Unified Planning Work Program

Fiscal Year 2025

Fredericksburg Area Metropolitan Planning Organization

Approved by the FAMPO Policy Committee May 20, 2024

Mission Statement

The MPO's mission is to provide a cooperative, continuous and comprehensive ("3C") transportation planning process to build regional agreement on transportation investments, that balance roadway, public transit, bicycle, pedestrian, and other transportation needs and support regional land use, economic, and environmental goals for the safe and efficient movement of people and goods. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process.

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 or www.fampo.gwregion.org or call (540) 373-2890. Para información en español, llame al (540) 373-2890."

Preface to the Fiscal Year 2025 Unified Planning Work Program

FAMPO's FY25 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning, and other special projects.

According to the United States Census, the Fredericksburg Metropolitan Planning Organization (FAMPO) region grew by an average of 17.9% between the 2010 Census and April 2020, to a total of 324,941 residents. This is one of the highest regional growth rates in the Commonwealth. The FAMPO region consists of the City of Fredericksburg, Stafford County, and Spotsylvania County.

Jurisdiction	2010 Census	2020 Actual[1]	Numeric Change since 2010	Percent Change since 2010
Stafford	128,961	156,927	27,966	21.7%
Fredericksburg City	24,286	27,982	3,696	15.2%
Spotsylvania	122,397	140,032	17,635	14.4%
FAMPO Total	**275,644**	**324,941**	**49,297**	**17.9%**

Given its proximity to Northern Virginia and Washington, D.C., the FAMPO region will continue to experience pressures for both suburban and "exurban" land uses and their attendant commuting patterns.

Development pressure, population growth, attenuate increases in traffic, and a lack of adequate transportation funds to address congestion and other associated issues will continue to challenge the FAMPO region going forward. The FY25 UPWP puts strong emphasis on planning and consensus building to identify solutions that will adequately address the long-term problems caused by the FAMPO region's past rapid growth as well as future projected growth. FAMPO staff looks forward to working with local, state, and federal partners, and, most importantly, the community members whom we serve, to achieve the lasting results we all desire.

[1] https://www.census.gov/quickfacts/fact/table/US/PST045221

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1.0 FY25 Unified Planning Work Program

1.1 Introduction – Metropolitan Planning in Fredericksburg

The Fredericksburg area was first identified as an urbanized area in 1992, following the 1990 U.S. Census. An urbanized area is defined 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, a metropolitan planning organization (MPO) must be designated for each urbanized area to carry out specified metropolitan planning activities. Federal transportation funds are available to each MPO to conduct these planning activities.

In its capacity as the region's MPO since 1993, it is the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) responsibility to ensure a "continuing, comprehensive and cooperative" transportation planning process. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County, and Stafford County. The MPO is responsible for transportation planning and funding allocations in this area and partners with the public, planning organizations, government agencies, elected officials, and community groups to develop regional transportation plans. Transportation policy decisions of the MPO are made by the FAMPO Policy Committee. Table 1 presents the membership of the Policy Committee. FAMPO's transportation planning services are currently provided by the FAMPO staff, including a FAMPO administrator, public involvement / Title VI coordinator, two transportation planners, one GIS technician / transportation planner, and one transportation planning manager.

Under a 2018 Memorandum of Understanding (MOU) agreement with the FAMPO Policy Committee, updated August 19, 2019, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO and serve as FAMPO's fiscal agent at the pleasure of the FAMPO Policy Committee. Figure 1 contains a map of the FAMPO and GWRC planning areas. GWRC includes five jurisdictions: Stafford, Spotsylvania, King George, and Caroline Counties and the City of Fredericksburg. FY25 UPWP activities only include work being done within the FAMPO region. GWRC has a separate FY25 Rural Work Program (RWP) that covers rural transportation planning for King George and Caroline Counties.

Table 1. FAMPO Policy Committee Membership

Voting	**Non-voting**
City of Fredericksburg – 3 positions	Caroline County
Spotsylvania County – 3 positions	King George County
Stafford County – 3 positions	Department of Rail and Public Transportation
Potomac and Rappahannock Transp. Commission – 1 position	Commonwealth Transportation Board
Representative for the Virginia Secretary of Transportation – 1 position	Citizens Transportation Advisory Committee
	Bicycle and Pedestrian Advisory Committee
	Federal Highway Administration
	Federal Transit Administration
	FREDericksburg Regional Transit (FXBGO!)
	Virginia Department of Transportation

Figure 1. FAMPO and GWRC Planning Areas

1.2 Federal Transportation Legislation and Planning Requirements

The Infrastructure Investment and Jobs Act[2] (IIJA), also called the Bipartisan Infrastructure Law, retains requirements of MAP-21[3]. Planning Emphasis Areas:

The IIJA encourages transportation planning to be done in concert with housing and economic development planning, rather than as a reaction to those things. The FTA and FHWA jointly issued new Planning Emphasis Areas in December 2021:

Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future – help to ensure the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030, and net-zero emissions by 2050. Increase resilience to extreme weather events and other disasters resulting from climate change.

Equity and Justice in Transportation Planning – advance racial equity and support for underserved and disadvantaged communities to ensure public involvement in the planning process, and that plans reflect various perspectives, concerns, and priorities from affected areas.

Complete Streets – review current policies, rules, and procedures to determine their impact on safety for all road users, including providing provisions for safety in future transportation infrastructure, particularly those outside automobiles. To be considered complete, roads should include safe pedestrian facilities, safe transit stops, and safe crossing opportunities on an interval necessary for accessing destinations.

Public Involvement - conduct early, effective, and continuous public involvement that brings diverse viewpoints into the decision-making process, by integrating virtual public involvement tools while also ensuring access to opportunities for individuals without access to computers and mobile devices. Where possible, locate meetings on transit routes and engage in outdoor public engagement opportunities.

Strategic Highway Network (STRAHNET) / US Department of Defense (DOD) Coordination – coordinate with US Department of Defense representatives in transportation planning and programming processes on infrastructure and connectivity needs for STRAHNET routes and other roads that connect to DOD facilities. STRAHNET is the network of highways, including the Interstate System that provides connecting routes to military installations, industries and resources. It is a subset of the National Highway System and important to the United States' strategic defense policy by providing defense access, continuity and emergency capabilities for defense purposes.

Federal Land Management Agency (FLMA) Coordination – coordinate with FLMAs in transportation planning and programming processes on infrastructure and connectivity needs related to access routes and other public roads that connect to Federal lands, including exploring

[2] Public Law 117-58 117th Congress, November 15, 2021 (https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf)
[3] MAP-21, the Moving Ahead for Progress in the 21st Century Act (https://www.fhwa.dot.gov/map21/)

opportunities to leverage transportation funding to support access and transportation needs of FLMAs before projects are programmed into the TIP.

Planning and Environment Linkages – implement Planning and Environment linkages as part of the overall transportation planning and environmental review process.

Data in Transportation Planning – incorporate data sharing and consideration into the transportation planning process through developing and advancing data sharing principles among the MPO, state, regional and local agencies.

Through implementation of this work program, staff will ensure the FAMPO region's transportation planning process meets the federal requirements and addresses local transportation challenges. Figure 2 shows the relationship between each UPWP task and the IIJA Planning Emphasis Areas. This will be updated as the Federal Highway Administration (FHWA) provides clear direction to MPOs.

Figure 2. FAMPO UPWP Tasks and the Federal Planning Emphasis Areas

Planning Task	1. Tackling the Climate Crisis	2. Strategic Highway Network (STRAHNET) / US Department of Defense (DOD) Coordination	3. Federal Land Management Agency (FLMA) Coordination	4. Complete Streets	5. Planning and Environmental Linkages	6. Equity and Justice in Transportation Planning	7. Data in Transportation Planning	8. Public Involvement
1. Long-Range System Level Planning	✓	✓	✓	✓	✓	✓	✓	✓
2. Short-Range Project Level Planning	✓	✓	✓	✓	✓	✓	✓	✓
3. Congestion Management	✓			✓	✓		✓	
4. Public Participation	✓			✓	✓	✓	✓	✓
5. Transportation Demand Management	✓			✓	✓	✓	✓	✓
6. Transit Planning	✓			✓	✓	✓	✓	✓
7. Special Project Funding				✓	✓	✓	✓	✓
8. FAMPO Administration	✓	✓	✓	✓	✓	✓	✓	✓
9. Contingency								

1.3 The Unified Planning Work Program

To fund this federally required transportation planning process, FAMPO receives two formula sources of federal funding 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 Commonwealth of Virginia as well as by the City of Fredericksburg, Spotsylvania County, and Stafford County through FAMPO. 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 region.

Prior to spending funds on transportation planning activities, all MPOs are required to adopt a Unified Planning Work Program (UPWP). FAMPO's UPWP is updated annually. The purpose of the UPWP (per 23 CFR 450.308(c)) is to identify:

a) The transportation planning work proposed for the next 1 period by major activity and task;
b) The agencies and/or organizations who will perform the work;
c) The schedule for completing the work;
d) The end products resulting from that work;
e) The proposed funding sources for each activity; and
f) The total amounts and sources of federal and matching funds.

1.4 UPWP Development

Annual development of the UPWP originates in activity between FAMPO staff and the FAMPO Technical Advisory Committee (TAC), which includes representatives from each local government, transit, and transportation demand management (TDM) providers, Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and Federal Highway Administration (FHWA). During development, TAC is first briefed on the draft budget for the new UPWP that covers July 1 to June 30. This briefing identifies proposed changes to the current year's work activities, products, schedules, and budgets. After staff incorporates changes suggested by TAC, a complete draft of the program is presented to TAC and the Policy Committee, then released for public comment. Staff documents and considers comments as they prepare the final draft document. In May, the final draft of the UPWP and any

comments from the public are presented to the Policy Committee. With approval by the Policy Committee, the UPWP is then submitted to the Federal Transit Administration (FTA) and FHWA for their review and approval by the beginning of the fiscal year on July 1.

From time to time, the UPWP may need to be amended to address changes in funding resulting from new grant awards, Policy Committee initiatives, or other unforeseen factors. In this event, FAMPO staff will develop a draft amended UPWP for review by TAC and the public (where appropriate) and approval by the Policy Committee.

1.5 FAMPO Accomplishments in FY24

Since October of 2022, FAMPO has been fully staffed. Major projects that were completed in FY24 include:

- Managed development and adoption of the GWRC Safe Streets and Roadways for All (SS4A) Comprehensive Safety Action Plan for the five GWRC localities, applied for an Implementation Grant and Supplemental Planning Grant for projects under the FY24 Notice of Funding Opportunity.
- Citizen input from the SS4A Safety Action Plan survey was provided to VDOT for deployment of safety improvements through maintenance and annual contract forces.
- Provided critical support, input and local transit data to VDOT and the consultant performing the FAMPO Travel Demand Model update to reflect real world travel patterns of post-covid vehicle trips, including e-commerce.
- Continued with the development of a FAMPO Vision for the future (Vision 2075) to help lead the way toward a robust, well-rounded transportation system.
- Prepared a memorandum to the Secretary of Transportation, including research of travel trends and economic impacts for the Office of Intermodal Planning and Investment (OIPI) to consider Primary Route 3 to be added to VDOT's Corridors of Statewide Significance network.
- Amended and the Policy Committee adopted the CMAQ / STBG scoring and ranking process.

- Completed draft allocations of CMAQ, STBG and carbon emissions funding utilizing the adopted scoring and ranking processes.
- Managed the CMAQ / STBG Subcommittee to revise the Project Selection Process.
- Managed the FAMPO River Crossing Parkway Pre-NEPA Alternatives Study including workshops and public involvement meetings.
- Initiated presentations to the Regional Transportation Authority Subcommittee of the Policy Committee for the first time from the CEO of the Northern Virginia Transportation Authority.
- Provided VRE, OmniRide and FXBGO! (formerly FRED Transit) ridership summaries and trends to the Policy Committee
- Facilitated presentations by VRE and FXBGO! on their strategic planning efforts to committees.
- Managed meetings, conducted research, prepared maps and economic analyses for a new Policy Committee Regional Transportation Authority (RTA) subcommittee.
- Updated FAMPO's website to include pages for the SS4A, RTA Subcommittee and FAMPO River Crossing Parkway Pre-NEPA Alternative Study to improve user experience.
- Completed ten (10) regional project pre-applications and eight (8) full applications for SMART SCALE Round 6 consideration.

Projects that will carry into FY25 are listed below:

1. FAMPO River Crossing Parkway Pre-NEPA Alternatives Study.
2. SS4A Safety Action Plan monitoring.

Broadly speaking, staff have responsibilities in the areas of administration, long-range transportation planning, project level planning, GIS, modeling, public involvement, communications, and congestion management. Staff are assisted by 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:

1. Developed the FY25 UPWP.
2. Sponsored several meetings and public hearings regarding multimodal transportation planning (bicycle, pedestrian, transit, and vehicular), 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. Further developed in-house GIS capability.
5. Assisted localities with a variety of transportation planning efforts including but not limited to 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.
6. Continued active involvement in the I-95 / 395 Express Lanes projects.
7. Worked with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO committees to allocate Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds for FY28-30.
8. Continued to provide transportation planning assistance to local governments.
9. Amended and maintained the Transportation Improvement Program (TIP).
10. Continued to utilize RITIS Probe Data Analytics INRIX data in FAMPO's planning program to support the Congestion Management Process (CMP).
11. Continued to utilize StreetLight data in FAMPO's planning program for multiple transportation modes.
12. Expanded public involvement efforts and completed outreach for the FY24-29 TIP, FY25 UPWP, SS4A Safety Action Plan, and FAMPO Vision,
13. Closed out the VCR Trail Crossing Study, the FAMPO East West Mobility Study and the Freight Summit contracts.
14. Conducted research, prepared maps and analyzed travel forecast data to complete a River Crossing Research report.
15. Negotiated task orders and contracts for the FAMPO River Crossing Parkway Pre-NEPA Alternatives Study and the SS4A Safety Action Plan consultant services.
16. Completed a compiled land use plan map for FAMPO jurisdictions.
17. Improved FAMPO website and increased social media presence.
18. Increased the information sharing distribution database.

19. Provided administrative and operational support for all FAMPO committees.
20. Participated in the Federal Certification of the National Capital Region Metropolitan Planning Organization (MPO) Planning Process.
21. Managed amendments to the FY24 UPWP and CEEP as directed by the Policy Committee.
22. Held a workshop: Future Funding Options for Transportation Projects. Discussions included the impacts and benefits of a Regional Transportation Authority with a report prepared by University of Mary Washington (UMW): Introducing a Regional Transportation Authority within Planning District 16: Estimated Revenues under Different Models.
23. Organized the SS4A Stakeholder group and held workshops that informed the Draft Safety Action Plan.
24. Made presentations and prepared draft legislation for an RTA.
25. Developed and deployed a public participation and outreach plan for the SS4A Safety Action Plan.
26. Managed the annual ratification of the GWRC / FAMPO MOU, execution of the MPO Self certification statement and 2024 Safety Performance Target Letter.

1.6 FAMPO Staffing for FY25

Like most MPOs in Virginia, FAMPO is staffed by a planning district commission. Proposed FY25 GWRC staffing for FAMPO transportation planning activities is as follows:

1. FAMPO Administrator
2. Public Involvement / Title VI Coordinator
3. Transportation Planning Manager
4. Transportation Planner III
5. Transportation Planner II/III
6. GIS Technician / Transportation Planner
7. Planning Intern

1.7 Proposed Funding by Federal Source for FY25

The primary funding sources for FAMPO's planning activities are provided by FHWA and the FTA under title 23 U.S.C. 134 and title 49 U.S.C. Chapter 53. MPOs are required to document the transportation planning activities performed with these funds in the UPWP. The FHWA and FTA funding categories included in this UPWP are:

- **FHWA Planning (PL) Funds.** FHWA Planning (PL) funds for urbanized areas are administered by VDOT and are used to support transportation planning activities in the MPO

planning area. Planning (PL) funds require a minimum of 20% non-federal match, which is comprised of a 10% State match and a local match of 10%. FAMPO's available PL balance for the beginning of the fiscal year includes new PL funds allocated to FAMPO by VDOT, plus carryover PL funds that have not been used or obligated in prior years.

- **FTA Section 5303 Funds**. FTA grant funds for urbanized areas are used to support metropolitan transportation planning and for technical studies related to urban public transportation. A non- federal match of 20% is required for these funds, which is comprised of 10% State match and 10% local match.
- **U.S. Department of Transportation Safe Streets and Roads for All Discretionary Grant Program**. The SS4A program provides funding for two types of grants: Action Plan Grants (for comprehensive safety action plans) and Implementation Grants. Action Plan Grants are used to develop, complete, or supplement a comprehensive safety action plan. To apply for an Implementation Grant, an eligible applicant must have a qualifying Action Plan. Implementation Grants are available to implement strategies or projects that are consistent with an existing Action Plan.
- **FHWA STBG Funds.** FHWA Surface Transportation Block Grant Program (STBG) funds (formerly called Regional Surface Transportation Program, or RSTP) are available for a broad range of transportation purposes. STBG funds are made available to VDOT, which then may provide funds to the MPO. These funds are 80% federal and 20% state match. Any STBG funds provided to an MPO for planning purposes must be shown in the UPWP.
- **FHWA CMAQ Funds.** Federal funds are available for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). These funds may be used for transportation projects or programs that reduce congestion and improve air quality. Section 5 provides a summary of FY25 funding by federal source and state and local match.
- **FHWA CRP Funds.** The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the

Infrastructure Investment and Jobs Act (IIJA). CRP funding may be used on a wide range of projects that support the reduction of transportation emissions.

2.0 Planning Priorities for the FAMPO Region

The FAMPO region is experiencing rapid population growth, development pressure, increases in traffic, and a shortage of transportation funds, all of which pose challenges to addressing congestion and related issues. FAMPO's work program is designed to support federal MPO planning requirements while responding to these issues. The work program is also shaped by the planning priorities established for the region, ongoing planning efforts, major projects under study or construction, Virginia's SMART SCALE process, and new or revised planning requirements. This section describes and lists the planning activities FAMPO will undertake to respond to these challenges and the region's planning priorities.

2.1 FAMPO 2050 Long Range Transportation Plan

FAMPO completed the 2050 Long-Range Transportation Plan in FY22, including the Congestion Management Process (CMP), to meet Code of Federal Regulations (CFR) requirements for performance-based planning and programming.

2.2 Ongoing Transportation Planning

During FY25 FAMPO will complete Vision 2075, a long-term vision summary document indicating the strategic direction of the organization. This will fold into future Long Range Transportation Plan updates. FAMPO will continue to support the Virginia Association of Metropolitan Planning Organizations (VAMPO) through participation on committees and attendance at meetings.

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 when needed, conducting in-person and virtual outreach, and ensuring equitable access for all public meetings, events, and other public participation opportunities. 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 Community Engagement and Equity Plan (CEEP) (formerly the Public Participation Plan, or PPP) and maintain established virtual participation options. An annual evaluation will be conducted to measure the effectiveness of the CEEP.

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, Complete Streets, transit services and facilities, and bicycle and pedestrian access.

FAMPO will investigate and analyze new roadways and bridges for the region using both in house and consultant expertise, utilizing Complete Streets policies and best practices to protect vulnerable user groups, to improve connectivity and reduce traffic congestion.

Training activities will be programmed that expand both staff and member jurisdiction's knowledge base for application of Complete Streets best practices, safety for both urban and rural transportation systems and modeling to examine comprehensive impacts of alternatives.

2.3 Air Quality Planning Activities

In 2004, the Environmental Protection Agency (EPA) classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as an ozone nonattainment area under the 1997 8-hour ozone air quality standards. Due to this designation, FAMPO was subject to the federal transportation conformity rule, which requires that all transportation projects identified in an MPO's TIP and LRTP conform to the regional air quality plans developed by the state and MPO.

In 2012, EPA passed a new ozone standard and subsequently revoked transportation conformity requirements for areas that attained the new standard which include the FAMPO region. However, on February 16, 2018, a court decision regarding EPA's revocation (DC Circuit Court of Appeals decision No. 15-1115, South Coast Air Quality Management District, Petitioner v. Environmental Protection Agency, et al., Respondents) effectively reinstated conformity requirements in several

areas, including the FAMPO region. As a result of this court decision, FAMPO is once again required to demonstrate transportation conformity of amended or updated TIPs and LRTPs.

In late 2018, EPA issued guidance to address conformity requirements in these areas using more streamlined procedures without the need to conduct a lengthier regional emissions analysis. However, each TIP and / or LRTP amendment or update must still undergo an analysis to demonstrate conformity before it can be approved and adopted. FAMPO will continue to work with VDOT, the Virginia Department of Environmental Quality, FHWA, and other interagency partners to meet the conformity requirements for amended or updated TIPs and LRTPs. FAMPO will also continue to monitor federal air quality court decisions, guidance and rulemakings that may affect the FAMPO region.

2.4 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. This information will be updated based on revised urbanized areas from the 2020 Census.

As a result of the 2000 Census, a portion of northern Stafford County became part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA TMA. This meant that additional planning responsibilities would be required, and either National Capital Region Transportation Planning Board (NCRTPB) or FAMPO would have to perform them. In September of 2004, the FAMPO Policy Committee and the NCRTPB entered into an agreement that assures the performance of the TMA planning requirements for the affected portion of Stafford County. This agreement principally requires the coordination of planning activities between the NCRTPB and FAMPO and the development of a congestion management process for the affected part of Stafford County. The agreement remains in effect as long as Stafford County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for northern Stafford County, a proportionate share of NCRTPB's federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and NCRTPB will continue to assure the TMA

requirements are being satisfied. In FY21, FAMPO worked with NCRTPB to review and update this agreement to be fully compliant with MAP-21/IIJA requirements.

In the 2020 Census, the Fredericksburg UZA did not meet the population threshold to qualify as its own TMA. Therefore, northern 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 2021 NCRTPB/FAMPO Memorandum of Understanding (MOU) Agreement. This agreement was updated in FY21 as a recommended improvement from the 2019 NCRTPB/FAMPO Certification Review process.

FAMPO participated in the Federal Certification of the National Capital Region Metropolitan Planning Organization (MPO) Planning Process in FY23 and will participate again in future.

2.5 Congestion Management Process

The new CMP, adopted on March 28, 2022, added two (2) new corridors to those examined in earlier versions. The congestion management system, referred to as a congestion management process (CMP) in the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)[4], 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 2019, FAMPO updated the CMP, providing data analytics highlighting congestion along specified corridors within the FAMPO region. 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. In FY21, FAMPO created a web dashboard to monitor metrics that are analyzed in the CMP. In FY22, FAMPO updated its CMP and integrated the CMP with the 2050 LRTP. In FY23 FAMPO updated the CMP web dashboard using 2022 data and maintained the quarterly Performance Management Program data for each of the corridors.

[4] Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) https://www.fhwa.dot.gov/safetealu/

2.6 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 within the conventional surface transportation infrastructure. Vehicle sensors in pavement for traffic signal activation, intelligent vehicle initiatives (which include hands-free vehicle navigation), collision avoidance, and intelligent cruise control are just a few examples of ITS. VDOT has also extended a 511-information program for interstate conditions throughout the state, including the I-95 corridor through the FAMPO 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 to implement ITS solutions statewide. ITS will continue to play a growing role in FAMPO's short- and long- term congestion management activities going forward.

2.7 Freight Planning

One of the federal planning requirements emphasizes an improved understanding of freight patterns and future demands on state and regional multimodal 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 FAMPO region. VTrans2045, Virginia's multimodal long-range transportation plan, includes the Virginia Freight Element (VFE), which serves as the state's freight plan and is fully compliant with freight provisions in the IIJA. The VFE identifies significant freight system trends, needs, and issues within Virginia, and describes the state's policies and strategies that will guide freight-related investment decisions and enable the state to meet national freight goals. 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 was included in the 2045 LRTP and was updated as part of the 2050 LRTP effort in FY22. Staff will continue to pursue funding for regional freight studies and projects in the FAMPO region in coordination with VDOT and OIPI. In the fall of FY23,

FAMPO held a Freight Summit that established shortcomings in the regional freight transportation system for future planning work by FAMPO.

2.8 Environmental Justice/Title VI/Limited English Proficiency

MPOs must adhere to several federal laws and regulations that serve to ensure equitable participation opportunities and outcomes. Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629;1994) directs each federal agency to develop a strategy for identifying and addressing disproportionately high and adverse human health or environmental effects on low-income and minority populations.

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color, or national origin. Succeeding laws and presidential executive orders added sex, age, income status, limited English proficiency, and disability to the criteria for which discrimination is prohibited. FAMPO ensures equitable participation and outcomes through proactive public involvement efforts. FAMPO's public involvement efforts are guided by its Community Engagement and Equity Plan, a 2021 effort that combined the former Title VI, Limited English Proficiency (LEP) and Public Participation Plans into one comprehensive document. FAMPO's proactive efforts include:

a) National training for Title VI and LEP.

b) Preparing and maintaining a demographic profile of the region using the most current statistical information available on race, income, and other relevant data.

c) Utilizing socioeconomic maps to tailor outreach strategies to the Environmental Justice (EJ), Title VI, and LEP populations identified.

d) Conducting outreach to include traditionally underserved and protected groups in the transportation planning process.

2.9 Public Participation

Public participation is a major component of the continuing, cooperative, and comprehensive (3C) metropolitan transportation planning process. Federal laws and regulations require MPOs to

provide equitable opportunities for meaningful public participation in the transportation planning process. FAMPO's CEEP guides public involvement efforts.

2.10 Performance-Based Planning and Programming

The CFR[5] establishes a transportation performance management (TPM) framework that requires state departments of transportation (DOTs), MPOs, and public transportation providers to conduct performance-based planning and programming (PBPP) by tracking performance measures and establishing data-driven targets to improve performance. PBPP ensures the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to national transportation goals.

Under this TPM framework, state DOTs, MPOs, and public transportation providers must share performance information, coordinate to set performance targets, and periodically report on performance. FAMPO will work closely with VDOT, DRPT, Fredericksburg Regional Transit (FXBGO!), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), FHWA, and FTA to establish performance targets and monitor and report performance in FAMPO's planning documents, including amendments or updates to the Long-Range Transportation Plan and Transportation Improvement Program.

[5] Code of Federal Regulations https://www.govinfo.gov/app/collection/cfr

3.0 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.

FAMPO will seek to be strategic about planning future Smart Scale application projects, working with State Partners, FAMPO Committees, public input, and where necessary consultant support.

Studies to be conducted in FY25 include those that promote context sensitive design, create greater compatibility between the multimodal transportation infrastructure and its surrounding environment, multimodal corridor studies that examine transit-oriented development, traffic calming, transit services and facilities, and bicycle and pedestrian access.

FY25 studies will also investigate and analyze new roadways and bridges for the region, utilizing Complete Streets policies and best practices to protect vulnerable user groups, to improve connectivity and reduce traffic congestion.

Training activities will be programmed that expand both staff and member jurisdiction's knowledge base for application of Complete Streets best practices, safety for both urban and rural transportation systems and modeling to examine comprehensive impacts of alternatives. Training will also be conducted for FAMPO Staff and Committee members on a range of transportation planning and related activities, including workshops, conferences and field visits.

3.1 VDOT On-Call and Special Studies

Study Area: Entire FAMPO 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: Ongoing

Study Name: Project Pipeline; Stars Studies (VDOT Fredericksburg District)[6]
Study Corridors / Localities:

1. Pipeline - Route 208, Spotsylvania County From: Woodland Drive To: Bloomsbury Ln
2. Pipeline - Route 1, Caroline County From: Spotsylvania County Line To: Hanover County Line
3. Pipeline - Route 3, City of Fredericksburg and Spotsylvania County From: I-95 South Bound (SB) Ramps To: Heatherstone Dr.
4. STARS – Spotsylvania County Route 639, Salem Church Road From: Rte 3 To: Harrison Rd

Background and Objectives: Project Pipeline is a performance-based planning program to identify cost-effective solutions to multimodal transportation needs in Virginia. Through this planning process, projects and solutions may be considered for funding through programs, including SMART SCALE, revenue sharing, interstate funding and others. The objective of the program is to focus on the Commonwealth Transportation Board-adopted VTrans priority locations and corridors. The program, led by the Office of Intermodal Planning and Investment, is built around a performance-based planning process. The goal is to develop projects and investment strategies that can be considered for funding.

Budget: Various

Responsible Entity*:* VDOT

Estimated Completion: Ongoing

[6] Project Pipeline (VDOT Fredericksburg District) https://vaprojectpipeline.org/studies/fredericksburg/default.asp

3.2 On-Call and Special Studies

Study: SS4A Safe Streets and Roads for All – Joint Safety Action Plan development

Federal Grant Identifying Number: 693JJ32340310

Study Background and Objectives: The GWRC region straddles Virginia's Fall Line that is the geographic boundary between the Piedmont and Coastal Plain regions. The typical features of roadways in the Piedmont region include: pavement drop-off and lack of shoulders, roadside ditches with steep side slopes, and constructed through hills and valleys with sharp curves and steep vertical grades. Sandy Coastal Plain soils erode from pavement edges. Since the land is relatively flat, most roads in the Coastal Plain are posted for higher operating speeds, creating run off road hazards.

Through the heart of the GWRC Region, are some of the Commonwealth's most traveled Interstate Highways, Arterials and Major Primary Routes, and the region experiences a high population growth rate. Increased traffic on the legacy road system is creating an increase in fatalities and serious injuries. Only through a collaborative, comprehensive and inclusive process will the region reach a "Toward Zero" Goal of Fatal and Serious Injury Crashes.

The Joint FAMPO - GWRC Safety Action Plan will result in these desired outcomes:

- Employ low-cost, high-impact strategies that can improve safety over a wide geographic area;
- Ensure equitable investment in the safety needs of underserved communities, which includes both underserved urban and rural communities;
- Incorporate evidence-based projects and strategies; and
- Align with the U.S. Department of Transportation's mission with priorities such as equity, climate and sustainability, quality job creation, economic strength and global competitiveness.

Study Completed in FY 24

Additional Supplemental Study and Implementation Grant application in FY25

Estimated Completion: Safety Action Plan adopted April 2024; Implementation grant application May 2024.

Study: The SS4A Supplemental Action Planning Grant work activities include development of FHWA / GWRC grant agreement documents utilizing contract templates, process FAMPO and GWRC Board approvals and grant agreement execution, negotiate engineering contract task orders including consultant selection, manage financial accounts receivable systems for payment and reimbursement, preparation of monthly and quarterly progress reports, with consultant support hold meetings with localities for development and finalization of contract deliverables.

Budget: Total $487,368. $389,894 in FHWA SS4A Grant funding and $97,474 in Local Match

Responsible Entity: FAMPO and GWRC

Estimated Completion: Engineering analyses and cost estimates for future Implementation Grant candidate projects to be completed for the anticipated SS4A FY25 NOFO application deadline of April 2025.

Implementation Grant: The SS4A Implementation Grant agreement development is included as part of the above Supplemental Planning Grant. Implementation Grant work activities include monitoring VDOT installation of countermeasures, review of project completion documentation to ensure full reimbursement of eligible costs from FHWA and payment of local match funds, processing reimbursement requests from localities whose capital projects receive SS4A Implementation Grant awards including management of financial accounts receivable systems for payment and reimbursement, preparation of monthly and quarterly progress reports, participation in meetings, conduct field review of construction progress and audit of documentation and processes to ensure compliance with state and federal regulations and laws.

Budget: Total $9,742,212. $7,793,770 in FHWA SS4A Grant funding and $1,948,442 in Local Match

Responsible Entity: FAMPO and GWRC

Estimated Completion: VDOT-installed countermeasures to be completed by December 2025; localities whose capital projects receive Implementation Grant awards will span beyond FY25 and will be completed within 5-years of grant award.

Study: River Crossing Parkway Pre-NEPA Alternatives Study

UPC: 123908

Study Background and Objectives: The FAMPO East-West Mobility study identified a new river crossing west of the I-95 as a key project to relieve regional congestion in the area due to lack of a good roadway grid system in the region. Stafford County and the City of Fredericksburg requested research into the basic feasibility of such a project, which has been completed by FAMPO staff and a working group of locality staff and VDOT Staff. The next step in the process is to engage consultant services to prepare Pre-NEPA Alternatives Analysis and Environmental Impact Assessment leading to Preliminary Engineering.

Budget: $634,130.06 STBG/PL

Responsible Entity: FAMPO

Estimated Completion: Alternatives analysis, preliminary engineering study and Pre-NEPA level public engagement June 2024; Project development and grant application Fall 2024

Additional studies may be conducted, subject to FAMPO Policy Committee direction and approval. FAMPO staff will also submit grant applications for studies and construction projects as directed by the Policy Committee.

4.0 FY25 FAMPO Unified Planning Work Program Activities by Task

This section details the transportation planning activities that will be carried out by FAMPO staff and its committees in FY25, and the funding that will be applied to each. FAMPO's planning activities are grouped under the following eight task categories:

1. Long-Range System Level Planning;
2. Short-Range Project Level Planning;
3. Congestion Management;
4. Public Participation;
5. Transportation Demand Management;
6. Transit Planning;
7. Special Project Planning;
8. FAMPO Administration; and
9. Contingency.

Each task is described below. Unless otherwise indicated, each task will be led by FAMPO staff. End Products (deliverables) are listed first for each planning task and activities are listed within each End Product. Funding is listed in brackets next to each End Product or in the summary table for each planning activity.

4.1 Long-Range System Level Planning

Description: This planning task includes activities that will result in a coordinated, performance-driven, outcome-based planning process that addresses national and regional issues such as a growing population, mobility choices, and livable communities to develop an optimized multimodal transportation system for the FAMPO region. The activities will also result in a financially constrained LRTP that reflects the region's vision and goals and is supported with best practices and the latest available data.

End Products:

1. Maintenance of the 2050 LRTP. [PL, 5303]
2. Brief 2050 LRTP Amendments to include new projects & underserved communities [Pl, 5303]
3. Process an annual amendment to the CLRP.
4. Meet Air Quality Conformity Requirements for the 2050 LRTP. [PL]
5. Participate in the State's VTRANS needs update process and other long-range studies impacting the FAMPO region. [PL, 5303]
6. Staff attendance and participation at committee meetings. [PL, 5303]
    a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.
7. Participate in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, Office of Intermodal Planning and Investment (OIPI), and other sources of transportation planning best practices. [PL, 5303]
8. Collect, organize, and report various system performance data (vehicular and non-vehicular measures), as well as transit data (FXBGO! and other local and regional transit statistics), as required by Virginia Code and defined by VDOT. [PL, 5303]
9. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership. [PL]

10. Serve as a regional leader in providing opportunities for both formal and informal informational exchanges. [PL, 5303]

    a. Continue to host meetings and informational exchange discussions regarding procedures to improve transportation planning.

    b. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region, including Complete Streets policies and best practices.

    c. Continue to integrate freight planning into the regional planning process. Review data and information related to Virginia freight initiatives in conjunction with VDOT and localities (through FAMPO Technical Advisory Committee), including identifying the location and classification of freight activity zones and preparing and disseminating freight surveys as well as responding to surveys prepared by VDOT. Work with OIPI to bolster VTrans projects that reduce freight delay and improve freight safety.

    d. Examine investments in passenger rail, public transit, and active transportation infrastructure to allow people to use more energy efficient forms of transportation to tackle the Climate Crisis.

    e. Raise awareness in long-range planning activities of the Patawomeck tribe of Virginia Indians that is based in Stafford County along the Potomac River, a quarter of a mile before the end of Brooke Road. IIJA opportunities for tribes can be found in the Bipartisan Infrastructure Law Tribal Playbook (https://www.whitehouse.gov/wp-content/uploads/2022/05/Bipartisan-Infrastructure-Law-Tribal-Playbook-053122-.pdf)

11. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required. [PL, 5303]

    a. Continue to work with VDOT to update the regional travel demand model which will include a mode split model to enhance its multimodal forecasting abilities.

b. Continue to enhance current FAMPO land use modeling and integrate it with the FAMPO travel demand model.

c. Facilitate new liaison methods and networks with local jurisdictions on land use integration with transportation networks on land use changes, comprehensive plan updates, small area plan updates and zoning changes in pursuit of new federal requirements e.g. IIJA

d. Encourage and promote the safe and efficient management, operation and development of transportation systems that will serve the mobility needs of people and freight, foster economic growth and development that better connects housing and employment while taking into consideration resiliency needs and minimizes transportation-related fuel consumption and air pollution.

12. Conduct a transportation "Right Sizing" analysis. "Right-sizing offers a process by which a transportation agency can make intentional decisions to adjust the size, extent, function, and composition of its existing or planned infrastructure and service portfolio in response to changing needs over time." See https://www.trb.org/Main/Blurbs/180145.aspx

13. Meet all federal requirements related to transportation performance measures. [PL, 5303]

    a. In conjunction with VDOT, continue to apply the new requirements of IIJA into the planning process, including addressing intercity transportation, resiliency, travel and tourism, Complete Streets policies and best practices, and emergency planning as part of the 2050 LRTP effort.

    b. Work with U.S. DOT, VDOT, and OIPI to develop and implement various MAP-21/IIJA Performance Based Planning Initiatives.

    c. Update the system performance report for the 2050 LRTP to reflect the most recent performance targets and data for the federal performance measures and comparison with baseline performance.

14. FAMPO staff, in conjunction with State partners, will amend the Metropolitan Planning Area MOU with the Transportation Planning Board in Washington D.C. to reflect the new 2020 Census Bureau urbanized area maps.

15. In conjunction with localities, FAMPO will work to identify locations for transit-oriented development (TOD) and plan future research and study efforts promoting TOD integration.
16. Complete Pre-NEPA analysis, conceptual design, cost estimates and funding applications, for the new River Crossing study, PE, ROW and Construction if requested by the Policy Committee.
17. Develop a regional nodal policy working with staff of jurisdictions and state partners seeking to co-ordinate jurisdictions comprehensive plans and identifying nodes of density which need to be connected by transportation systems.
18. Complete research, training, and outreach to localities for amendments to their Land Use Plans to add Transit Oriented Development (TOD), as well as IIJA grant applications, SMART SCALE pre-application and full applications for TOD projects.
19. Successful management of the new SS4A Task Force that will provide input, monitor progress, set performance measures, and set priorities in the Comprehensive Safety Action Plan for GWRC localities.
20. Complete IIJA grant applications, SMART SCALE pre-applications and full applications for SS4A implementation projects and other grant applications as necessary for FAMPO Studies, and projects within the FAMPO Study area.
21. Raise awareness of the FAMPO and GWRC's STRAHNET facilities and routes in long-range planning activities:
    - Marine Corps Base (MCB) Quantico Route Secondary Route 619 and I-95
    - Fort Walker US 301 and I-95
    - Naval Support Facility (NSF) Dahlgren US 301

Funding	PL, 5303.
Planning Emphasis Areas	This task is focused on the MPO planning process and long-range planning and supports all planning emphasis areas (#1 - #8).
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.1 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	
$130,000	$16,250	$16,250	$61,000	$7,625	$7,625	$0	$0	$238,750

4.2 Short-Range Project Level Planning

Description: These tasks will ensure that transportation programs and projects result in an integrated, multimodal transportation system that facilitates the movement of people and goods in the FAMPO region. These activities will help identify opportunities for increased mobility options for projects and will allow the region to conduct a planning process that prioritizes and schedules transportation projects consistent with adopted goals in the long-range plans of the region and the state.

End Products:

1. Work with VDOT to maintain the VDOT / FAMPO Travel Demand Model to reflect accurate "on the ground" road networks and active project improvements.
2. Include the regional impacts of the widening of the U.S. Route 301 Bridge over the Potomac River (Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge).
3. Develop a FAMPO Vision document.
4. Maintain the Regional Bicycle/Pedestrian Count Program. [PL]
5. Continue to track, monitor, and analyze data which will be shared as needed with the Bicycle and Pedestrian Advisory Committee.
6. Utilize StreetLight data as appropriate to supplement data collection with the bike/ped counter.
7. Stafford County to commence the Garrisonville Road Multimodal Study in North Stafford. FAMPO staff will participate in the study effort as a stakeholder.
8. Complete the FAMPO River Crossing Parkway Pre-NEPA Alternatives study. [STBG, PL]
9. Continue to analyze and monitor the effect of the provision of transportation services to low income and minority residents, and transportation disadvantaged areas including Complete Streets projects to improve mobility and safety. [PL, 5303]
10. Provide technical and GIS assistance to FXBGO!, Healthy Generations Area Agency on Aging (HGAAA), localities, and other regional stakeholders that are requested in writing from agency leadership.

11. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority, low-income and transportation disadvantaged residents within the region.
12. GIS and other products, as required, in support of transportation projects in the region. [PL, 5303]
13. Ongoing and further analysis in response to all studies affecting the region, localities or transit operators for projects requested by agency leadership, or locality as directed by Policy Committee and the FAMPO Administrator. [PL, 5303]
14. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services using Complete Streets policies and best practices. [PL, 5303]
15. Maintain the FY24-29 TIP. [PL, 5303]
16. Meet Air Quality Conformity requirements for the TIP and CLRP. [PL, 5303]
17. Staff attendance and participation at committee meetings. [PL, 5303]
18. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.
19. Coordinate planning processes by consulting with officials responsible for other types of planning activities, such as economic development, housing, tourism, environmental protection, and freight movements.
20. Participate in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning and Complete Streets best practices. [PL, 5303]
21. Update regional multimodal database of available and planned transportation facilities and services. [PL, 5303]
22. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Advisory Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines. [PL, 5303]
23. Manage a new Advisory Group that will monitor progress of the Comprehensive Safety Action Plan.

24. Manage SS4A Implementation grant projects.
25. Support localities Transportation Alternatives Project (TAP) application process.
26. Complete IIJA grant applications, SMART SCALE pre-applications and full applications and other grant applications as needed or directed by the Policy Committee or FAMPO Chairs.
27. Complete update of the LRTP to amend goals that change project scopes to protect the disabled community, and to reflect new or amended project scopes, and add new projects to the needs list.
28. Complete scoring and funding allocation distributions for the FY25 Call for CMAQ / STBG projects if requested by the policy committee in FY25.
29. Examine methods and best practices to mitigate urban heat island effects to help tackle the Climate Crisis.
30. Improve environmental justice and integrate climate justice into the environmental review process.
31. Review certain aspects of the CMAQ/STBG methodology if requested by the TAC or Policy Committee.
32. Raise awareness of short-range planning activities around the home of descendants of the Patawomeck Tribe, who banded together in the White Oak area of Stafford in the Passapatanzy area, in transportation project planning. Raise awareness of the FAMPO and GWRC's STRAHNET facilities and routes in short-range planning activities:

    - Marine Corps Base (MCB) Quantico Route Secondary Route 619 and I-95
    - Fort Walker US 301 and I-95
    - Naval Support Facility (NSF) Dahlgren US 301

Funding	PL, 5303, STBG.
Planning Emphasis Areas	This task is focused on the short-range project level programming and TIP development processes and supports all planning emphasis areas (#1 - #8).
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, VRE, consultants, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.2 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	
$235,000	$29,375	$29,375	$55,580	$6,948	$6,948	$200,000		$563,225

4.3 Congestion Management

Description: FAMPO updated its CMP for the FAMPO region and integrated it into the 2050 LRTP effort using MAP-21 / IIJA Performance Based Planning and Programming requirements to the extent possible. INRIX and other available sources for traffic congestion data were used to enhance the CMP. Information and data are provided to interested parties online via the FAMPO website. FAMPO coordinated this effort with the ITS and operations agencies and staff within its planning area.

End Products:

1. Maintenance of the updated CMP's safety, ITS, and congestion mitigation strategies, the FAMPO CMP Performance Monitoring Program Tool which includes updated travel time indices, safety, and congestion hotspots, and development of recommendations for specific multimodal corridor improvements.
2. Continue to review transportation impacts as a result of the COVID-19 pandemic. Staff will monitor traffic and congestion data and report their analyses to committees on an ongoing basis.
3. Use transportation tools to reduce emissions, including through promoting the use of renewable energy in highway rights-of-way to tackle the Climate Crisis.
4. Consider projects and strategies that will:
    - Support the economic vitality of the metropolitan area.
    - Increase the safety of the transportation system for motorized and nonmotorized users.
    - Increase the accessibility and mobility of and for freight.
    - Protect and enhance the environment.
    - Promote energy conservation.
    - Improve the quality of life.
    - Promote consistency between transportation improvements and planned growth, housing, and economic development patterns.

Funding	Initiative will be funded with PL funding.
Planning Emphasis Areas	This task supports planning emphasis areas #1 Tackling the Climate Crisis, #4 Complete Streets, #5 Planning and Environmental Linkages, and #7 Data in Transportation Planning.
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, FHWA, FTA, local jurisdictions, and consultants.
Schedule	Ongoing throughout the fiscal year.

Task 4.3 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	**State Match**	**Local Match**	**Federal Funds**	**State Match**	**Local Match**	**Federal Funds**	**State Match**	
$14,000	$1,750	$1,750	$0	$0.00	$0.00	$0		$17,500

4.4 Public Participation

Description: Federal law and regulations require MPOs to provide equitable opportunities for the public to participate in the transportation planning process. These activities will keep FAMPO members and planning partners informed about key regional issues and trends, engage the public and stakeholders in development of plans and programs, and provide opportunities for meaningful input to the planning process.

End Products:

1. Substantially increase and maintain distribution database.
2. Distribute information to the public and stakeholders including notification of public participation opportunities and outreach findings.
3. Improve FAMPO website to facilitate public participation and information sharing.
4. Increase social media and virtual outreach activities.
5. Create informational materials to enhance public understanding and promote public involvement.
6. Develop and implement new methods and tools to increase public participation.
7. Analyze and report public feedback to staff, committee members, and other stakeholders.
8. Conduct virtual or in-person public outreach events at accessible locations.
9. Fulfill any translation service requests or needs.
10. Fulfill any FOIA requests.
11. Provide support for BPAC and CTAC operations and recruitment for open positions.
12. Maintain log of public involvement activities, efforts, and participation by month.
13. Document, evaluate and report on Title VI and other civil rights related statistics, efforts, and outcomes.
14. Complete Title VI, public engagement, and FOIA training and continue staff and committee educational offerings on equity and related topics.
15. Participate and support the Public Transit Advisory Board (PTAB), including PTAB's subcommittee, "Transportation for the Underserved," and Transportation Equity Coalition (TEC) committees.
16. Maintain the Community Engagement and Equity Plan including routine updates and administrative modifications.

17. Purchase marketing materials and items to spread awareness of FAMPO.
18. Prioritize outreach to the most vulnerable to climate impacts: underrepresented groups, low-income communities, communities of color, limited English proficient communities and individuals with disabilities with meaningful involvement in the decision-making process.
19. Provide the following stakeholders reasonable opportunities to comment on transportation decisions:
    - Transit operators
    - Carpool and vanpool program administrators
    - Representatives of users of pedestrian walkways and bicycle transportation facilities
    - Representatives of the disabled
    - Affordable housing organizations
20. Conduct an ADA, Underserved and Minorities needs assessment.

Funding	Initiative funded using PL funds.
Planning Emphasis Areas	This task supports planning emphasis areas #4 Complete Streets #5 Planning and Environmental Linkages, #6 Equity and Justice in Transportation Planning, #7 Data in Transportation Planning, #8 Public Involvement, and indirectly supports the other planning emphasis areas by enhancing public involvement in the planning process.
Participants	FAMPO staff (lead), FAMPO Committees, VDOT, local governments, stakeholders, consultants, and the public
Schedule	Ongoing throughout the fiscal year.

Task 4.4 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	
$21,000	$2,625	$2,625	$2,000	$250	$250	$0	$0	$28,750

4.5 Transportation Demand Management

Description: These activities address TDM planning by FAMPO staff for I-395 Commuter Choice Program and Healthy Generations Area Agency on Aging. This section includes other multimodal planning efforts not covered by the Long-Range System Level Planning or Short-Range Project Level Planning efforts.

End Products:

1. Participate in I-395 Commuter Choice and HGAAA meetings and activities.
    a. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the HGAAA with vehicle programming and planning for mobility-impaired persons.
2. Provide assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants.
3. Conduct data collection, analysis, and GIS support for the GWRideConnect Strategic Plan.
4. Work with DRPT, VDOT, OmniRide, VRE, AMTRAK, HGAAA, and GWRideConnect on regional TDM/Transit planning efforts and studies as necessary subject to available FAMPO staff resources.
5. Undertake other potential tasks identified by FAMPO staff or the Policy Committee.
6. Participate in Regional Commuter and VRE lot utilization surveys.
7. Work with partners to enhance land use planning that can make it possible to take fewer trips, or to walk and bike on those trips to help tackle the Climate Crisis.
8. Consider projects and strategies that will:
    - Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
    - Promote efficient system management and operation.
    - Emphasize the preservation of the existing transportation system.
    - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

Funding	Initiative will be funded with 5303 funding.
Planning Emphasis Areas	This task supports all planning emphasis areas (#1 - #8).
Participants	FAMPO staff (lead), FAMPO Committees, GWRideConnect staff, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.5 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	
$11,000	$1,375	$1,375	$9,000	$1,125.00	$1,125.00	$0		$25,000

4.6 Transit Planning

Description: These activities address the transit planning process and support of projects identified and prioritized by Fredericksburg Regional Transit (FRED) and all transit systems that connect in the region. This section also included multimodal planning efforts not covered by the Long-Range System Level Planning or Short-Range Project Level Planning efforts.

End Products:

1. Participate in FXBGO! Public Transit Advisory Board meetings and activities.
    a. Work cooperatively with FXBGO! on regional transit initiatives and projects.
2. Conduct planning, research, analysis, or GIS support for transit and transit operators in the region.
3. Incorporate costs for projects from the FAMPO Intraregional Multimodal East–West Mobility Study, Phase II Transit Report into the CLRP, TIP, and air conformity analysis with future updates.

4. Work with DRPT, VDOT, PRTC, VRE and FRED Transit on regional transit planning efforts and studies as necessary, subject to available FAMPO staff resources.
5. Work with localities to provide research and training for Transit Oriented Development (TOD) to be incorporated into local Land Use Plans and identify projects.
6. Undertake other potential tasks identified by FAMPO staff or the Policy Committee.
7. Advance Climate Equity with meaningful and language accessible communications with limited English proficiency and disability populations.
8. Consider projects and strategies based on a continuing and comprehensive transportation planning process that integrates housing, transportation, and economic development.

Funding	Initiative will be funded with 5303 funding.
Planning Emphasis Areas	This task supports all planning emphasis areas (#1 - #8).
Participants	FAMPO staff (lead), FAMPO Committees, FRED, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.6 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	
$0,00	$0.00	$0.00	$13,000	$1,625	$1,625	$0	$0	$16,250

4.7 Special Project Planning

Description: Includes allowance for special work activities related to non-recurring planning projects or those that do not fit easily into primary categories. FAMPO staff will work on projects as directed by the Policy Committee, and conduct research, investigate possible grant opportunities and submit grants for projects or studies, as well as liaise with state partners on special projects.

Research, document production and planning for a Regional Transportation Authority (RTA).

End Products:

1. RTA related documents.
2. Legal and consultation services
3. Research reports
4. Studies as directed by the FAMPO Policy Committee

Funding	Initiative will be funded with PL/5303 funding.
Planning Emphasis Areas	Tasks will support one or more of the planning emphasis areas, depending on the activity or activities funded.
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, NCRTPB, FHWA, OIPI, and the public.
Schedule	As necessary throughout the fiscal year.

Task 4.7 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	
$3,000	$375	$375	$4,493	$561.68	$561.68	$0		$9,367

4.8 FAMPO Administration

Description: This task supports the overall administration and management of FAMPO's continuous, cooperative, and comprehensive (3-C) metropolitan planning process to ensure that state and local planning partners maintain eligibility for the use of federal transportation funds for multimodal system improvements. Activities will provide for fiscally sound, organized, and efficient administration of the work program and budget in accordance with agreements with partner agencies and support FAMPO through preparation of agendas, presentations, minutes, and mailings for committee meetings.

End Products:

1. Production, correspondence, and documentation related to all FAMPO committee meetings and activities.
    a. Develop and distribute agendas, supporting materials, and minutes to FAMPO committees (Technical Advisory Committee, Citizen Transportation Advisory Committee, Bicycle and Pedestrian Committee, and Policy Committee).
    b. Host and prepare agendas for special committee meetings such as subcommittees or the FAMPO Executive Committee.
    c. Prepare and transmit to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.
    d. Host the Interagency Consultation Group (ICG) Conformity Meeting, including public outreach, when there is a comprehensive TIP amendment or amendments to the LRTP that trigger air conformity review.
2. Document public meetings and hearings conducted during FY25.
3. Document activities in support of transportation planning and informational requests.
4. Maintain an annual listing of projects obligated with federal funding consistent with MAP-21 and IIJA requirements.
5. Develop and implement a staff training program including exposure to state and national best practices, Complete Streets policies and best practices, as well as TDM modeling.

   a. Attend transportation conferences and planning/training courses as needed.
6. Implement state-of-the-art hardware and software to meet work requirements and client needs.
   a. Upgrade existing computer equipment, communications equipment, and software as required.
7. In coordination with FAMPO committees, issue task orders to on-call consultants as required. Work with GWRC as fiscal agent to issue notice to proceed letters.
8. Maintenance of the FY25 UPWP including quarterly reports.
   a. Process any amendments to the FY25 UPWP and follow FAMPO's CEEP, as well as federal and state regulations.
   b. Maintain correspondence and documentation of UPWP amendments.
9. Develop the FY26 UPWP.
10. Develop Planning (PL) and Section 5303 funding agreements and contracts.
   a. Prepare progress, financial, and associated supportive reports.
   b. Document correspondence related to the administration of Planning (PL), Section 5303, and STBG funds, including monthly Section 5303 progress reports.
11. Provide staff support to all FAMPO committees.
12. Coordinate activities with adjacent metropolitan planning organizations, planning districts, and other transportation planning organizations when necessary.
13. Update FAMPO MOUs and agreements as needed to satisfy federal and state requirements and FAMPO needs.
14. Transmit products and documents formally as specified in the NCRTPB Agreement.
15. Update project information regarding capacity changes for all new highways, high occupancy vehicle (HOV) lanes, and transit projects affecting travel modeling and air quality conformity for the Washington DC-VA-MD TMA in coordination with VDOT staff.
16. Provision of population, household, and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOG) Department of Community Planning as part of the Cooperative Forecasting Process.
17. Continue support for VAMPO through committee participation and attendance at Monthly

and quarterly meetings.

18. Comply with state and federal auditing requirements.
19. Process and manage all support activities associated with hiring non-citizen staff members including but not limited to immigration and visa requirements.
20. Maintain and update FAMPO committee bylaws as appropriate and with adequate public notice per bylaws requirements.
21. Provide training for Title VI and Limited English Proficiency (LEP) to FAMPO staff.

Funding	Each End Product funded with a combination of PL and 5303 funds.
Planning Emphasis Areas	This task indirectly supports all planning emphasis areas by providing the administration and support necessary to effectively manage the transportation planning process.
Participants	FAMPO staff, other MPOs/PDCs, Federal, State, and local agencies, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.8 Budget & Breakdown by Funding Source:

PL			5303			STBG		Grand Total
Federal Funds	**State Match**	**Local Match**	**Federal Funds**	**State Match**	**Local Match**	**Federal Funds**	**State Match**	
$103,199	$12,900	$12,900	$68,970	$8,621.25	$8,621.25	$0		$215,211

4.9 Contingency

Description: This task sets aside funds that are available to support any new projects or additional task activities in FY25 that are not already programmed in the UPWP. Use of Contingency funds will require an amendment to the UPWP, and approval of the FAMPO Policy Committee. End Products for this planning task will include studies, Smart Scale Preparation, research reports, consultant support, administered surveys and other research and planning related documents.

Funding	To be determined based on need.
Planning Emphasis Areas	To be determined based on need.
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.
Schedule	To be determined based on need

Task 4.9 Budget & Breakdown by Funding Source:

PL			5303			Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	
$0	$0	$0	$0	$0	$0	$0

5.0 Summary of Financials

FY25 Funding	PL*			5303***			STBG**		CMAQ		Grand Total
	Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	Federal Funds	State Match	
FY25 New Allocation	$393,401.22	$49,175.15	$49,175.15	$188,016.99	$23,502.12	$23,502.12	$0.00	$0.00	$0.00	$0.00	$726,772.76
Direct Carryover (5303)	$0.00	$0.00	$0.00	$26,027.00	$3,253.00	$3,253.00					$32,533.00
Deprogrammed	$116,676.00	$14,584.50	$14,584.50								$145,845.00
FY23 to FY25 Carryover Funds	$7,121.60	$890.20	$890.20	$0.00	$0.00	$0.00					$8,902.00
Previous							$160,000.00	$40,000.00	$0.00	$0.00	$200,000.00
Total	$646,498.53			$267,554.23			$200,000.00		$0.00		$1,114,052.76

*__**PL Funds Available:**__ The amount of PL funds available each fiscal year to the Recipient has three components: (1) **New Allocation**, (2) **Deprogrammed** funds from previous fiscal year and (3) **Carryover** funds.

1) The **New Allocation** is money that is new to the area for that fiscal year. The State's authorized PL funds are allocated to the urbanized area by the state's formula that considers air quality and population.
2) **Deprogrammed** funds are those in the current year that the Recipient requests to have released directly to the next year. (i.e. FY24 PL funds may be deprogrammed for use in FY24) This process is not automatic and is initiated by the Recipient with MPO approval.
3) **Carryover** funds is the amount of unexpended funds from two years prior to the program year. (i.e. - unexpended funds from FY23 will be carried over to FY25). This is an automatic process. Once PL funds are allocated to an area, they stay with the area and continue to be carried over; the MPO will not lose funds because they are unspent.

**STBG studies have been prioritized in the FAMPO CMAQ/STBG process. Breakdown by STBG line item is shown below in Section 5.2.

*** 5303 Funds: **Direct Carryover** funds is the amount of unexpended funds from one year prior to the program year. (i.e. - unexpended funds from FY24 will be carried over to FY25). This is an automatic process.

5.1 FAMPO Budget by Program Activity

FY25	PL			5303			STBG	
	Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal & State Funds	Grand Total
4.1	$130,000	$16,250	$16,250	$61,000	$7,625.00	$7,625.00	$0	$238,750
4.2	$235,000	$29,375	$29,375	$55,580	$6,948	$6,948	$200,000	$563,225
4.3	$14,000	$1,750	$1,750	$0	$0.00	$0.00	$0	$17,500
4.4	$21,000	$2,625	$2,625	$2,000	$250.00	$250.00	$0	$28,750
4.5	$11,000	$1,375	$1,375	$9,000	$1,125.00	$1,125.00	$0	$25,000
4.6	$0	$0	$0	$13,000	$1,625.00	$1,625.00	$0	$16,250
4.7	$3,000	$375	$375	$4,493	$561.68	$561.68	$0	$9,367
4.8	$103,199	$12,900	$12,900	$68,970	$8,621.25	$8,621.25	$0	$215,211
4.9	$0	$0	$0	$0	$0.00	$0.00	$0	$0
Total	$517,199	$64,650	$64,650	$214,043	$26,755	$26,755	$200,000	$1,114,053

5.2 FAMPO STBG Budget

STBG Funded Projects	UPC	Category	Previous + FY23 ProjectedLeftover Funding	FY24 Allocation	FY25 UPWP Budget	UPWP Program Activity
FAMPO River Crossing Parkway Pre-NEPA Alternatives Study (PEL)	123908	Study	$0	$600,000	$0.00	4.2
FAMPO STBG Set Aside	TBD	Planning	$0	$0	$0.00	

5.3 SS4A Budget (Federal Grant)

CMAQ Funded Projects	Federal Grant Identifying Number	Category	Previous + FY23 ProjectedLeftover Funding	FY24 Allocation	FY25 UPWP Budget	UPWP Planning Activity
SS4A Safety Action Plan Study	693JJ32340310	Study	0	$120,000	$0,000[7]	4.2

[7] Application to FHWA pending