\$12,274	\$1,534	\$1,535	\$10,000	\$98,846

**FY2012 Unified Planning Work Program Financial Summary**

Planning (PL) (FY 2012 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY 2012 & 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>								
\$144,000	\$18,000	\$18,000	\$36,000	\$4,500	\$4,500	\$250,000	\$47,500	
<b>\$180,000</b>			<b>\$45,000</b>			<b>\$250,000</b>	<b>\$47,500</b>	<b>\$522,500</b>
<b>Long Range Project Level Planning</b>								
\$24,000	\$3,000	\$3,000	\$8,000	\$1,000	\$1,000	\$400,000	\$10,000	
<b>\$30,000</b>			<b>\$10,000</b>			<b>\$400,000</b>	<b>\$10,000</b>	<b>\$450,000</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>								
\$40,000	\$5,000	\$5,000	\$10,000	\$1,250	\$1,250	\$100,000		
<b>\$50,000</b>			<b>\$12,500</b>			<b>\$100,000</b>		<b>\$162,500</b>
<b>Administrative</b>								
\$58,802	\$7,350	\$7,351	\$12,274	\$1,534	\$1,535		\$10,000	
<b>\$73,503</b>			<b>\$15,343</b>				<b>\$10,000</b>	<b>\$98,846</b>
<b>Total</b>								
\$274,802	\$34,350	\$34,351	\$70,274	\$8,784	\$8,785			
<b>\$343,503</b>			<b>\$87,843</b>			<b>\$750,000</b>	<b>\$72,500</b>	<b>\$1,253,846</b>