

UNIFIED PLANNING WORK PROGRAM (UPWP)

Fiscal Year 2015

Adopted May 19, 2014



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Preface to the Fiscal Year 2015 Unified Planning Work Program

Continuing on a course established in the past eight years, FAMPO's FY2015 Unified Planning Work Program (UPWP) supports ongoing work in the areas of long range transportation and land use planning, congestion management program, public participation, corridor planning and other special projects.

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

With the adoption of the 2040 Long Range Transportation Plan (LRTP) in April 2013, the FAMPO Policy Committee again 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 second round of Regional Land Use Scenario Planning will continue in FY2015.

In FY2014, FAMPO completed the evaluation and recommendation of several projects to relieve congestion on I-95 in the area of Rt.17 in Stafford County, Rt.3 and Rt.1 in Spotsylvania County.

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 past rapid growth as well as future projected 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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FY2015 Unified Planning Work Program

I-A Introduction - Metropolitan 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 GW 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.

FY2014 Transportation Planning Activities

II-A FAMPO During FY2014

General:

The number of GWRC staff devoted to transportation planning is set at four 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.

FY2014 Transportation Planning Accomplishments:

1. The FY2015 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. Began the second round of Regional Land Use Scenario Planning in support of the 2045 Constrained Long-Range Plan.
5. Further develop in-house travel demand, land use and traffic modeling capability.
6. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with the Transportation Planning Board (TPB).
7. 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 Environmental Protection Agency (EPA) policy decisions.
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;

- intersection analyses; expansion of park-and-ride facilities; feasibility of regional trail facilities; and improvements to interstate access.
9. Continued active involvement in the I-95 Express Lanes project (formerly named HOV/HOT Lanes).
 10. Continued Feasibility Study/Interchange Justification Report (IJR) for new Interstate access at the Jackson Gateway area of Spotsylvania County.
 11. Working with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO Committees, allocated Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for Fiscal Years 2015-2020.
 12. Continued to provide transportation planning assistance to local governments in the GW Region.
 13. Develop the Northern Virginia Vanpool Incentive Program with the Potomac and Rappahannock Transportation Commission (PRTC) and the Northern Virginia Transportation Commission (NVTC).
 14. Amended the FY2012-2015 Transportation Improvement Program (TIP).
 15. Developed and approved the FY2015-2018 Transportation Improvement Program (TIP).
 16. Completed a FAMPO Self-Certification Assessment in conjunction with adopting the FY15-FY18 TIP per 23 CFR 450.334
 17. Began development of the 2014 FAMPO Congestion Management Process (CMP).
 18. Updated and revised the RSTP and CMAQ project selection procedures and criteria.
 19. Coordinated with VDOT to develop revised scoring criteria to evaluate new Transportation Alternative projects submitted under the new Moving Ahead for Progress in the 21st Century (MAP-21) program.
 20. Joined the I-95 Corridor Coalition and began to integrate I-95 Vehicle Probe Project (VPP) Inrix data into FAMPO's planning program.
 21. Joined the Chamber of Commerce Transportation Committee.

HIGHLIGHTS OF THE FY2015 UNIFIED PLANNING WORK PROGRAM

III-A Listing of FY2015 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 GW Region.

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

GWRC/FAMPO will continue to develop the second phase of the Regional Land Use Scenario Planning Study. This second phase will be focused on updating and enhancing the Community Viz model to run more efficiently; developing tools to better allocate growth in the interim and horizon year for use in the regional travel demand model; testing alternative transportation scenarios; and finally performing corridor-level traffic operational analyses for three corridors in the Region (US-1 and VA Routes 2 and 3).

FAMPO will also update the recommendations of the 2010 Congestion Management Process. The 2010 CMP was developed for the metropolitan area of the GW Region and also included two important rural corridors that directly feed the Fredericksburg urban area (US-17 and PR-3). The 2014 CMP will also include analysis of US-301 from PR-3 to the Harry Nice Bridge as well as a portion of PR-206 near US-301 and NSWC Dahlgren.

In addition to producing an updated FAMPO CMP document conforming to Federal requirements, this effort will result in development and application of a state-of-the-art web-based system that will allow FAMPO staff to continuously monitor and update congestion levels on an ongoing basis. A customized CMP website, linked via the FAMPO website, will be developed.

The MPO will continue to enhance its public involvement activities by including the use of the FAMPO website, press releases and the provision of graphic visualizations at meetings, the provision of access to the disabled for the meetings; and the availability of alternate language translation to facilitate the participation of non-English speaking populations in the public involvement process. All FAMPO committee meetings will continue to be open to the public.

Public comment periods for work products will be maintained, and the FAMPO staff will continue to respond to inquiries from citizens, local governments, businesses and community groups, and other interested parties regarding FAMPO's plans, actions, and activities. Title VI compliance will continue to be a priority for the MPO. The MPO will exercise the outreach strategies incorporated into the updated PPP, and an annual evaluation will be conducted on the PPP to measure its effectiveness.

FAMPO will continue to work with member governments and 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 FY2015 include the following:

Further develop and maintain the new Fiscal Years 2015-2018 TIP to reflect changes in projects and Federal funding obligations.

1. Develop a UPWP for FY2016.
2. Continue to enhance the Geographic Information System (GIS) for a variety of applications.
3. Work with DEQ, EPA and VDOT regarding the air quality program and air quality conformity procedures for the Region.
4. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
5. 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.
6. Provide assistance to local jurisdictions regarding transportation projects and grant applications.
7. Enhance member education on the transportation process, and Regional transportation issues.
8. Continue to integrate the urban and rural transportation planning activities in the George Washington Region.
9. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using Community Viz software and working with VDOT.
10. Revist FAMPO's Highway Project Prioritization Methodology and amend/adjust as necessary.

11. Develop and maintain a Livability database (i.e. transportation studies, projects, public participation, economic development, bike pedestrian improvements, safety, etc.) that would improve transportation mobility in the region that can be reported to Federal Highway Administration (FHWA) on an annual basis and to the public on the FAMPO website.
12. Complete phase II of Regional Land Use Scenario Planning for the Region by further exploring alternatives to existing land use policies that were developed in the first round, and beginning to examine alternative transportation investment strategies with each scenario.
13. Update the Regional Congestion Management Process (CMP) Study.
14. Coordinate, as appropriate, with VDOT in the development of the VTrans and the Virginia Surface Transportation Plan (VTSP) updates; including attendance at meetings, workshops and providing local data, input and recommendations in regard to policies and projects of regional significance.
15. Coordinate with VDOT to evaluate Transportation Alternative projects for the GWRC/FAMPO area under the new Moving Ahead for Progress in the 21st Century (MAP-21) program.
16. Work with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO Committees, to allocated Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds for Fiscal Years 2016-2021.
17. Per direction of the FAMPO Policy Committee and CTB, study an additional Rappahannock River Crossing for a western bypass in the FAMPO region to relieve congestion on I-95.
18. Update FAMPO's 2040 Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints.
19. Work with U.S. DOT and VDOT in developing and implementing various MAP-21 Performance Based Planning Initiatives.

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 re-designated 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 Fiscal Years 2012-2015 TIP and 2040 LRTP, and approved by Federal Highway Administration (FHWA), on March 29, 2013.

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 July 2011 FAMPO endorsed an updated 8-hour ozone Maintenance Plan containing revised motor vehicle emissions budgets that were created with EPA's new mobile model called MOVES. EPA issued a final approval of the updated Maintenance Plan on October 29, 2012.

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.

On May 21, 2012, EPA finalized a rule that designated the Fredericksburg region as in attainment for the 2008 ozone standard and revoked the 1997 ozone standard for purposes of transportation conformity. The attainment designation with the 2008 ozone standard became effective July 20, 2012, and the revocation of the 1997 ozone standard for transportation conformity purposes became effective on July 20, 2013. As a result, transportation conformity requirements are not currently applicable in the Fredericksburg region.

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 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.

In the 2010 Census, the Fredericksburg Urbanized Area did not meet the population threshold to qualify it as its own TMA. Therefore, North Stafford County remains part of the Washington DC-MD-VA TMA, and FAMPO will continue to satisfy and carry out the provisions set forth in the 2004 TPB/FAMPO Agreement.

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. In 2014, FAMPO will begin development and application of a state-of-the-art web-based system that will allow FAMPO staff to continuously monitor and update congestion levels on an ongoing basis. Planned congestion relieving projects will be inventoried and strategies also recommended for each of these arterial corridors. The CMP is an integral part of the short and long term planning and project prioritization processes of FAMPO.

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

Intelligent Transportation Systems (ITS) are a key component of the CMP described above. ITS components may include the coordination of high technology, variable message signs, and improvements in information systems, communications and sensors with the conventional surface transportation infrastructure on an area wide basis. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives (IVI), which include hands-free vehicle navigation, collision avoidance and intelligent cruise control are just a few examples of ITS. Recently VDOT has also extended a 511 information program for Interstate conditions throughout the state, including the I-95 corridor through the Fredericksburg Region.

Under what is known as Rule 940, Federal regulations require planning for ITS projects to be incorporated into the traditional transportation planning process. VDOT has established an ITS protocol consistent with Rule 940 in order to

implement ITS solutions Statewide. ITS will play a growing role in FAMPO short and long-term 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 released a statewide study effort of freight in Virginia in 2010. FAMPO has complemented this statewide effort by developing information about freight origins and destinations and truck traffic volumes 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. A freight section is also included in the adopted 2040 LRTP.

III-G Environmental Justice/Title VI

Environmental Justice (EJ) ensures that no plans, program, or specific projects disproportionately and adversely impact low income or minority populations and to ensure that the process of planning transportation improvements is structured to include the groups and/or agencies which normally represent their interests and concerns. Enhanced outreach will be undertaken to involve members of low-income and minority populations in the transportation planning process by implementing the newly, developed Title VI Compliance Plan, LEP Plan and the updated PPP. By utilizing socioeconomic maps, each outreach strategy will be tailored toward the EJ/Title VI/LEP populations identified for each specific planning study. Also, by partnering with the Title VI agencies within the GW Region, FAMPO will be able to disperse information in a timely manner to those affected by the planning study. Various tools will be implemented to narrow the communication gap for LEP populations which include, but not limited to, "I Speak" Cards, Smart Phone applications for language translations, and planning document fact sheets translated, upon request, into Spanish.

FAMPO will continue its work in complying with the Environmental Justice regulations by utilizing data provided by the American Community Survey and 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, disabled, elderly and low-income groups is being evaluated by using this data in

the development of maps that show concentrations of these populations in the FAMPO Region.

III-H Public Participation

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs which includes the UPWP. The Public Participation Plan (PPP) requires that members of the public are given a thirty (30) day review and comment period on the draft work program prior to adoption, as well as for any subsequent amendments to the adopted Program. Following the review period, a Public Hearing is held prior to the adoption.

In November 2012, FAMPO updated the PPP. The purpose of the updated PPP is to not only continue to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process, but to also place a stronger emphasis in reaching our Region's Title VI community which includes older adults, persons who are limited English proficient, persons with disabilities, ethnic groups and low income populations. Effective transportation planning recognizes the critical link between transportation and other societal goals.

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. In FY15 a new Regional Congestion Management Process will begin and development of phase II of the Regional Land Use Scenario Planning process will begin by the FAMPO on call consultants. Per direction of FAMPO Policy committee and the CTB, FAMPO will begin a feasibility study on a second Rappahannock River crossing for a western bypass that will help relieve congestion on I-95.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: On going

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

Study Area: I-95, south of exit 126

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

Budget: \$512,000 (RSTP)

Responsible Entity: FAMPO/Consultants

Estimated Completion Date: Summer 2015

IV-D Other Studies

Other studies are undertaken by local governments, VDOT, DRPT, Virginia Railway Express (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.

FY2015 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 FY2015 and the funding that will be applied to each.

V-A Long-Range System Level Planning

Description: FAMPO staff will undertake the following long-range system level planning activities during FY2015:

1. Begin Regional Land Use Scenario Planning Phase II. That will be more focused on testing different combinations of transportation investment strategies utilizing the outputs from the land use models that were developed in Phase I as inputs to the FAMPO travel demand model as well as other regional issues as defined by the GWRC and FAMPO. This will be a multi-year initiative spanning Fiscal Years 2015 and 2016.
2. Begin a feasibility study on a second Rappahannock River crossing per direction of FAMPO Policy committee and the CTB.
3. Conduct regional telephone survey to measure residents in the FAMPO region attitude toward transportation projects and programs.
4. Maintain a database of development trends and population projections for the Region.
5. Collect, organize and report various system performance data (vehicular and non-vehicular measures as well as transit (Fredericksburg Regional Transit (FRED) and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.
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. 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.
10. 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 (RAAA) with vehicle programming and planning for mobility impaired persons.
11. Examine effects upon Environmental Justice and safety conscious issues with regard to specific proposed projects in the FY12-15 TIP, new FY15-18 TIP, and the 2040 LRTP and the transportation system as a whole.
 12. Provide a means to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the region.
 13. Continue to integrate freight planning into the Regional planning process. In conjunction with VDOT and local review (through FAMPO Technical Committee) of data and information related to Virginia freight initiatives, including identifying the location and classification of freight activity zones and responding to freight surveys prepared by VDOT.
 14. Continue to refine land use, travel demand and traffic modeling in FAMPO and throughout the Region.
 15. Update FAMPO's 2040 Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints
 16. Continue to work with VDOT to enhance the regional travel demand model to FAMPO 4.0 which will include a mode split model in order to enhance its transit demand forecasting abilities.
 17. In conjunction with VDOT determine the impacts and apply the new requirements of MAP-21 requirements into the planning process.
 18. Work with U.S. DOT and VDOT in developing and implementing various MAP-21 Performance Based Planning Initiatives
 19. Continue to enhance the current FAMPO land use modeling using Community Viz and integrating it with the FAMPO travel demand model (CUBE Voyager).

End Products:

1. Studies (land use and transportation) that will include maps and reports outlining the impacts that land use and different combinations of transportation investments have on the surface transportation network, costs to maintain and upgrade the network, the efficiency and costs of public transportation and outcomes from other analyses to be defined by the FAMPO. *
2. New River crossing will help relieve congestion on I-95 near Rt.17 and Rt. 3.
3. Sense of citizens reactions to transportation in the FAMPO region.
4. Maintenance of updated transportation and land use databases incorporated into the GIS system. **
5. Analysis of development, mobility and population trends.

6. Support in the development, advertisement and publication of the Transportation Air Quality Conformity Report.
7. Environmental Justice/Benefits and Burdens analysis for the new FY15-18 TIP, the 2040 LRTP and the FAMPO Region. ***
8. Improved FAMPO and Regional modeling capabilities. **
9. Meetings and informational exchange discussions regarding procedures to improve transportation planning.
10. An updated Highway Project Prioritization Methodology.
11. Development of Multimodal Corridor Plans, Transit Plans, Interstate Access Studies, Parking Studies.*
12. Further Integration of the Land Use Modeling and Travel Demand Modeling capabilities. **

* Initiative funded with a mix of RSTP (VDOT UPC # 93975), PL Funds and SPR Funds

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

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

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

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP/STP/State	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New		
\$172,000	\$21,500	\$21,500	\$72,000	\$9,000	\$9,000	\$377,428	\$50,000	\$532,428

V-B Long Range Project Level Planning

Description: FAMPO staff will undertake the following long-range project level planning activities during FY2015:

1. Solicit and document feedback from representative jurisdictions on the critical freight issues on local and Regional transportation systems.
2. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low income residents within the FAMPO region.

3. Develop a regional multimodal database of available and planned transportation facilities and services.
4. Continue to develop understanding of and expertise in the VDOT programming system.
5. Continue to revise the FAMPO TIP format to make it more user-friendly and interactive.
6. Implement the new project application process and project scoring criteria for the selection of CMAQ and RSTP funded projects.
7. Assist VDOT with updating Roadway Functional Classifications by conducting local review (through the FAMPO Technical Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines.

End Products:

1. Analyses regarding the effect of the provision of transportation services to low income and minority residents.
2. GIS and other products as may be required in the support of transportation projects in the FAMPO Region.
3. Analysis in response to studies affecting the FAMPO Region.
4. Documentation of activities in support of transportation planning and informational requests.
5. Map and briefing on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services.
6. Improved TIP format and on-line interactiveness.
7. An updated, simplified, project application and scoring process for CMAQ and RSTP funded projects.

Participants: FAMPO staff, FAMPO Committees, VDOT, DRPT, Potomac and Rappahannock Transportation Commission (PRTC), TPB, FHWA, FTA, local jurisdictions, consultants.

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	
\$8,000	\$1,000	\$1,000	\$4,000	\$500	\$500	\$15,000

V-C Congestion Management

Description: The 2015 CMP process will be updated to include new travel time indices, safety and congestion hotspots and recommendations, 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. FAMPO will begin development and application of the 2014 CMP which will include a state-of-the-art web-based system that will allow FAMPO staff to continuously monitor and update congestion levels on an ongoing basis.

End Products: Updated travel time indices, safety and congestion hotspots and safety and congestion mitigation strategies development of recommendations for specific multimodal corridor improvements.

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

Schedule: Ongoing throughout the fiscal year.

Budget & Breakdown by Funding Source:

PL			5303			RSTP	VDOT Rural	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New		
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000	\$0	\$17,500	\$42,500

V-D Public Participation

Description: The old SAFETEA-LU and new MAP-21 legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2015, FAMPO staff will execute the following activities in Public Participation which also includes activities planned for Title VI Civil Rights:

1. Maintain and update the new database of contacts to assure that interested parties have reasonable opportunities to comment.
2. Maintain and expand the newly, developed website to disseminate the most current information and collect feedback from the public.

3. Continue the use of social media which includes a facebook and a twitter page.
4. Continue to publish and distribute brochures and other informational items at local libraries via the GWRideConnect rideshare program.
5. Continue public and media awareness by distributing press releases electronically.
6. Continue to send mass email notifications on various planning activities and upcoming meetings.
7. Develop, distribute, collect and analyze survey material to evaluate effectiveness.
8. Continue to hold public informational workshops and public hearings in Americans with Disability Act (ADA) accessible locations to provide information and obtain input on transportation issues.
9. Continue to distribute hard copies of the draft transportation planning documents to libraries, planning offices, etc. for public comment, as well as to distribute electronic copies via the website, facebook, twitter and email.
10. Continue to evaluate the effectiveness of the updated PPP.
11. Develop and update as necessary an interactive Transportation Improvement Plan (TIP) webpage.
12. Upon request, major transportation planning document flyers will be translated into Spanish.
13. Continue the recruitment for additional members to the Transportation Advisory Group (TAG) to include a broad spectrum of members in our Title VI community.
14. Incorporate additional visualization techniques.
15. Document minority representation.
16. Continue to update the Title VI Community Resources Directory.
17. Evaluate and improve the public participation process to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

End Products:

1. Staff support for the FAMPO TAG.
2. A measurable public involvement process that maximizes outreach.
3. An informational and interactive website.
4. Increased public awareness measured by responses to questionnaires/surveys, emails and written or verbal comments.
5. Improved visualization and/or communication techniques.
6. Timely distribution of MPO meeting notices, agendas, and meeting minutes.

7. Establishment of a social media presence.
8. Expanded contact database which includes a strong Title VI presence,
9. Support of all committee meetings by generating agendas, uploading to website and sending notifications via email.
10. Compliance with Title VI requirements.
11. File documentation of public involvement activities.
12. Expanded and up-to-date public participation database. ***
13. Completed, analyzed surveys. ***
14. Compliance with Title VI requirements. ***

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

Participants: FAMPO staff, FAMPO Committees, VDOT, Local Governments, stakeholders, consultants and the public.

Schedule: Ongoing throughout the fiscal year.

PL			5303			RSTP/STP/State	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$48,000	\$6,000	\$6,000	\$32,000	\$4,000	\$4,000	\$115,502	\$215,502

V-E FAMPO Administration

Description: During FY2015, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2015 UPWP and develop the FY2016 UPWP.
2. Potentially advertise for on-call consultants
3. Participate in federal certification review
4. Develop Planning and Section 5303 funding agreements and contracts. Prepare progress, financial and associated supportive reports along with other required documentation.
5. Provide staff support to all FAMPO committees. Develop and distribute agendas, supporting materials and summaries to FAMPO committees.
6. Prepare and transmit to VDOT and other appropriate parties copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.

7. Coordinate activities with adjacent metropolitan planning organizations, planning districts and other transportation planning organizations when necessary.
8. Coordination with the TPB per the TPB/FAMPO 2004 Memorandum of Understanding (MOU).
9. Formally transmit products and documents as specified in the Agreement.
10. Transmit any updated CMP information.
11. In coordination with VDOT staff, review and update project information regarding capacity changes for all new highways, HOV and transit projects affecting travel modeling and air quality conformity for the Washington DC-VA-MD TMA.
12. Provide population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (COG) Department of Community Planning staff as part of the Cooperative Forecasting Process.
13. Coordinate and transmit other information and data on an as needed basis.
14. Arrange for and attend all FAMPO meetings.
15. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.
16. Attend transportation conferences and planning/training courses as needed. This Task will have a budget of up to \$20,000.
17. Upgrade existing computer equipment and software as required. This task will have a budget of up to \$20,000.
18. 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 FY2015 UPWP amendments.
3. Production of the FY2016 UPWP.
4. Documentation of public meetings and hearings conducted during FY2015.
5. Contracts and correspondence related to the administration of Planning (PL), Section 5303, State Planning and Research (SRP) 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 MAP-21 requirements.
9. Improved staff training and exposure to State and National best practices.

10. State of the art hardware and software to meet work requirements and client needs.
11. Annual financial audit to meet State and Federal requirements.
12. Improved coordination and communications between FAMPO and the TPB in the following areas for the North Stafford County per the TPB/FAMPO Agreement, dated November 17, 2004:
13. FAMPO's Congestion Management Process (CMP)
14. A coordinated update cycle for the respective Long-Range Transportation Plans and the Transportation Improvement Programs
15. The Unified Planning Work Program (UPWP)

Participants: 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		
\$57,606	\$7,201	\$7,201	\$26,239	\$3,280	\$3,279	\$5,000	\$109,806

Summary of Financials

Planning (PL) (FY 2015 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY 2015 & Carryover) Includes 10% State Match/10% Local Match			RSTP/STP/State	VDOT Rural Plus Match	Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match			
Long Range System Level Planning								
\$172,000	\$21,500	\$21,500	\$72,000	\$9,000	\$9,000	\$377,428	\$50,000	
\$215,000			\$90,000			\$377,428	\$50,000	\$732,428
Long Range Project Level Planning								
\$8,000	\$1,000	\$1,000	\$4,000	\$500	\$500			
\$10,000			\$5,000					\$15,000
Congestion Management								
\$12,000	\$1,500	\$1,500	\$8,000	\$1,000	\$1,000		\$17,500	
\$15,000			\$10,000				\$17,500	\$42,500
Public Participation								
\$48,000	\$6,000	\$6,000	\$32,000	\$4,000	\$4,000	\$115,502		
\$60,000			\$40,000			\$115,502		\$215,502
Administrative								
\$57,606	\$7,201	\$7,201	\$26,239	\$3,280	\$3,279		\$5,000	
\$72,008			\$32,798				\$5,000	\$109,806
Total								
\$297,606	\$37,201	\$37,201	\$142,239	\$17,780	\$17,780			
\$372,008			\$177,798			\$492,930	\$72,500	\$1,115,236