

# UNIFIED PLANNING WORK PROGRAM (UPWP)

## FISCAL YEAR 2017

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# GWRC/FAMPO TITLE VI NONDISCRIMINATION STATEMENT

“The George Washington Regional Commission and the Fredericksburg Area Metropolitan Planning Organization fully comply with Title VI of the Civil Rights Act of 1964 and its related statutes and regulations in all programs and activities. For more information or to obtain a Discrimination Complaint Form, please visit [www.gwregion.org](http://www.gwregion.org) or [www.fampo.gwregion.org](http://www.fampo.gwregion.org) or call (540) 373-2890. Para información en español, llame al (540)-373-2890.”

# PREFACE TO THE FISCAL YEAR 2017 UNIFIED PLANNING WORK PROGRAM

Continuing on a course established in the past ten years, FAMPO’s FY2017 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management programming, public participation, corridor planning and other special projects.

According to Weldon Cooper, coming out of the recent deep recession, the George Washington (GW) Region grew by 6.9% between the Census in 2010 and July 2015, to a total of about 350,000 residents. This is the second-highest growth rate in the Commonwealth, behind Northern Virginia, which grew at a rate of 9.2% in the same period. Within GWRC, the FAMPO Region grew by about 7.4%, to about 296,000 residents during this period.

<b>Jurisdiction</b>	<b>April 1, 2010 Census</b>	<b>July 1, 2015 Estimate</b>	<b>Change since 2010 Census</b>	
			<i>Numeric Change</i>	<i>Percent Change</i>
Stafford	128,961	140,176	11,215	8.7%
City	24,286	26,969	2,683	11.0%
Spotsylvania	122,397	128,998	6,601	5.4%
Caroline	28,545	29,792	1,247	4.4%
King George	23,584	24,600	1,016	4.3%
<b>GWRC Total</b>	<b>327,773</b>	<b>350,535</b>	<b>22,762</b>	<b>6.9%</b>
<b>FAMPO Total</b>	<b>275,644</b>	<b>296,143</b>	<b>20,499</b>	<b>7.4%</b>

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 concluded in FY2016, setting the stage for the update to the FAMPO Long Range Transportation Plan in FY2017-FY2018.

Development pressure, population growth, attenuate increases in traffic and lack of adequate transportation funds to address congestion and other associated issues will continue to challenge the Region going forward. This UPWP puts strong 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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# FY2017 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

1. 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.
2. 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:
  - a. The transportation planning work activities to be carried out during the fiscal year.
  - b. The end products produced as a result of that work.
  - c. The funding sources for each activity.

- d. The agencies and/or organizations responsible for ensuring that the work is performed and products delivered.
- e. FY2016 Transportation Planning Activities

## II-A FAMPO Accomplishments in FY2016

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### **General:**

The number of GWRC staff devoted to transportation planning is set at five 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 in the past year.

### **FY2016 Transportation Planning Accomplishments:**

1. The FY2016 UPWP was developed.
2. FAMPO sponsored a number of meetings and public hearings regarding multimodal (bicycle, pedestrian, transit, and vehicular) transportation planning, air quality conformity and related matters.
3. Continued coordination with officials from member jurisdictions and adjacent rural localities regarding alternative measures - transit facilities and services, vehicular system improvements, bicycle and pedestrian system improvements, and land use and growth policy considerations - to improve regional transportation.
4. Completed the second round of Regional Land Use Scenario Planning in support of the 2045 Constrained Long-Range Plan.
5. Completed a major study of the I-95 corridor in support of the 2045 Constrained Long-Range Plan and future project development.
6. Submitted five projects for HB2 consideration in the FY17-22 Six Year Improvement Program (SYIP), three of which were fully funded.
7. Further developed in-house travel demand, land use and traffic modeling capability.
8. Coordinated Traffic Analysis Zone (TAZ) updates, and other travel demand modeling/planning data with the Transportation Planning Board (TPB).
9. 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.

10. 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.
11. Continued active involvement in the 95 Express Lanes project (formerly named HOV/HOT Lanes).
12. 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 FY2016-2021.
13. Continued to provide transportation planning assistance to local governments in the GW Region.
14. Continued to participate in the Northern Virginia Vanpool Incentive Program in support of GWRideConnect, GWRC's free ride-sharing service.
15. Amended the FY2013-2016 Transportation Improvement Program (TIP).
16. Developed and approved the FY2015-2018 Transportation Improvement Program (TIP).
17. Completed a FAMPO Self-Certification Assessment in conjunction with adopting the FY2015-2018 TIP per 23 CFR 450.334
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) and FAST Act programs.
20. Continued to integrate I-95 Vehicle Probe Project (VPP) INRIX data into FAMPO's planning program.
21. Developed successful project applications for discretionary transportation funding under the Commonwealth's new House Bill 2 (HB2) Program.
22. Adopted the 2015 Congestion Management Process was adopted and an interactive website was designed, implemented and linked to the FAMPO website.
23. The GWRC/FAMPO Title VI Nondiscrimination Plan was updated.

# HIGHLIGHTS OF THE FY2017 UNIFIED PLANNING WORK PROGRAM

## III-A Listing of FY2017 Activities

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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 initiate the 2045 Constrained Long-Range Plan as an update to the existing 2040 Plan. A multimodal study of the greater I-95 corridor, including connecting arterials will be initiated in support of the Constrained Long-Range Plan and future project development.

A bike-share study will be undertaken within the City of Fredericksburg.

The customized Congestion Management (CMP) website, linked via the FAMPO website, will be maintained.

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media implementing public notices and press releases, providing graphic visualizations at meetings when needed, insuring the access to the disabled community for all public meetings; and providing alternate language translation to facilitate the participation of non-English speaking populations when requested. 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, as well as other interested parties regarding FAMPO's draft transportation 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 Public Participation Plan (PPP), and an annual evaluation will be conducted to measure the effectiveness of the PPP.

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 FY2017 include the following:

1. Further develop and maintain the FY2015-2018TIP to reflect changes in projects and Federal funding obligations.
2. Develop a UPWP for FY2018.
3. Update the FAMPO Public Participation Plan (PPP).
4. Continue to enhance the Geographic Information System (GIS) for a variety of applications.
5. Work with Department of Environmental Quality (DEQ), Environmental Protection Agency (EPA) and VDOT regarding the air quality program and air quality conformity procedures for the Region.
6. Work with local governments and VDOT to potentially expand the MPO Planning Boundary and MPO membership.
7. Maintain the FAMPO website in a timely manner and continue to provide up-to-date information through social media.
8. Provide assistance to local jurisdictions regarding transportation projects and grant applications.
9. Enhance member education on the transportation process and Regional transportation issues.
10. Continue to integrate the urban and rural transportation planning activities in the GW Region.
11. Continue to fully integrate land use modeling in the FAMPO travel demand modeling process, using Community Viz software and working with VDOT.
12. Revisit FAMPO's Highway Project Prioritization Methodology and amend/adjust as necessary.
13. Develop and maintain a livability database (i.e. transportation studies, projects, public participation, economic development, bike and pedestrian improvements, safety, etc.) that would improve transportation mobility in the region and can be reported to Federal Highway Administration (FHWA) on an annual basis and to the public on the FAMPO website.
14. Maintain the Congestion Management Process (CMP) website.
15. 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.

16. Coordinate with VDOT and local governments to promote Transportation Alternative (TA) projects for the GWRC/FAMPO area under the MAP-21 and FAST Act programs.
17. 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 FY2018-2023.
18. Work with U.S. DOT and VDOT in developing and implementing various MAP-21 Performance Based Planning Initiatives.
19. Work with the FAMPO Policy Committee, the Commonwealth and other interests to provide applications for discretionary funding for transportation projects under the HB2 Program.

### III-B Air Quality Planning Activities

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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 1997 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 1997 8-hour ozone standard effective January 23, 2006. At that time, a State Implementation Plan (SIP) revision, including a maintenance plan was approved that outlined how the region would continue to attain the 8-hour ozone standard over the next ten year period. Included in the maintenance plan are Motor Vehicle Emissions Budgets (MVEBs) that need to be used in transportation conformity determinations. Transportation conformity using the new MVEBs was last demonstrated on the Region's FY2012-2015 TIP and 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 County'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 1997 8-hour ozone standard, and 2005 was the last year in which the Stafford County 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 1997 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.

Effective April 6, 2015, EPA finalized a rulemaking for the implementation of the 2008 ozone standard that designated the Fredericksburg region as being in attainment with the standard, and also revoked the 1997 ozone standard in its entirety. As a result, the Fredericksburg region is currently in attainment with all the NAAQS, and therefore transportation conformity requirements no longer apply in the Fredericksburg region.

### III-C Transportation Management Area Requirements

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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 was 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 County, 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

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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 the 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 2015, FAMPO updated the 2010 CMP and completed development and application of a state-of-the-art web-based mapping system that allows FAMPO staff to continuously monitor and update congestion levels on an ongoing basis. This mapping system is also available for public use and can be accessed via the FAMPO website. Planned congestion relieving projects are inventoried and strategies are recommended for

each of the principal arterial corridors in the FAMPO Region. The CMP is an integral part of FAMPO's short-term and long-term planning and project prioritization processes.

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

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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

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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 will also be included in the 2045LRTP Update.

### III-G Environmental Justice/Title VI

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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 Title VI Compliance Plan, Limited English Proficiency (LEP) Plan and the 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 are 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. The Title VI Compliance Plan was updated in February 2016 and is due for another update in FY2019.

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

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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 all draft work programs prior to adoption, as well as for any subsequent amendments to the adopted Program. Following the review period and prior to adoption, a Public Hearing is held.

In November 2012, FAMPO updated the Public Participation Plan (PPP). The purpose of the PPP is to serve as a guide for FAMPO staff in the development of public outreach strategies used in the transportation planning process. Effective transportation planning recognizes the critical link between transportation and other societal goals. The PPP requires an update in FY2017.

# 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

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**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. In particular VDOT will focus efforts next year on the U.S. Route 301 and State Route 207 corridor.

**Budget:** Various

**Responsible Entity:** VDOT

**Estimated Completion:** On going

## IV-B FAMPO On-Call and Special Studies

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**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. FAMPO will provide general oversight to these study efforts and some design work will be overseen by local government engineering staff utilized to support these efforts and may be called upon to complete smaller analyses which arise during the year.

One major study called the I-95 Corridor Study, Phase 2 is currently planned. This effort will be multimodal and will include major north-south highways, including I-95, U.S. Route 1 and U.S. Route 301/207, as well as Amtrak, VRE, commuter bus and TDM.

Additionally a bicycle study is planned for the City of Fredericksburg to examine the feasibility of bike sharing and other potential bicycle/pedestrian improvements. Additional studies are possible, subject to Policy Committee direction.

**Budget:** Various

**Responsible Entity:** FAMPO

**Estimated Completion:** On going

## IV-C Other Studies

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Other studies are undertaken by local governments, VDOT, DRPT, Virginia Railway Express (VRE), Fredericksburg Regional Transit (FRED), 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.

### **Spotsylvania County FY2017 Transportation Planning**

**US Route 1 (I-95 to Commonwealth Drive) / Route 208 (US Route 1 to Leavells Road)** - Study to be completed by one of the County's on-call consultants (JMT, ATCS, Wittman.) The Traffic Corridor Study Consultant will enter into a task order agreement with the Spotsylvania County Planning Department. The Consultant will provide all services required to complete the traffic study of the assigned project or projects. The Traffic Corridor Study Consultant will complete the study on the traffic related impacts to US Route 1 (from Interstate 95 to Commonwealth Drive) and Route 208 (from U.S. Route 1 to Leavells Road) which would be needed if the proposed "J" Ramp and Future improvements to Exit 126 were completed. The Spotsylvania County Planning Department desires to understand any traffic related issues, both existing and those that would be created by the proposed future improvements, in order to assess any traffic-related impacts that these improvements would have on the community. The term of the agreement will terminate when all services required have been completed to the reasonable satisfaction of the Spotsylvania County Planning Department.

**Route 2 (US Route 17 to Route 17/2 Business)** – Study to be completed by either one of the County's on-call consultants (JMT, ATCS, Wittman) or as a VDOT

project under the STARS program. The project will evaluate existing and future conditions and determine ways to reduce delay, improve safety and improve traffic flow along Route 2 from Route 3 in the City of Fredericksburg to US Route 17 in Spotsylvania County. The study will collect and analyze information that is obtained and submit a professional analysis and recommendations for necessary areas of consideration, including impacts and improvements to vehicle, transit and pedestrian circulation, safety, traffic control and conflict points between autos, pedestrians and bus activity.

### **City of Fredericksburg FY2017 Transportation Planning**

The first area study will cover a 1,020-acre section of the City that includes the U.S. 1 corridor, from the south city limit to Cowan Boulevard, and the State Route 3 corridor from Westwood Drive to I-95. This effort will examine land use and transportation, to refine the goals of the Comprehensive Plan as they pertain to this part of the City.

The second area study will cover a 390-acre portion of the City that is encompassed by the Rappahannock River and the Rappahannock Canal. The major transportation corridors within this area include the U.S. 1 corridor, from the Canal to the Rappahannock River; Princess Anne Street, from the Canal to U.S. 1, and Fall Hill Avenue, between its two canal crossings. This study will also examine land use and transportation in order to refine the Comprehensive Plan.

### **PRTC FY2017 Transportation Planning**

PRTC Strategic Mobility Plan – broad, comprehensive plan to establish PRTC’s role in regional transportation over a twenty year horizon. The plan will recommend appropriate mobility strategies to be pursued by PRTC, detail investments necessary to implement the recommended strategies and recommend funding mechanisms to ensure sustainable funding for the necessary investments. Plan development will consider regional plans for road network improvements and economic development, forecasted residential and employment demographic trends, planned transit enhancements, emerging and forecasted trends in mobility services, and current state of practice and potential future sources for funding infrastructure investments.

I-95/395 Express Lanes Transit/TDM Plan – PRTC will work cooperatively with FAMPO and other identified stakeholders under the lead of the Virginia Department of Rail and Public Transportation (DRPT) in the development of the I-395 Express Lanes Transit/TDM Plan. The plan will identify strategies for transit and TDM improvements in the I-95/395 corridor in the post-construction Express

Lanes environment. PRTC would also participate in any planning activities for I-395 Express Lanes TMP as appropriate.

### **DRPT FY2017 Transportation Planning**

I-95/395 Express Lanes Transit/TDM Plan – DRPT will lead this effort, as described above in the PRTC activities.

High Speed Passenger Rail – DRPT is leading the effort to complete an environmental assessment for improvements in the CSX corridor between Washington, D.C. and Richmond which will allow for the introduction of high speed passenger rail service.

# FY2017 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 FY2016 and the funding that will be applied to each.

## V-A Long-Range System Level Planning

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### **Description:**

FAMPO staff will undertake the following long-range system level planning activities during FY2017:

1. Initiate the 2045 LRTP Update.
2. Initiate a multimodal study of the greater I-95 corridor, including connecting arterials, to support the 2045 LRTP and future project development. This study will include I-95, U.S. 1, U.S. 17, U.S. 301, Route 207, Route 610, Route 2, Route 3, Route 630 and other arterials in the greater I-95 corridor. The study will also include an examination of vehicular traffic, including single occupant vehicles, local transit, commuter bus, VRE, carpooling, vanpooling and other TDM and multi-modal characteristics of the greater I-95 corridor.
3. Conduct a bike-sharing feasibility and bicycle improvements planning study for the City of Fredericksburg.
4. Conduct a regional telephone survey to measure the attitude of Regional residents toward transportation projects and programs.
5. Maintain a database of development trends and population projections for the Region.
6. Collect, organize and report various system performance data (vehicular and non-vehicular measures), as well as transit (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT.
7. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership.
8. In conjunction with VDOT and local governments, conduct travel demand/land use modeling and traffic modeling as required.
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 FY2015-2018 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. Amend FAMPO's 2040 Constrained Long-Range Plan as necessary to reflect current fiscal realities and constraints
16. Continue to work with VDOT to update 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, apply the new requirements of MAP-21 and FAST Act 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. Completion of socio-economic and other work necessary to adopt the 2045 LRTP Update in FY2018.\*
2. Initiation of a multi-modal study of the greater I-95 Corridor, including connecting arterials in support of the 2045 LRTP and future project development. Completion in FY18.\*
3. Completion of a bike-sharing and bicycle planning study for the City of Fredericksburg in FY17.\*
4. Sense of citizens' reactions to transportation in the FAMPO region in FY17.\*
5. Maintenance of updated transportation and land use databases incorporated into the GIS database. \*
6. Analysis of development, mobility and population trends in FY17.
7. Improved FAMPO and Regional modeling capabilities in FY17.\*

8. Meetings and informational exchange discussions regarding procedures to improve transportation planning in FY17.
9. An updated Highway Project Prioritization Methodology in FY17.
10. Development of multimodal corridor plans, transit plans, interstate access studies and parking studies, as required.\*
11. Further integration of the land use and travel demand modeling capabilities in FY17/18.\*

\* Initiative funded with a mix of RSTP, PL and Section 5303 funds

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

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

**Budget & Breakdown by Funding Source:**

PL			5303			RSTP	VDOT Rural/ Match	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	New/Existing		
\$164,000	\$20,500	\$20,500	\$72,000	\$9,000	\$9,000	\$680,000	\$42,500	<b>\$1,017,500</b>

## V-B Long Range Project Level Planning

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**Description:**

FAMPO staff will undertake the following long-range project level planning activities during FY2017:

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. Continue to update 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.
8. Prepare applications for transportation project funding under the HB2 Program.

**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 inter-activeness.
7. An updated, simplified, project application and scoring process for CMAQ and RSTP funded projects.
8. Completed HB2 applications.

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

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

**Budget & Breakdown by Funding Source:**

PL			5303			VDOT Rural/Match	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$32,000	\$4,000	\$4,000	\$8,000	\$1,000	\$1,000	\$25,000	<b>\$75,000</b>

## V-C Congestion Management

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**Description:** The 2015 CMP is adopted, and INRIX data for the process will be continually updated to include new travel time indices, safety and congestion hotspots. This data will be provided to interested parties on-line, via the FAMPO website.

**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.

\*Initiative funded with a mix of PL, Section 5303 and RSTP funds.

### Budget & Breakdown by Funding Source:

PL			5303			RSTP New/Existing	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$20,000	\$2,500	\$2,500	\$8,000	\$1,000	\$1,000	\$100,000	<b>\$135,000</b>

## V-D Public Participation

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**Description:** The old SAFETEA-LU and MAP-21 and new FAST Act legislation continues to emphasize the role of public participation in the transportation planning process. To support the Public Participation activities in FY2017, FAMPO staff will execute the following activities in Public Participation which also includes activities planned for Title VI Civil Rights:

1. Update the Public Participation Plan (PPP).
2. Maintain and update the database of contacts to assure that interested parties have reasonable opportunities to comment.
3. Maintain and expand the website to disseminate the most current information and collect feedback from the public.
4. Continue the use of social media.
5. Continue to publish and distribute brochures and other informational items around the Region.

6. Continue public and media awareness by distributing press releases electronically.
7. Continue to send mass email notifications on various planning activities and upcoming meetings.
8. Develop, distribute, collect and analyze survey material to evaluate effectiveness.
9. 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.
10. Continue to distribute hard copies of the draft transportation planning documents to libraries, planning offices, etc. for public comment, as well as the continued distribution of electronic copies via the FAMPO website, electronic mail, and social media.
11. Continue to develop and update as necessary an interactive Transportation Improvement Plan (TIP) webpage. (NOTE: The TIP was removed due to inoperability.)
12. Upon request, major transportation planning document flyers will be translated into Spanish.
13. Continue the recruitment for members to the Citizens Transportation Advisory Group (CTAG).
14. Incorporate additional visualization techniques, when needed.
15. Document minority representation at public meetings/hearings
16. Continue to document demographic information from members of the public attending public meetings/hearings.
17. Continue to update the Title VI Community Resources Directory.
18. 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. Updated FAMPO Public Participation Plan (PPP).\*
2. Staff support for the FAMPO CTAG.
3. A measurable public involvement process that maximizes outreach.
4. An informational and interactive website.
5. Increased public awareness measured by responses to questionnaires/surveys, emails and written or verbal comments.
6. Improved visualization and/or communication techniques.
7. Timely distribution of MPO meeting notices, agendas, and meeting minutes.
8. Continued development of a social media presence.
9. Expanded contact databases which include a strong Title VI presence.

10. Support of all committee meetings by generating agendas, uploading to the FAMPO website and sending notifications via email, printed advertisements and social media.
11. Compliance with Title VI requirements.\*
12. File documentation of public involvement activities.
13. Expanded and up-to-date public participation database.\*
14. Completed, analyzed surveys.\*
15. Compliance with Title VI requirements.\*

\*Initiative 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 New/Existing	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match		
\$56,000	\$7,000	\$7,000	\$32,000	\$4,000	\$4,000	\$80,000	<b>\$190,000</b>

## V-E FAMPO Administration

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**Description:** During FY2017, FAMPO staff will perform the following tasks to administer and maintain the transportation planning process:

1. Process any amendments to the FY2017 UPWP and develop the FY2018 UPWP.
2. Develop Planning and Section 5303 funding agreements and contracts. Prepare progress, financial and associated supportive reports along with other required documentation.
3. Provide staff support to all FAMPO committees. Develop and distribute agendas, supporting materials and summaries to FAMPO committees.
4. Prepare and transmit to VDOT and other appropriate parties copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.
5. Coordinate activities with adjacent metropolitan planning organizations, planning districts and other transportation planning organizations when necessary.
6. Coordination with the National Capital Transportation Planning Board (TPB), per the TPB/FAMPO 2004 Memorandum of Understanding (MOU).
7. Formally transmit products and documents as specified in the TPB Agreement.

8. 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.
9. 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.
10. Coordinate and transmit other information and data on an as needed basis.
11. Arrange for and attend all FAMPO meetings.
12. Continue support for VAMPO, through committee participation and attendance at quarterly meetings.
13. Attend transportation conferences and planning/training courses as needed. This Task will have a budget of up to \$20,000.
14. Upgrade existing computer equipment and software as required. This task will have a budget of up to \$25,000.
15. 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 FY2017 UPWP amendments.
3. Production of the FY2017 UPWP.
4. Documentation of public meetings and hearings conducted during FY2017.
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 and FAST Act 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 for North Stafford County per the TPB/FAMPO Agreement, dated November 17, 2004.
13. A coordinated update cycle for the respective Long-Range Transportation Plans and the Transportation Improvement Programs.
14. The Unified Planning Work Program (UPWP)

**Participants:** FAMPO staff, other MPOs/PDCs.

**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		
\$69,337	\$8,667	\$8,667	\$17,283	\$2,160	\$2,161	\$5,000	<b>\$113,273</b>

## SUMMARY OF FINANCIALS

Planning (PL) (FY 2017 & Carryover) Includes 10% State Match/10% Local Match			Section 5303 (FY 2017 & 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			
<b>Long Range System Level Planning</b>								
\$164,000	\$20,500	\$20,500	\$72,000	\$9,000	\$9,000	\$680,000	\$42,500	
\$205,000			\$90,000			\$680,000	\$42,500	<b>\$1,017,500</b>
<b>Long Range Project Level Planning</b>								
\$32,000	\$4,000	\$4,000	\$8,000	\$1,000	\$1,000		\$25,000	
\$40,000			\$10,000				\$25,000	<b>\$75,000</b>
<b>Congestion Management</b>								
\$20,000	\$2,500	\$2,500	\$8,000	\$1,000	\$1,000	\$100,000		
\$25,000			\$10,000			\$100,000		<b>\$135,000</b>
<b>Public Participation</b>								
\$56,000	\$7,000	\$7,000	\$32,000	\$4,000	\$4,000	\$80,000		
\$70,000			\$40,000			\$80,000		<b>\$190,000</b>
<b>Administrative</b>								
\$69,337	\$8,667	\$8,667	\$17,282	\$2,160	\$2,160		\$5,000	
\$86,671			\$21,602				\$5,000	<b>\$113,273</b>
<b>Total</b>								
\$341,337	\$42,667	\$42,667	\$137,282	\$17,160	\$17,160			
\$426,671			\$171,602			\$860,000	\$72,500	<b>\$1,530,773</b>