

FY2011 UNIFIED PLANNING WORK PROGRAM

JULY 1, 2010 – JUNE 30, 2011

Adopted June 21, 2010



FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION

PREFACE TO THE FY2011 UNIFIED PLANNING WORK PROGRAM

Continuing on a course established in the past four years, FAMPO's FY2011 UPWP supports ongoing work in the areas of long range transportation and land use planning, congestion management program development, 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 FY2011.

In FY2011 FAMPO will also begin the process of updating the 2035 LRTP with a concentration on socio-economic data collection and 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 2011 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) has been 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 (FY2010) TRANSPORTATION PLANNING ACTIVITIES

II-A. FAMPO during FY2010

General: The number of GWRC staff devoted to transportation planning is set at six 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 2010 Transportation Planning Accomplishments:

1. The FY2010 UPWP was developed.
2. FAMPO sponsored a number of meetings and public hearings regarding transportation planning, air quality conformity and related matters.
3. Continued coordination with officials from member jurisdictions and adjacent rural localities regarding alternative measures to improve Regional transportation.
4. Began the first round of Regional Land Use Scenario Planning to more closely link transportation and land use policy.
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.
7. Adopted the FY2009-2012 Transportation Improvement Program (TIP) to reflect changes in projects and Federal funding obligations.
8. Continued work on the Regional Congestion Management Program (CMP).
9. Assisted localities with transportation planning issues.
10. Continued involvement in the I-95 High Occupancy Toll (HOT) Lanes project.
11. Continued work on a Feasibility Study/Interchange Justification Report for new Interstate access at the Fredericksburg Rest Area, as well as a new toll road extending southwesterly to Route 3.

12. Continued a Feasibility Study/Interchange Justification Report for new Interstate access at the Jackson Gateway area of Spotsylvania County.
13. Completed work on a multi-modal corridor study for the length of Lafayette Boulevard.
14. Continued work on a high speed transit study for Virginia Route 3.
15. Continued a study to detail parking placement for I-95 commuter and Virginia Railway Express (VRE), in association with the I-95 HOT Lanes.
16. Completed a regional telephone survey to measure resident perceptions and attitudes about transportation planning, management, services and facilities.
17. Completed a draft of a refined Regional Human Services Transportation Coordination Plan and hired a Regional Mobility Coordinator to work with human services transportation providers and users in order to refine the Plan and improve services.
18. Maintained and enhanced the FAMPO website.
19. Developed a FAMPO Facebook page.
20. Developed a New Member Orientation Guide.
21. Made technical updates to the Public Participation Program (PPP) for FAMPO.
22. Continued to monitor and provide input to the Base Realignment and Closure (BRAC) process for Quantico.
23. Completed a Regional analysis of the I-95 General Purpose lanes.
24. Updated the by-laws for the FAMPO Technical Committee (FTC) and the operating procedures for the Transportation Advisory Group (TAG).
25. Provided research and alternatives for creation of a Regional Toll Road Authority.

HIGHLIGHTS OF THE FY2011 UNIFIED PLANNING WORK PROGRAM

III-A. Listing of FY2011 Activities

FAMPO will continue to work to integrate land use and 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. Socio-economic data will be acquired and outreach conducted as the first step in the process to update the 2035 Long Range Transportation Plan (LRTP).

FAMPO will also update and improve the existing Congestion Management Process (CMP). While efforts at congestion management were undertaken in 2004, a significant update of the CMP is required to continue to adhere to Federal requirements.

The feasibility studies/interchange justification reports (IJR) for the Rest Area Interstate Access/Toll Road and the Jackson Gateway Interstate Access will be completed, and work will commence on the environmental reviews and design required to build those projects. FAMPO will also support VDOT work on major modifications to the Route 630 Interchange in Stafford County.

FAMPO will provide staff support for the newly created George Washington Region Toll Road Authority.

FAMPO will support the Virginia Association of Planning District Commissions (VAPDC) Transportation Committee and VDOT in the creation of a Statewide MPO Association and in the development of recommendations to improve Virginia transportation planning and programming for consideration by the General Assembly.

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 highway projects, seeking greater compatibility between the road

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 2011 include:

1. Develop the FY2012-2015 Transportation Improvement Program (TIP) to reflect changes in projects and Federal funding obligations.
2. Develop an UPWP for FY2012.
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. Continue work to implement the Supplemental Regional Human Services Transportation Coordination Plan with local and Regional human services agencies, through the office of the Regional Mobility Coordinator.
7. 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.
8. Complete a major effort to update the Congestion Management Process (CMP) for the Region.
9. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
10. 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.
11. Provide assistance to local jurisdictions regarding transportation projects and grant applications.
12. Enhance member education on the transportation process and Regional transportation issues.
13. Continue to integrate the urban and rural transportation planning activities in the greater Fredericksburg Region.

14. 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.
15. Begin the update of the 2035 LRTP through outreach and socio-economic data collection and analysis.

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 FAMO 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.

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 in Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), is an ongoing process that is formally part of a two-year cycle. Eventually all of the congested corridors within the FAMPO Region will be analyzed in detail. In addition, as key components of the CMP are implemented, the effectiveness of those components will be monitored, and recommended modifications may be provided as appropriate. The CMP is an integral part of the planning and project prioritization process 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 continues its work in complying with the Environmental Justice regulations by utilizing data provided by the 2000 Census and the socio-economic data base developed for the 2035 LRTP. 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 thirty (30) 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.

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 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. Multi-Modal Examination of Route 3 (High Speed/High Occupancy Transit) Studies

Study Area: Route 3 corridor from downtown to Gordon Road.

Study Background and Objectives: This study will investigate ways in which high speed/high capacity transit may be accommodated in this and other high volume commercial corridors.

Budget: \$100,000 (State Multimodal Planning Grant/In-Kind Match)

Responsible Entity: FAMPO/GWRC

Estimated Completion Date: Summer 2010

IV-D. Rest Area I-95 Access, Toll Road Study

Study Area: City of Fredericksburg southwest to the junction with Virginia Route 3 in Spotsylvania County

Study Background and Objectives: Examine the feasibility of constructing new Interstate access and a toll road between I-95 and Virginia Route 3.

Budget: \$650,000 (RSTP, SPR, Private Sector)

Estimated Completion Date: Summer 2010

IV-E. Interchange Justification Report for New I-95 Access in Spotsylvania County

Study Area: I-95, from Exit 126 Spotsylvania to Exit 118 Thornburg

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: \$375,000 (RSTP, Private Sector)

Estimated Completion Date: Winter 2010

IV-F. 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 parking and transit stations along the I-95 corridor.

Budget: \$100,000 (RSTP)

Estimated Completion Date: Summer 2010

IV-G. GWRideConnect Long Range Transportation Demand Management (TDM) Plan

Study Area: George Washington Region

Study Background and Objectives: This is a State (DRPT) required plan which will *outline* a long-range operational plan from 2010 to 2035 that provides a strategic framework for the agency as well as needed program enhancements and required financial resources. This document will provide all the information necessary to include GWRideConnect's TDM program into VDOT's Six Year Improvement Plan (SYIP) and Statewide Transportation Improvement Program (STIP) as well as FAMPO's Transportation Improvement Program (TIP) and Constrained Long Range Transportation Plan (CLRTP).

Budget: Approximately \$35,000 State Funds

Responsible Entity: Virginia Department of Rails and Public Transportation (DRPT)/GWRideConnect/Consultants

Estimated Completion Date: Summer 2010

IV-H. Transit Development Plan for FREDericksburg Regional Transit

Study Area: George Washington Region

Study Background and Objectives: This is a State (DRPT) required plan which will provide both unconstrained and constrained recommendations for a six-year horizon. Included recommendations will include: increase frequencies, service expansions, route modifications, facility improvements and ITS improvements.

Budget: Approximately \$100,000 State Funds

Responsible Entity: Virginia Department of Rails and Public Transportation (DRPT)/FREDericksburg Regional Transit/Consultants

Estimated Completion Date: Summer 2010

IV-I. 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 2010

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

FY2011 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 FY2011 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 FY2011. 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.
2. Begin the update of the 2035 LRTP with outreach and completion of socio-economic data collection.
3. Maintain a database of development trends and population projections for the Region.
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.
8. Monitor activities of the BRAC process at area military bases and evaluate alternatives 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.
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 transportation planning.

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.
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.
16. Assist VDOT in developing Regional Performance Measures pursuant to § [33.1-23.03](#),

End Products:

1. Studies and analyses associated with Land Use Scenario Planning.
2. Socio-economic data for the update of the 2035 LRTP.
3. Maintenance of updated transportation and land use databases incorporated into the GIS system.
4. Analysis of development trends and population trends.
5. Support in the development, advertisement and publication of the Transportation Air Quality Conformity Report.
6. Environmental Justice and safety awareness analysis for the FAMPO Region.
7. Improved FAMPO and Regional modeling capabilities.
8. Meetings and informational exchange discussions regarding procedures to improve transportation planning.
9. Development of Corridor Plans, Interstate Access Studies, Parking Studies.
10. 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, local jurisdictions and consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP		Existing CMAQ	New Freedom	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Existing	New				
\$220,000	\$27,500	\$27,500	\$32,000	\$4,000	\$4,000	\$475,000	\$275,000	\$50,000	\$20,000	\$40,000	\$1,175,000

V-B. Long Range Project Level Planning

Description: FAMPO staff will undertake the following long-range project level planning activities during FY2011:

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 multi-modal data base 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. Process requests for amendments to the FY2009-2012 TIP and 2035 LRTP.
8. Develop ride services, marketing and training for Regional human services transportation.
9. Update the FAMPO project prioritization methodology.

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. Amendments to the FY2009-2012 TIP.
6. Map and briefing on available multi modal transportation facilities and services.
7. Improved TIP format and on-line interactiveness.
8. Improved human services transportation and ridership, training and marketing materials.
9. 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			New Freedom	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$24,000	\$3,000	\$3,000	\$4,000	\$500	\$500	\$90,000	\$125,000

V-C. Congestion Management

Description: FAMPO staff will continue the following congestion management activities during FY2011: The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requires Transportation Management Areas (TMAs) to develop and implement a Congestion Management Process (CMP). A CMP will help FAMPO to:

- Identify congestion problem locations;
- Determine the causes of this congestion;
- Develop and evaluate alternative strategies to mitigate congestion; and
- Measure the progress of implemented strategies in reducing congestion.

Outputs of the CMP study will also support the FAMPO transportation planning process through identification of strategies that promote efficient transportation system management and operation.

The FAMPO CMP study approach will include the following work elements:

1. Definition of performance measures;
2. Identification of data needs and collection of required data;
3. Assessment of system performance based on performance measures and compiled data;
4. Identification of congested locations and the causes for that congestion;
5. Development and evaluation of alternative strategies to mitigate congestion; and
6. Development of a recommended CMP monitoring and evaluation plan.

The study team will meet regularly throughout the CMP study to coordinate data compilation and alternative evaluation efforts among the FAMPO jurisdictions and VDOT. The ultimate product of the study will be a report that presents the findings of this study and the framework for a CMP for the FAMPO region.

End Products:

Outputs of the CMP study will also support the FAMPO transportation planning process through identification of strategies that promote efficient transportation system management and operation.

1. Definition of performance measures;
2. Identification of data needs and collection of required data;
3. Assessment of system performance based on performance measures and compiled data;
4. Identification of congested locations and the causes for that congestion;
5. Development and evaluation of alternative strategies to mitigate congestion; and
6. Development of a recommended CMP monitoring and evaluation plan.

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			Existing RSTP	VDOT 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	\$200,000	\$12,500	\$252,500

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 2011, 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 and see that FAMPO complies with Title VI and the Americans with Disabilities Act (ADA) requirements.

2. 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.
3. Provide support to public meetings, workshops and transportation events that are designed to inform the public and obtain comment.
4. Provide copies of meeting agendas and attachments, draft plans and informational materials at the FAMPO office and at other locations as appropriate.
5. Provide informational brochures on topics of concern and prepare articles regarding transportation issues for public dissemination.
6. 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.
7. Publish a quarterly newsletter.
8. Follow the procedures in the FAMPO Public Participation Plan (PPP) with regard to public involvement activities.
9. Conduct opinion/behavioral surveys of Regional residents with regard to transportation issues, policies and Regional governance.
10. Conduct outreach on approaches to Regional transportation governance to obtain citizen input.
11. Evaluate the effectiveness of the public involvement program.
12. 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. 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	\$12,000	\$1,500	\$1,500	\$150,000	\$205,000

V-E. FAMPO Administration

Description: During FY 2011, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2011 UPWP and develop the FY2012 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. Arrange for and attend all FAMPO meetings.

7. Attend transportation conferences and planning/training courses as needed. This Task will have a budget of up to \$15,000.
8. Upgrade existing computer equipment and software (listed below) as required. This Task will have a budget of up to \$15,000.
 - Continue to maintain FAMPOs ArcGIS License Maintenance (\$1,650)
 - Purchase Highway Capacity Software (\$1,250)
 - Purchase TSIS-CORSIM Software (\$1,000)
 - Purchase Synchro Traffic Analysis Software (\$3,100)
9. 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 FY2011 UPWP amendments.
3. Production of the FY2012 UPWP.
4. Documentation of public meetings and hearings conducted during FY2011.
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.

Participant: FAMPO staff.

Schedule: Ongoing Throughout the Fiscal Year

Budget & Breakdown by Funding Source:

PL			5303			New Freedom	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
\$64,504	\$8,063	\$8,063	\$14,254	\$1,782	\$1,782	\$15,000	\$20,000	\$133,448

FY2011 Unified Planning Work Program Financial Summary

Planning (PL) (FY 2011 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY 2011) Includes 10% State Match/10% Local Match			RSTP		VDOT Rural Plus Match	New Freedom Plus Match	Existing CMAQ	Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Existing	New				
Long Range System Level Planning											
\$220,000	\$27,500	\$27,500	\$32,000	\$4,000	\$4,000	\$475,000	\$225,000	\$40,000	\$20,000	\$50,000	\$1,175,000
\$275,000			\$40,000			\$700,000					
Long Range Project Level Planning											
\$24,000	\$3,000	\$3,000	\$4,000	\$500	\$500				\$90,000		\$125,000
\$30,000			\$5,000								
Congestion Management											
\$24,000	\$3,000	\$3,000	\$8,000	\$1,000	\$1,000	\$200,000		\$12,500			\$252,500
\$30,000			\$10,000			\$200,000					
Public Participation											
\$40,000	\$5,000	\$5,000	\$12,000	\$1,500	\$1,500	\$75,000	\$75,000				\$215,000
\$50,000			\$15,000			\$150,000					
Administrative											
\$64,504	\$8,063	\$8,063	\$14,273	\$1,785	\$1,785			\$20,000	\$15,000		\$133,473
\$80,630			\$17,843								
\$257,879	\$32,235	\$32,235	\$70,275	\$8,784	\$8,784	\$750,000	\$300,000	\$72,500	\$125,000	\$50,000	\$1,890,973
\$465,630			\$87,843								