

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



FISCAL YEARS 2015 - 2018
Adopted June 16, 2014



Fredericksburg Area Metropolitan Planning Organization

406 Princess Anne Street
Fredericksburg, Virginia 22401
540.373.2890

www.fampo.gwregion.org



TABLE OF CONTENTS

GWRC/FAMPO TITLE VI STATEMENT..... 2

INTRODUCTION TO FAMPO 3

MISSION STATEMENT..... 6

“3C” PLANNING PROCESS..... 6

INTRODUCTION TO FAMPO TRANSPORTATION IMPROVEMENT PROGRAM..... 7

TIP PROJECT SELECTION OVERVIEW 8

FAMPO COMMITTEES 11

PUBLIC INVOLVEMENT..... 11

AIR QUALITY PLANNING AND TRANSPORTATION CONFORMITY..... 13

PROJECT SUMMARY 15

GLOSSARY OF TERMS 16

HIGHWAY PROGRAM FUNDING TERMINOLOGY..... 18

FAMPO TIP FINANCIAL PLAN 19

FUNDING SOURCES..... 20

 Federal Highway Programs 20

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS..... 26

 Transit Funding Programs..... 26

FINANCIAL ASSUMPTIONS 28

 VDOT “Table C” 29

 DRPT “Table C” 30

FAMPO TIP PROJECT TABLE OF CONTENTS 31

GWRC/FAMPO TITLE VI 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.”

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FISCAL YEARS 2015 - 2018

INTRODUCTION TO FAMPO

A Metropolitan Planning Organization (MPO) is a regional planning entity created by federal law and is responsible for transportation planning and approval of federal transportation funding for an Urbanized Area (UZA) with over 50,000 inhabitants, as defined by the U.S. Census Bureau. MPOs provide a forum where local officials, public transportation providers and state agency representatives come together and cooperatively plan to meet a region's current and future transportation needs. The George Washington Regional Commission (GWRC), the Fredericksburg Region's Planning District Commission, acts as the fiscal agent and also staffs the MPO.

The Fredericksburg Area Metropolitan Planning Organization (FAMPO) was established in 1992 to carry out the regional transportation planning process in the metropolitan area. As the federally designated MPO, for the Fredericksburg Region, FAMPO is required to coordinate the transportation planning activities for the City of Fredericksburg as well as the Counties of Spotsylvania and Stafford. This includes the planning and programming of federal funds through the TIP. To ensure compliance, the FY 2015 – 2018 TIP was developed in adherence to the applicable Federal regulations associated with the current federal transportation act - Moving Ahead for Progress in the 21st Century (MAP-21).

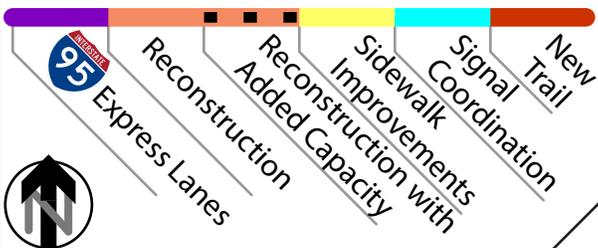
In the FAMPO Region there are approximately 31 miles of interstate highway (I-95); 133 miles of primary roadways (Routes 1,2,3,17, 208, 212); 1,349 miles of secondary roadways (600 level and above roadways) and 67 miles of urban streets (all roads in the City of Fredericksburg except for interstate and primary roadways).

As defined by federal transportation regulations, MPOs direct how and where available federal dollars for transportation improvements will be spent. The primary functions of the MPO are to:

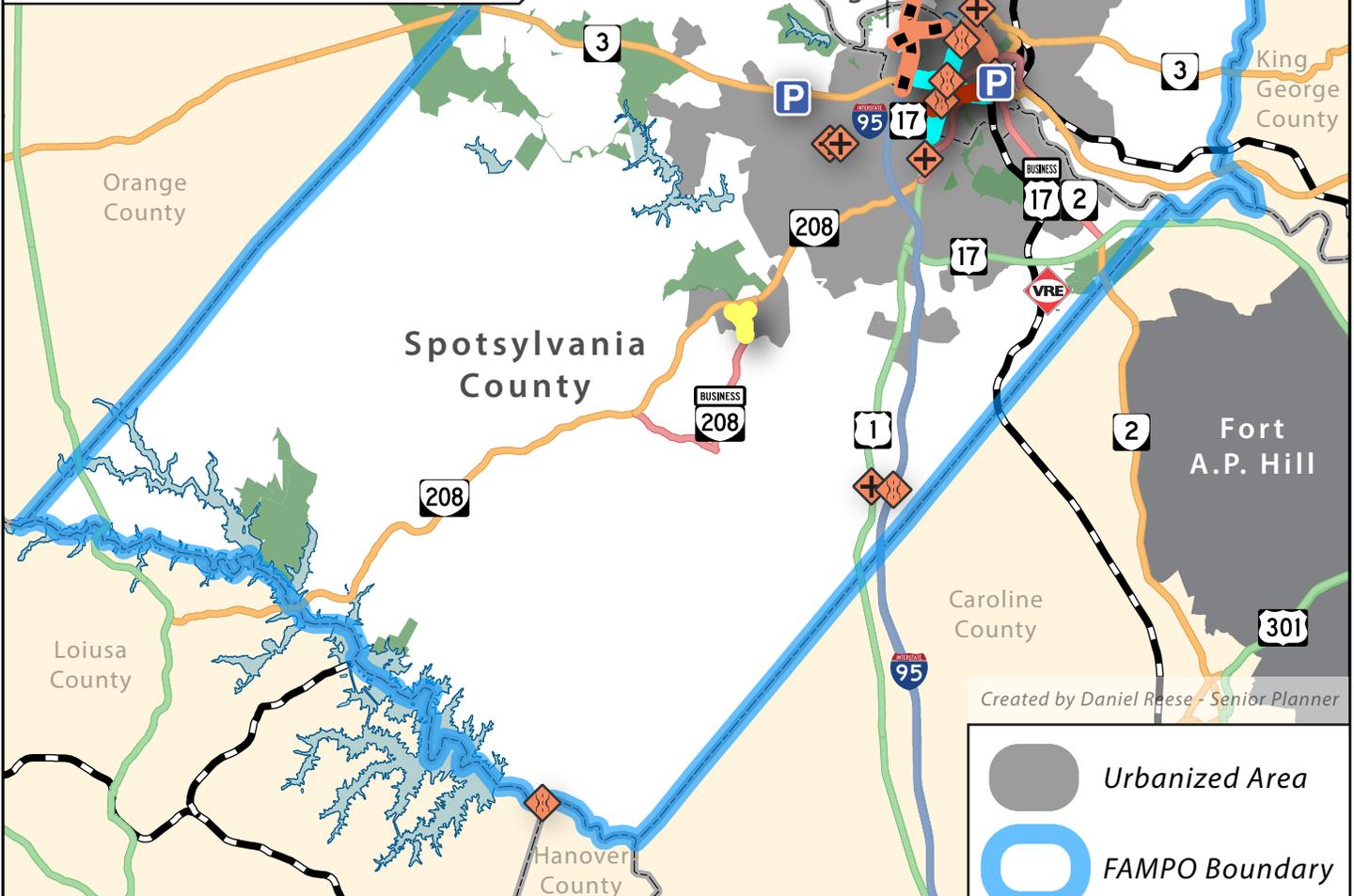
- Establish the goals, objectives and policies governing transportation planning in the region.
- Direct the preparation of, and adopt, the long-range and short-range strategies of the Transportation Plan (CLRP).
- Recommend projects for implementation through the adoption of the Transportation Improvement Program (TIP).
- Perform the air quality conformity determination for the Transportation Improvement Program (TIP).

2015-2018 TIP Project Map

-  Intersection Improvements
-  Bridge Replacements
-  Interchange Relocation
-  Spotsylvania VRE Station
-  Park and Ride Expansions



-  Express Lanes
-  Reconstruction
-  Reconstruction Added Capacity
-  Sidewalk Improvements
-  Signal Coordination
-  New Trail



Created by Daniel Reese - Senior Planner

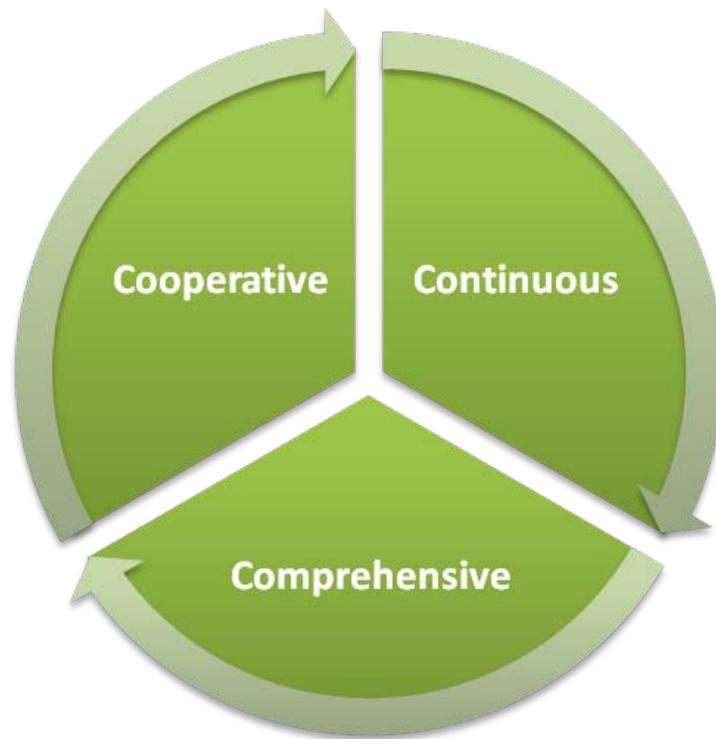
-  Urbanized Area
-  FAMPO Boundary
-  Railway Lines



MISSION STATEMENT

The Fredericksburg Metropolitan Area Planning Organization's (FAMPO) mission is to provide a cooperative, continuous and comprehensive ("3C") transportation planning process to build regional agreement on transportation investments. The goal is to create a multi-modal transportation network that balances roadway, public transit, bicycle, pedestrian, and other transportation needs. This network should support regional land use, economic, and environmental priorities as well as provide for the safe and efficient movement of people and goods. An 11-member policy committee that governs FAMPO is represented by FAMPO localities, the Virginia Department of Transportation, and the Potomac and Rappahannock Transportation Commission (PRTC).

"3C" Planning Process



INTRODUCTION TO FAMPO TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a financially constrained, four-year list of transportation projects programmed for the FAMPO area. The total cost of all TIP projects or project phases cannot exceed the amount of funding that is reasonably expected to be available during the period covered by the TIP. Federal law requires that in order to be constructed, federally funded transportation projects within a Metropolitan Planning Organization's (MPO) Study Area be included in the MPO'S TIP. The FAMPO approved TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which is submitted to the FHWA and FTA for approval. The TIP, which must be consistent with the current long-range transportation plan, identifies the near-term programming of federal transportation funds. Many of the projects listed in this TIP, which are receiving federal transportation funds, are also funded with state and local funds. *Projects that are funded solely with local or state funds are not included in this document, unless, they are considered Regionally Significant*¹. For a complete list of all projects and their funding sources/allocations in the FAMPO Region, please refer to the current [Virginia Department of Transportation Six Year Improvement Program \(SYIP\)](#).

The FAMPO TIP includes projects located in the City of Fredericksburg and the Counties of Spotsylvania and Stafford as well as projects of multi-regional and statewide importance. To create a more comprehensive project-funding document the TIP also includes projects of regional significance that may be funded through state, local and other non-federal sources. Inclusion of any project in the TIP indicates regional support but does not necessarily indicate approval by an individual local governing body.

The TIP is amended regularly and TIP Amendments are posted on the [FAMPO TIP webpage](#) shortly after they are adopted by the FAMPO Policy Committee. The TIP includes projects on the Interstate, Primary, Urban and Secondary Highway Systems. Also included are public transportation, and alternative transportation (i.e. bicycle and pedestrian) projects. The TIP may also include funding for planning and feasibility studies, preliminary engineering (PE) activities, environmental impact studies (EIS), and other eligible activities under Titles 23 and 49 of the United States Code of Federal Regulations.

¹ Per 23 C.F.R 450.104 – A regionally significant *project* means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation (40 CFR part 93)) that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

TIP PROJECT SELECTION OVERVIEW

Transportation projects selected to receive federal funding in the Transportation Improvement Program (TIP) for the FAMPO Area must be consistent with the current Regional Long-Range Transportation Plan (LTRP) as well as the Congestion Management Process (CMP).

The [FAMPO Long-Range Transportation Plan \(LRTP\)](#) serves as a long-term strategy for transportation improvement projects and strategies in the Region. The financially constrained portion of the plan outlines strategies and projects to be built using federal transportation funds over the next 20-25 years. The TIP services as the short-term implementation vehicle to the goals and objectives, strategies and projects contained in the LRTP. Projects in the TIP can also come from the strategies contained in FAMPO's [Congestion Management Process](#) (CMP), from the VDOT Six Year Improvement Program (SYIP), corridor studies, or other studies.

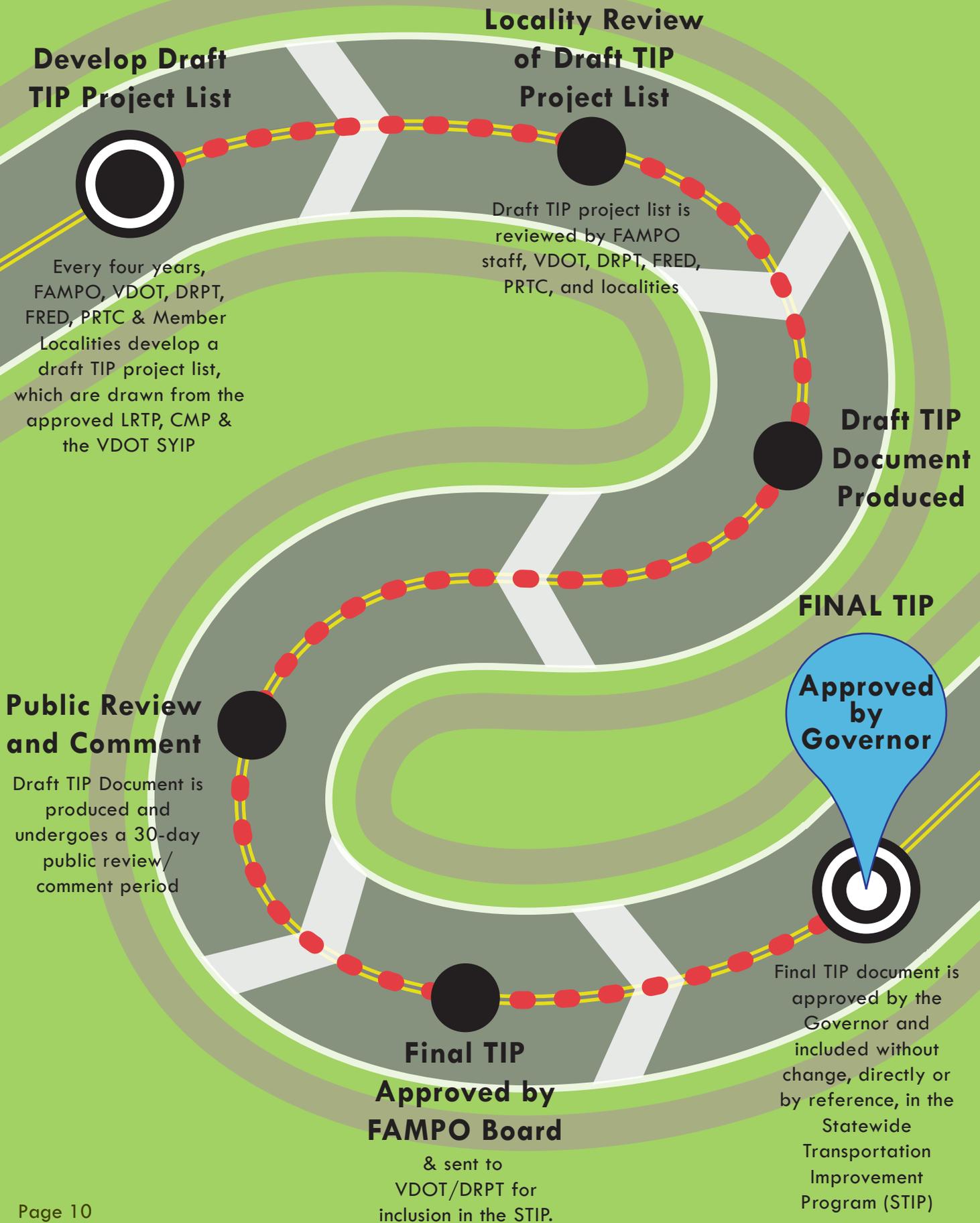
FAMPO has two sets of project prioritization methodologies that it uses to aid the FAMPO Policy Committee in establishing priorities for both the Constrained Long-Range Plan and the TIP. The Long-Range Plan prioritization methodology is focused primarily on highway projects (widening, new alignments and operational improvements) is based on the collective experience of other Metropolitan Planning Organizations and localities, the eight SAFETEA-LU/MAP-21 Federal Planning Factors, and the FAMPO Mission Statement. It considers factors such as: congestion relief, safety and security, environmental impacts, public and community support, funding and implementation considerations and smart growth/mobility. Please refer FAMPO's [Highway Project Prioritization Methodology](#) for more information and the full set of weighted factors.

While the prioritization methodology for the long-range plan is focused primarily on large-scale highway projects (widening, new alignments and operational improvements); the prioritization methodology used for selecting and programming FAMPO's CMAQ and RSTP funds (typically used to fund smaller-scale projects or to jumpstart a project phase) has a number of modules for different types of transportation investments (both capital and operating) that include transit/TDM, bicycle and pedestrian projects, ITS, intermodal connections, and intersection improvements. Please refer FAMPO's [CAMQ and RSTP Project Prioritization Methodology](#) for more information and the full set of weighted factors for each project category.

The procedure for selecting and prioritizing FAMPO's CMAQ and RSTP funded projects is conducted on a yearly basis and includes the development of candidate project lists for each project category by the FAMPO Technical Committee (FTC). A numeric rating procedure is used to rate each candidate project. The results of the ratings and project recommendations are reported to the FAMPO Policy Committee for funding consideration. The results of the project ratings based on established criteria are the basis of FTC recommendations. The FAMPO Policy Committee considers the recommendations from the FTC and selects the final recommended list of CMAQ and RSTP projects in coordination with the district CTB member. The projects are then for submitted to the Commonwealth Transportation Board for approval as part of the Six Year Improvement Program annually. Amendments to 23 USC funded projects, and in particular CMAQ and RSTP funded projects, must be approved by the Commonwealth Transportation Board. This project selection process, as outlined above, is consistent with 23 U.S.C section 134(j)(3)(5)a and CFR 450.330(b).

Ultimately, in the Commonwealth of Virginia, the Commonwealth Transportation Board (CTB) has the lead responsibility for selecting and programming all federal and state funded transportation projects. In Metropolitan Areas, the CTB works cooperatively with each MPO, VDOT, and the DRPT. Project recommendations are selected from the TIP or LRTP and are prioritized by the Fredericksburg MPO, and submitted to the Commonwealth Transportation Board for final approval for inclusion into the Virginia Six Year Improvement Program (SYIP).

TIP Development Process



FAMPO COMMITTEES

FAMPO is organized into three committees – the Policy Committee, the Fredericksburg Technical Committee (FTC), and the Transportation Advisory Group (TAG). All FAMPO meetings are open to the public and participation in the metropolitan transportation planning process is encouraged.

The Policy Committee (PC) is composed of two elected officials and the chief administrative officer of the City of Fredericksburg, and Stafford and Spotsylvania Counties. Representatives from the Potomac and Rappahannock Transportation Commission (PRTC) along with the Virginia Department of Transportation, designated by Virginia’s Secretary of Transportation, also serve as voting members. Non-voting members include representatives from Caroline and King George Counties, the Federal Highway Administration, the Federal Transit Administration, the Virginia Department of Rail and Public Transportation, and the Virginia Department of Aviation.

The FAMPO Technical Committee (FTC) is responsible for facilitating the technical portions of the “3-C” (continuing, comprehensive & cooperative) metropolitan planning process and uses its technical expertise to develop recommendations to assist the Policy Committee in the transportation planning decision-making process for the FAMPO Study Area. The Technical Committee consists of staff from the City of Fredericksburg, and Stafford and Spotsylvania Counties, and regional, state and federal transportation agencies. Representatives from Caroline and King George Counties and the Federal Highway Administration serve as non-voting members on the Technical Committee as well.

The Transportation Advisory Group (TAG) serves as FAMPO’s primary public outreach mechanism. Membership is composed of citizens representing the three FAMPO jurisdictions and at-large members representing various groups and/or organizations with an interest in transportation. The Policy Committee appoints each member for a one-year term. The purpose of the TAG is to provide comments, advice and recommendations to both the Policy and Technical Committees regarding transportation planning issues.

PUBLIC INVOLVEMENT

Public involvement is a critical element of all planning that is done in the George Washington Region. Such involvement ensures that the planning process conforms to the visions, goals, and objectives of the region. FAMPO seeks active and meaningful involvement of the public and interested parties in the development and update of transportation plans and programs, including the TIP.

Federal laws require the metropolitan planning process to be an open process and to provide opportunities for the public to participate. All FAMPO Policy Committee, FAMPO Technical Committee (FTC), and

Transportation Advisory Group (TAG) meetings are open to the public. Public comment periods are held during each of these meetings for citizens and other interested parties to comment on the TIP and other transportation matters.

The MPO's Public Participation Plan (PPP) provides guidelines and strategies on how the public and interested stakeholders will be involved in the development of the TIP. As directed by the FAMPO Public Participation Plan, a 30 day public comment period and a public hearing are held prior to adopting a new TIP, and are also held for major amendments that may be made to the TIP.

Complete documentation of all of the public participation efforts completed for the FY2015-2018 TIP can be found on the [FAMPO TIP webpage](#).

AIR QUALITY PLANNING AND TRANSPORTATION CONFORMITY

Effective June 15, 2004, the EPA classified the City of Fredericksburg and the Counties of Spotsylvania and Stafford as a moderate ozone nonattainment area under the 8-hour Ozone National Ambient Air Quality Standard (NAAQS). Subsequently and based on an improvement in ozone monitoring data, the Fredericksburg ozone nonattainment area was re-designated into attainment with the 8-hour ozone standard effective January 23, 2006. At that time, a State Implementation Plan (SIP) revision including a maintenance plan was approved that outlined how the region would continue to attain the 8-hour ozone standard over the next ten year period. Included in the maintenance plan are Motor Vehicle Emissions Budgets (MVEBs) that need to be used in transportation conformity determinations. Transportation conformity using the new MVEBs was last demonstrated on the Region's Fiscal Years 2012-2015 TIP and 2040 LRTP, and approved by Federal Highway Administration (FHWA), on March 29, 2013.

Prior to 2004, FAMPO's air quality planning activities had been limited to Stafford County's inclusion in the Northern VA-DC-MD severe 1-hour ozone nonattainment area. In order to comply with the transportation conformity regulations, FAMPO and the National Capital Region Transportation Planning Board (TPB) entered into an agreement to submit descriptions of Stafford's transportation projects to the TPB, so that they could be evaluated for conformity review. The 1-hour ozone standard, however, was superseded by the 8-hour ozone standard, and 2005 was the last year in which the Stafford project descriptions were required to be submitted to the TPB. However, coordination with TPB on air quality issues continues today.

In order to meet the EPA requirement that non-attainment areas be brought back into attainment with air quality standards, a State Implementation Plan (SIP) revision must be prepared for each affected region and submitted to the EPA by the Governor. In order to advise the Governor of the most appropriate air quality control measures to implement in this region, the George Washington Air Quality Committee (GWAQC) was formed. At the request of the governing bodies of the FAMPO local jurisdictions, the elected officials serving on FAMPO were also appointed to the GWAQC. Air quality personnel from the Virginia Department of Environmental Quality (VDEQ) serve as staff to the GWAQC.

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

In August 2004, FAMPO approved Interagency Consultation Procedures to address the consultation requirements in the Federal transportation conformity rule. These procedures also outline the membership of the Interagency Consultation Group (ICG), an entity that convenes to approve the models, methods, and assumptions that are used in regional transportation conformity determinations.

The transportation conformity rule requires that all transportation projects identified in FAMPO's TIP and LRTP be shown to conform prior to final approval and adoption. Only those projects determined to be regionally significant need to be explicitly included in the regional emissions analysis and modeled for conformity. The VDOT Environmental Division, utilizing project information and data approved by FAMPO and the ICG, prepare each conformity analysis on FAMPO's TIP and LRTP and present the results for FAMPO approval.

FAMPO's TIP and LRTP have been found to conform on each occasion that conformity was run, and Federal conformity findings were subsequently issued by FHWA. Any new or amended TIP or LRTP that adds or deletes regionally significant projects will be required to undergo a new conformity review as well.

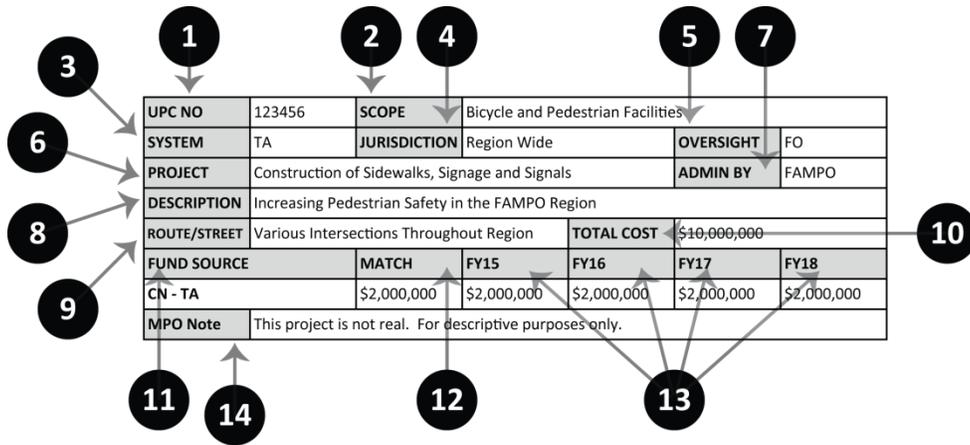
On May 21, 2012, EPA finalized a rule that designated the Fredericksburg region as in attainment for the 2008 ozone standard and revoked the 1997 ozone standard for purposes of transportation conformity. The attainment designation with the 2008 ozone standard became effective July 20, 2012, and the revocation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

PROJECT SUMMARY

Detailed project information appears for each project that currently receives federal funding through the Six-Year Improvement Program. The detailed information for each of these projects appears in chart format and is provided to the MPO by VDOT. Definitions for the numbered terms appear in the corresponding Glossary of Terms table. Project information will continue to appear if funding is still necessary for miscellaneous follow-up costs (e.g. utility relocation, miscellaneous bill payment, etc.). The TIP projects are contained in the section that follows the financial plan section. The next few pages provide an explanation of the project sheet format.

Projects in the TIP are classified into the project categories described below:

Project Category	Description
Interstate	Interstates are four-to-ten lane highways in Virginia. Interstates connect states and major cities. The projects listed in the Interstate section of the document describe interstate projects.
Primary Roads	Primary Roads are two-to-six-lane roads that connect cities and towns with each other and with interstates. The projects listed in the Primary Road section of the document describe projects on Primary Roads.
Secondary Roads	There are 47,993 miles of Secondary Roads in the state of Virginia. Secondary roads are local connector or county roads. These generally are numbered 600 and above.
Urban Roads	Urban roads are those that are located in cities, rather than counties. The projects listed in the Urban Road section of the document describe projects on Urban Roads in the MPO area, all of which are located in the City of Fredericksburg.
Transportation Alternatives	Transportation Alternatives projects include bicycle and pedestrian facility improvements, Safe Routes to School projects, as well as streetscape and beautification improvements and the historic preservation of transportation related buildings and structures.
Public Transit Projects	The Public Transit category includes projects being undertaken by Fredericksburg Regional Transit (FRED), Virginia Railway Express (VRE), and GWRideConnect for which federal funding allocations are planned.
Miscellaneous Projects	Miscellaneous category includes projects such as project specific and overall system planning and engineering studies, as well as projects that do not fit into the any of the other above categories.



GLOSSARY OF TERMS

Numbers correspond to location in figure above

1	Universal Project Code (UPC)	Number assigned to each project at its conception and remains with the project until completion.
2	Scope	Includes notes about the work to be covered by the project.
3	System	Indicates which system, program, or mode of transportation the project falls within: Interstate, Primary, Secondary, Urban, Public Transportation, Transportation Alternatives, or Miscellaneous.
4	Jurisdiction	The jurisdiction(s) in which the project will occur.
5	Federal Oversight Indicator (FO)	FO: Indicates Federal Oversight in the project construction contracting and management
	Non-Federal Oversight Indicator (NFO)	NFO: Indicates No Federal Oversight in the construction contracting and management issues and does not affect the standard environmental review process for transportation projects. All federally funded transportation projects must include the required environmental documents regardless of whether or not there is federal oversight in the construction contracting and management phase of a project.
6	Project Phase ²	Project Phase PE: Preliminary Engineering - Preliminary field survey, utility location, environmental/historical studies, road design alternatives, drawings, final field inspections and public hearings will be done. This process can take a few months to several years to complete.

² In certain cases the project phase listing will be succeeded with and “AC”. This abbreviation signifies Advance Construction. Please refer to page 17 for a definition of the Federal AC program.

		<p>RW: Right of Way - Negotiations with property owners take place, payments are made and arrangements with utility companies are finalized, to obtain the land necessary for the project.</p> <p>CN: Construction - Project is advertised to prospective contractors for bids. Once the bids are opened and a contract awarded, construction can begin.</p>																						
7	Admin By	Entity responsible for administering the project.																						
8	Description	Limits of the project.																						
9	Route/Street	Route Number/Local Street Name																						
10	Total Cost/Project Phase	The total estimated cost (TC). The cost estimate reflects the best overall estimate available at the time. Estimated costs begin as rough estimates usually based on historical data and are updated at critical stages (e.g. the final field inspection, as plans are more defined).																						
11	Fund Source	<p>FHWA funding sources are described below:</p> <p>Core Highway Formula Programs</p> <table border="0"> <tr> <td>NHPP</td> <td>National Highway Performance Program</td> </tr> <tr> <td>STP</td> <td>Surface Transportation Program (includes Regional STP funds or RSTP)</td> </tr> <tr> <td>HSIP</td> <td>Highway Safety Improvement Program</td> </tr> <tr> <td>CMAQ (CM)</td> <td>Congestion Mitigation & Air Quality Program</td> </tr> <tr> <td>PL</td> <td>Metropolitan Transportation Planning</td> </tr> <tr> <td>TA</td> <td>Transportation Alternatives</td> </tr> </table> <p>Other Highway Programs</p> <table border="0"> <tr> <td>ER</td> <td>Emergency Relief Program</td> </tr> <tr> <td>PNRS</td> <td>Projects of National or Regional Significance</td> </tr> <tr> <td>Ferry</td> <td>Construction of Ferry Boats and Terminals</td> </tr> <tr> <td>Federal Lands</td> <td>Includes: Tribal Transportation Program; Federal Lands Transportation Program; and Federal Lands Access Program</td> </tr> <tr> <td>TIFIA</td> <td>Transportation Infrastructure Finance & Innovation Act</td> </tr> </table>	NHPP	National Highway Performance Program	STP	Surface Transportation Program (includes Regional STP funds or RSTP)	HSIP	Highway Safety Improvement Program	CMAQ (CM)	Congestion Mitigation & Air Quality Program	PL	Metropolitan Transportation Planning	TA	Transportation Alternatives	ER	Emergency Relief Program	PNRS	Projects of National or Regional Significance	Ferry	Construction of Ferry Boats and Terminals	Federal Lands	Includes: Tribal Transportation Program; Federal Lands Transportation Program; and Federal Lands Access Program	TIFIA	Transportation Infrastructure Finance & Innovation Act
NHPP	National Highway Performance Program																							
STP	Surface Transportation Program (includes Regional STP funds or RSTP)																							
HSIP	Highway Safety Improvement Program																							
CMAQ (CM)	Congestion Mitigation & Air Quality Program																							
PL	Metropolitan Transportation Planning																							
TA	Transportation Alternatives																							
ER	Emergency Relief Program																							
PNRS	Projects of National or Regional Significance																							
Ferry	Construction of Ferry Boats and Terminals																							
Federal Lands	Includes: Tribal Transportation Program; Federal Lands Transportation Program; and Federal Lands Access Program																							
TIFIA	Transportation Infrastructure Finance & Innovation Act																							
12	Match	Most federal fund sources require a match of some sort; most often 80-20 i.e. the federal government reimburses 80% of the total cost. The match is shown in the TIP in the obligations section for informational purposes. The match can come from local, state or other sources.																						
13	Current and Future	The amount of funding which is obligated for the indicated year of work. A																						

Obligations	funding obligation is the spending authority that a state can spend and be reimbursed in each Federal Fiscal Year (FFY). An obligation represents a commitment from the Federal government to reimburse the state for the Federal share of a project’s eligible cost. This commitment occurs when the project is approved and the Federal government executes the project agreement.	
14	MPO Note	This section is reserved for additional information pertaining to a project. For instance, should a TIP project be amended then that information will be included here with details such as funding changes and the attached resolution number.

HIGHWAY PROGRAM FUNDING TERMINOLOGY

Highway Program Funding Terminology

Distribution	The notification of the availability of federal funds, usually for four years. The states do not actually receive federal money or project spending up front.
Apportionment	The distribution of funds to the states as prescribed by a statutory formula.
Allocation	An administrative distribution of funds (often for specific projects) under programs that do not have a statutory distribution formula.
Reimbursement	Occurs once a project is approved, work is started, costs are incurred, and the state submits a voucher to FHWA.
Contract Authority	A type of budget authority that is available for obligation even without an appropriation.
Obligation	Of contract authority for a project by FHWA legally commits the federal government to reimburse the state for the federal share of the project.
Limitations on Obligations	Known as Oblim or Oblimit, is used to control annual FHWA spending in place of an appropriation. The Oblim sets a limit on the total amount of contract authority that can be obligated in a single fiscal year.
Advance Construction (AC)	Advance construction (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. For more information on the AC program, visit the FHWA Innovative Program Delivery webpage

FAMPO TIP FINANCIAL PLAN

23 CFR 450.324(h) requires the inclusion of a fiscally constrained financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. TIP projects or project phases are required to be consistent with the metropolitan long range plan and must be fully funded in the TIP. To the extent that funding is available or shall be reasonably available, priority projects or phases have been cooperatively selected for inclusion in this TIP. VDOT, VDRPT, FRED and the MPO have cooperatively developed financial forecasts for the TIP based on the latest official planning assumptions and estimates of revenue(s) and cost(s). The financial information is given by funding category for the projects listed and expected to be implemented during the 4-year period beginning Fiscal Year 2015. It should be noted that only funding for the current fiscal years have actually been committed. Subsequent years are estimates of funds that are reasonably expected to be available.

Some projects listed in the TIP may show \$0 for planned obligations. There are several reasons this may occur and include:

- Project is complete; awaiting closeout
- Project has funding from previous years
- Subsequent phases beyond 4 years
- Information only, funding being pursued
- Project to be funded from a project grouping category ³

When a project shows \$0 for planned obligations; please refer to the MPO Note located in the final row of the project entry. This will give insight as to why no obligations are shown.

³ 23 C.F.R. 450.324(f) - Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In nonattainment and maintenance areas, project classifications must be consistent with the "exempt project" classifications contained in the EPA transportation conformity regulation (40 CFR part 93). In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP

FUNDING SOURCES

Federal Highway Programs

The United States Congress annually appropriates the funds available through the US Department of Transportation, specifically through FHWA and FTA. The Moving Ahead for progress in the 21st Century (MAP-21) has authorized funding levels for Fiscal Years 2013 and 2014.

For financial constraint purposes, funding levels as estimated by the FHWA for FYs 2013 and 2014 were used. Please refer to the following web page for further details on MAP-21 funding and apportionments. (<http://www.fhwa.dot.gov/map21/funding.cfm>). The Commonwealth of Virginia was apportioned \$981,362,913 and \$982,180,040 for fiscal years 2013 and 2014, respectively. More detail on how the estimated revenues for the Commonwealth of Virginia as a whole will be distributed is available in the Virginia Department of Transportation (VDOT's) Fiscal Year (FY) 2015-2018 Statewide Transportation Improvement Program (STIP).

The FY15-18 TIP federal funding summary tables (Table C) are located on pages 26 & 27, with page 26 being the VDOT projects fiscal constraint table and page 27 containing the DRPT projects fiscal constraint table. Table C summarizes the committed and estimated revenue amounts for FY 2015-2018 in the FAMPO Region. The table includes expenditures and estimated revenues expected for each funding source and shows that the program is financially constrained by year. The financial summary tables are based on total funds available, which include annual allocations of funds including state and local matching dollars. These revenue sources are all reasonably expected to be made available and committed to the project phase during the programmed year of the TIP. The following sections provide a general and brief overview of the federal funding sources used by FAMPO in developing the TIP.

CORE FEDERAL HIGHWAY FORMULA PROGRAMS

National Highway Performance Program (NHPP; §1106)

NHPP has become the largest of the restructured federal-aid highway programs, with authorizations of \$21.8 billion for FY2013 and \$21.9 billion for FY2014. The program supports improvement of the condition and performance of the National Highway System, combining the former Interstate Maintenance Program, the National Highway System Program, and the Highway Bridge Program's on-system component. NHPP includes projects to achieve national performance goals for improving infrastructure condition, safety, mobility, or freight movement, consistent with state or metropolitan planning; construction, reconstruction, or operational improvement of highway segments; construction, replacement, rehabilitation, and preservation of bridges, tunnels, and ferry boats and ferry facilities; inspection costs and the training of inspection personnel for bridges and tunnels; bicycle transportation infrastructure and pedestrian walkways; intelligent transportation

systems; and environmental restoration, as well as natural habitat and wetlands mitigation within NHS corridors. If Interstate System and NHS bridge conditions in a state fall below the minimum conditions established by the Secretary of Transportation, certain amounts of funds would be transferred from other specified programs in the state. NHPP funds may be used for Appalachian Development Highway System projects with no state match.

Surface Transportation Program (STP; §1108)

STP remains the federal-aid highway program with the broadest eligibility criteria. Funds can be used on any federal-aid highway, on bridge projects on any public road, on transit capital projects, on non-motorized paths, and on bridge and tunnel inspection (including inspector training), and planning. MAP-21 authorized \$10 billion for FY2013 and \$10.1 billion for FY2014. Although Transportation Enhancements are funded under the new Transportation Alternatives program, these types of projects can also be funded under STP if a state wishes. MAP-21 also allows STP funds to be used for Appalachian Development Highway System Projects with no state match. Half of each state's STP funds are to be distributed within the state based on population. The remainder may be spent anywhere in the state. MAP-21 included a special rule allowing some STP funds reserved for rural areas to be used on minor collector roads, which would otherwise be ineligible for federal funds.

Highway Safety Improvement Program (HSIP; §1112)

HSIP remains largely as it was under SAFETEA-LU, supporting projects that improve the safety of road infrastructure by correcting hazardous road locations, such as dangerous intersections, or making road improvements such as adding rumble strips. HSIP is funded at \$2.39 billion for FY2013 and at \$2.41 billion for FY2014. The Rail-Highway Grade Crossing Program was continued through a \$220 million annual set-aside.

Congestion Mitigation and Air Quality Program (CMAQ; Section 1113)

Under Map-21, CMAQ is authorized at roughly \$2.21 billion for FY2013 and \$2.23 billion for FY2014. Eligibility was expanded to include demand-shifting projects such as telecommuting, ridesharing, and value/congestion pricing.

(CMAQ) funds are used for projects that reduce criteria air pollutants regulated from transportation-related sources. CMAQ funded projects are geared towards the reduction of pollutants such as ozone, carbon monoxide/dioxide and airborne particulate matter. Eligible projects include transit improvements, traffic flow improvements, ride-sharing programs, pedestrian and bicycle improvements, vehicle inspection and maintenance programs, diesel retrofits, travel demand management etc.

Transportation Alternatives Program (TA; §1122): Transportation Enhancements/Non-Motorized Transportation Alternatives

In MAP-21, Congress changed the Transportation Enhancements program and other non-motorized transportation programs, compromising between the positions of groups that wanted more funding for these programs and groups that wanted to eliminate these programs entirely. The compromise eliminated certain types of activities from the list of eligible transportation enhancements, renamed the transportation enhancements group of activities “Transportation Alternatives,” and combined this group of activities with the former Recreational Trails and Safe Routes to Schools programs under one umbrella program called Transportation Alternatives (TA). TA fund also may be used for “planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.” TA is a set-aside from each state’s NHPP, STP, HSIP, CMAQ, and Metropolitan Planning apportionments amounting to roughly 2% of total highway funding. The amount available to each state is equal to the amount the state was required to set aside for Transportation Enhancements in FY2009. MAP-21 reduced the total amount set aside for these programs, from \$1.2 billion in FY2011 to \$809 million in FY2013 and \$820 million in FY2014.

There is no specific funding level for any of the programs within this group. States are required to allocate 50% of the funds to local entities for obligation. If states do not obligate the remaining 50% of funding, they then may use these funds for any TA- or CMAQ-eligible projects once the unobligated amount accumulates to 100% of the state’s annual TA set-aside.

MAP-21 also makes bicycle facilities and pedestrian walkways eligible expenses under the National Highway Performance Program, the Surface Transportation Program; and the Highway Safety Improvement Program.

Transferability among the Core Programs (§1509)

MAP-21 permits states to transfer up to 50% of any apportionment to any other apportionment program. However, no transfers are permitted of funds that are sub-allocated to areas by population (such as STP) or of Metropolitan Planning funds.

OTHER HIGHWAY PROGRAMS

Emergency Relief (ER) Program

Section 1107 clarifies eligibility criteria regarding roads and bridges damaged by natural disasters or catastrophic failures from an external cause. Roads already closed to traffic or already scheduled for the construction phase in the approved statewide transportation improvement plan at the time of the disaster are not eligible for ER funds. It also reiterates that ER funds can only be used on federal-aid highways. Within two years of a natural disaster or catastrophic failure, the state must apply and provide a comprehensive list of all eligible project sites and repair costs. The total cost of an ER project may not exceed the cost of repair or reconstruction of a comparable facility. The U.S. territories may not receive more than \$20 million in a single fiscal year. Section 1508 allows the 180-day emergency period during which the federal government pays 100% of repair costs to be adjusted for time lost due to lack of access to damaged facilities. Also, 90% federal share may be allowed at the discretion of the Secretary of Transportation if the cost to repair exceeds the annual state apportionment under 23 U.S.C. 104.14 FEMA, not FHWA, will fund debris removal for major disasters declared under the Stafford Act. In the past, ER funds were often used for first-pass debris removal on disaster-impacted federal-aid highways. Under Map-21, the Emergency Relief program is authorized at \$100,000,000 annually for FY2013 and FY2014.

Territorial and Puerto Rico Highway Program

Section 1114 funds the Puerto Rico and Territorial Highway programs at \$150 million and \$40 million annually, respectively, for both FY2013 and FY2014.

Appalachian Development Highway System Program (ADHS)

MAP-21 eliminates the ADHS as a freestanding program, incorporates its eligibilities into NHPP and STP, and provides for a 100% federal share for ADHS projects to encourage spending from these programs to complete the system. Within one year of enactment, each state represented on the Appalachian Regional Commission is to establish a plan for completion of the designated corridors within the state, including performance targets and a target completion date. In addition, to encourage states with significant uncompleted ADHS route miles to maintain their efforts toward completion, MAP-21 requires that if a state's estimated cost to complete its unfinished portion of the ADHS exceeds 15% of the total cost to complete of the entire system's unfinished mileage, then the state's completion plan may not reduce the state's obligated funds for the ADHS for any subsequent fiscal year.

Projects of National and Regional Significance (PNRS)

Section 1120 establishes a program similar to the program of the same name in SAFETEA. Budget authority, not contract authority, of \$500 million is provided for FY2013. This discretionary program would require an appropriation before funds could be made available. The purpose is to fund critical high-cost surface transportation infrastructure projects that are difficult to complete with existing funding but would generate national and regional economic benefits, increase global competitiveness, reduce congestion, improve

roadways vital to national energy security, improve the movement of freight and people, and improve transportation safety.

Construction of Ferry Boats and Ferry Terminal Facilities

Section 1121 changes the existing Title 23 discretionary Ferry Boats and Ferry Terminal Facilities Program into a formula program that includes no set-asides for specific states, as became the practice under the discretionary program. MAP-21 provides the program with \$67 million annually for FY2013 and FY2014. The funding is to be apportioned according to this formula: 20% based on a ferry system's total passengers for the most recent fiscal year relative to the number of passengers carried by all ferry systems; 45% based on the number of vehicles carried per day by the system relative to the number of vehicles carried by all systems; and 35% based on the total route miles serviced by the ferry system relative to the total route miles serviced by all ferry systems. Ferry boats and ferry facilities would also be eligible for formula funds under the National Highway Performance Program.

Federal Lands and Tribal Transportation Programs

Section 1119 restructures several programs to create the Federal Lands and Tribal Transportation Program. The new program has three main components:

- The Tribal Transportation Program, authorized at \$450 million annually, replaces the Indian Reservation Roads Program;
- The Federal Lands Transportation Program, authorized at \$300 million annually, combines the Park Roads and Parkways Program and the Refuge Roads Program;
- The Federal Lands Access Program, authorized at \$250 million annually, replaces the Public Lands Highways Program.

The Tribal Transportation Program uses a new statutory formula for distributing some of the funds among tribes. This formula, to be phased in over four years beginning in FY2013, is based partly on road mileage and tribal population and partly on the relative need and population factors used under SAFETEA. MAP-21 also authorizes the Tribal High Priority Projects Program to fund a tribe's most important projects that cannot be completed with a regular annual allocation or for a project which is the result of an emergency or disaster. This is a new discretionary program, but compares with a set-aside from the former Indian Reservation Roads Program. MAP-21 authorizes \$30 million from the general fund for this program for FY2013 and FY2014.

Funding for the Federal Lands Access Program is allocated among the states by a formula that takes into account the amount of federal land, the number of recreational visitors, the number of miles of federal roads, and the number of federally owned bridges. From the funding for the Federal Lands Transportation Program \$240 million is made available to the National Park Service and \$30 million to the Fish and Wildlife Service.

The remaining funding will be allocated among three other federal land management agencies, the Forest Service, the Corps of Engineers, and the Bureau of Land Management.

Tolling

Law previous to MAP-21 allowed tolling of non-Interstate federal-aid highways. However, toll free Interstate Highways, other than bridges or tunnels, could be converted to toll roads only under a pilot program limited to three projects. No states have applied to use tolls to fund new Interstate routes under the Interstate System Construction Toll Pilot Program, but some states are adding express toll lanes to existing roads and imposing congestion pricing under the Express Lanes Demonstration Program and the Value Pricing Pilot Program. MAP-21 allows for the construction of totally new Interstate Highways as toll roads, essentially mainstreaming the Interstate System Construction Toll Pilot Program. It also allows for the addition of toll lanes on an existing Interstate Highway as long as the total number of “free” lanes is not reduced. The act eliminates the long-standing requirement that a toll agreement be executed with the FHWA prior to tolling a facility under the mainstream tolling programs. The act requires that by October 1, 2016, all federal-aid highway toll facilities implement interoperable tolling technology.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program

The TIFIA program provides secured loans, loan guarantees, and lines of credit for major surface transportation projects. Loans must be repaid with a dedicated revenue stream, typically a project related user fee. MAP-21 greatly enlarges TIFIA by increasing its funding from \$122 million annually to \$750 million in FY2013 and \$1 billion in FY2014. The U.S. DOT estimates that after administrative costs and application of the obligation limitation it will have \$690 million for credit subsidy support in FY2013 and \$920 million in FY2014. Assuming an average subsidy cost of 10%, this may provide DOT with the capacity to lend \$6.9 billion in FY2013 and \$9.2 billion in FY2014. MAP-21 also increases the maximum share of project costs that TIFIA may provide from 33% to 49%, thereby lowering the share of nonfederal resources leveraged with federal loans.

FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

The Federal Transit Administration (FTA) funds and supports locally planned and operated public mass transit systems throughout the United States. The FTA, through the Virginia department of Rail and Public Transportation (DRPT) funds entities such as the Virginia Railway Express (VRE), Fredericksburg Regional Transit (FRED), and the Rappahannock Area Agency on Aging (RAAA). Transit is important to any urbanized area. It provides affordable mobility and reduces congestion on area roadways thus increasing the quality of life in surrounding areas.

The public transit provisions of MAP-21 are contained in Division B, the Federal Public Transportation Act (FPTA) of 2012. Like MAP-21 as a whole, the FPTA authorizes funds for the remainder of FY2012 and for FY2013 and FY2014. Moreover, like MAP-21 as a whole, the transit provisions simplify the structure of the public transit program, eliminate discretionary programs in favor of formula programs, and introduce performance management.

Transit Funding Programs

For federal transit programs, MAP-21 authorizes \$10.578 billion in FY2013 and \$10.695 billion in FY2014, slight increases in nominal terms from the \$10.458 billion in FY2012. About 80% of the 20% authorized is to come from the general fund. Please refer to the following web page for further details on FTA MAP-21 funding and apportionments.

<http://www.fta.dot.gov/grants/12853.html>

Section 5303, 5304 – Metropolitan and Statewide Planning: Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding. MAP-21 funds the 5303 Program at \$50,292,446 and \$106,570,979 for 2013 and 2014, respectively. The 5304 Program is funded for \$10,505,966 in 2013 and \$22,910,721 in 2014.

Section 5307 – Urbanized Area Formula Grants: This program provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion. The 5307 program is funded at \$2,290,545,383 and \$4,833,448,449 for 2013 and 2014, respectively.

Section 5309 - Fixed Guideway Capital Investment Grants: Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones. The 5309 program is funded at \$922,674,753 and \$1,923,508,620 for 2013 and 2014, respectively.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities: This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. The 5310 program is funded at \$122,075,929 and \$257,464,692 for 2013 and 2014, respectively.

Section 5312 – Research, Development, Demonstration and Deployment Grants: To support research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality. MAP-21 funds the 5312 program at \$17,801,050 and \$43,000,000 for 2013 and 2014, respectively.

Section 5314 – Technical Assistance & Standards Development: Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. MAP-21 funds the 5314 program at \$5,000,000 for 2014.

Section 5337 – State of Good Repair Grants: A new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. The 5337 program is funded at \$1,021,160,042 and \$2,150,118,711 for 2013 and 2014, respectively.

Section 5339 – Bus and Bus Facilities: Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. MAP-21 funds the 5339 program at \$171,659,194 and \$427,800,000 for 2013 and 2014, respectively.

FINANCIAL ASSUMPTIONS

The TIP financial plan is federally required to include only committed and/or reasonably expected to be available transportation funding sources. [In air quality nonattainment or maintenance areas, projects in the first two years are limited to those for which funds are available or committed.] The estimates on funding sources and costs are based on reasonable financial principles and recent information. The financial estimates for both revenues and costs are given in year of expenditure dollars, and reflect growth and inflation factors. VDOT costs estimates are from the VDOT Project Cost Estimating System. For projects not administered by the state, cost estimates are from developed cooperatively through VDOT, the MPO and the responsible local government entity. Maintenance and construction program financial planning assumptions used for the FY2015-2018 TIP are consistent with assumptions and distribution methodology used for the 2040 Long Range Transportation Plan (LRTP).

It should be noted that project funding is shifted and added to the TIP frequently in the form of TIP Amendments. For the most up-to-date information, please consult [FAMPO's TIP webpage](#) for the latest TIP document as well as TIP Amendments.

**TABLE C : Fredericksburg MPO
FEDERAL FUNDING CATEGORIES
FISCAL CONSTRAINT BY YEAR**

Highway Projects
FFY 2015 - 2018

Fund Source	FFY 2015		FFY 2016		FFY 2017		FFY 2018		TOTAL	
	Projected Obligation Authority	Planned Obligation								
Federal										
BR/BROS	\$3,253	\$3,253	\$335,778	\$335,778	\$82,723	\$82,723	\$537,891	\$537,891	\$959,645	\$959,645
CMAQ (2)	\$3,670,388	\$3,670,388	\$2,208,779	\$2,208,779	\$3,375,608	\$3,375,608	\$2,709,062	\$2,709,062	\$11,963,837	\$11,963,837
EB/MG	(\$1,148,540)	(\$1,148,540)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1,148,540)	(\$1,148,540)
EN	\$2,742,745	\$2,742,745	\$0	\$0	\$0	\$0	\$0	\$0	\$2,742,745	\$2,742,745
NHPP	\$716,222	\$716,222	\$901,444	\$901,444	\$1,893,616	\$1,893,616	\$28,702,988	\$28,702,988	\$32,214,270	\$32,214,270
NHS	(\$125,000)	(\$125,000)	\$0	\$0	\$0	\$0	\$0	\$0	(\$125,000)	(\$125,000)
RSTP (2)	\$1,187,284	\$1,187,284	\$731,335	\$731,335	\$695,917	\$695,917	\$1,003,103	\$1,003,103	\$3,617,639	\$3,617,639
STP	\$5,235,075	\$5,235,075	\$1,800,000	\$1,800,000	\$1,828,724	\$1,828,724	\$0	\$0	\$8,863,799	\$8,863,799
TAP	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000
Subtotal -- Federal	\$12,781,427	\$12,781,427	\$5,977,336	\$5,977,336	\$7,876,588	\$7,876,588	\$32,953,044	\$32,953,044	\$59,588,395	\$59,588,395
Other										
Non-Federal	\$0	\$0	\$2,230,913	\$2,230,913	\$0	\$0	\$5,070,653	\$5,070,653	\$7,301,566	\$7,301,566
State Match	\$1,745,983	\$1,745,983	\$735,028	\$735,028	\$1,017,880	\$1,017,880	\$928,041	\$928,041	\$4,426,932	\$4,426,932
Subtotal -- Other	\$1,745,983	\$1,745,983	\$2,965,941	\$2,965,941	\$1,017,880	\$1,017,880	\$5,998,694	\$5,998,694	\$11,728,498	\$11,728,498
Total	\$14,527,410	\$14,527,410	\$8,943,277	\$8,943,277	\$8,894,468	\$8,894,468	\$38,951,738	\$38,951,738	\$71,316,893	\$71,316,893
Federal - ACC (1)										
BR	\$120,000	\$120,000	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$520,000	\$520,000
CM	\$0	\$0	\$0	\$0	\$0	\$0	\$249,600	\$249,600	\$249,600	\$249,600
NHPP	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	\$600,000
Subtotal -- Federal -	\$720,000	\$720,000	\$400,000	\$400,000	\$0	\$0	\$249,600	\$249,600	\$1,369,600	\$1,369,600
Multiple MPOs - Federal (3)										
IM	\$8,441,815	\$8,441,815	\$0	\$0	\$0	\$0	\$0	\$0	\$8,441,815	\$8,441,815
NHPP	\$337,500	\$337,500	\$0	\$0	\$0	\$0	\$0	\$0	\$337,500	\$337,500
NHS	\$15,739,179	\$15,739,179	\$0	\$0	\$0	\$0	\$0	\$0	\$15,739,179	\$15,739,179
Subtotal -- Multiple	\$24,518,494	\$24,518,494	\$0	\$0	\$0	\$0	\$0	\$0	\$24,518,494	\$24,518,494
Statewide - Federal (4)										
NHPP	\$19,712,685	\$19,712,685	\$7,354,945	\$7,354,945	\$7,807,695	\$7,807,695	\$7,457,301	\$7,457,301	\$42,332,626	\$42,332,626
NHS	(\$10,127,823)	(\$10,127,823)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10,127,823)	(\$10,127,823)
Subtotal -- Statewide -	\$9,584,862	\$9,584,862	\$7,354,945	\$7,354,945	\$7,807,695	\$7,807,695	\$7,457,301	\$7,457,301	\$32,204,803	\$32,204,803
Maintenance - Federal (5)										
BR/BROS	\$5,136,676	\$5,136,676	\$5,992,789	\$5,992,789	\$6,848,901	\$6,848,901	\$6,848,901	\$6,848,901	\$24,827,267	\$24,827,267
STP	\$9,660,836	\$9,660,836	\$9,070,588	\$9,070,588	\$7,573,747	\$7,573,747	\$8,521,777	\$8,521,777	\$34,826,948	\$34,826,948
Subtotal --	\$14,797,512	\$14,797,512	\$15,063,377	\$15,063,377	\$14,422,648	\$14,422,648	\$15,370,678	\$15,370,678	\$59,654,215	\$59,654,215

- (1) ACC -- Advance Construction -- Funding Included in Federal Category based on year of AC Conversion.
- (2) CMAQ/RSTP includes funds for TRANSIT projects.
- (3) Multiple MPO Category - Funding to be obligated in Multiple MPO Regions.
- (4) Statewide Category - Funding to be obligated Statewide for projects as identified.
- (5) Maintenance Projects - Funding to be obligated for maintenance projects as identified.

Description:							
Fredericksburg Transit							
	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	Total FY 2015-2018	
FTA 5307	-	2,306	1,402	1,402	1,402	FTA 5307	6,512
FTA 5310	-	-	-	-	-	FTA 5310	-
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5339	-	-	-	-	-	FTA 5339	-
JARC	-	-	-	-	-	JARC	-
New Freedom	-	-	-	-	-	New Freedom	-
Flexible STP	-	120	360	768	240	Flexible STP	1,488
Other Federal	-	-	-	-	-	Other Federal	-
State	-	682	703	754	688	State	2,827
Local	-	2,096	1,909	1,960	1,894	Local	7,859
Revenues	-	488	488	488	488	Revenues	1,952
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
Totals	-	5,692	4,862	5,372	4,712		20,638
Rappahannock Area Agency on Aging							
	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	Total FY 2015-2018	
FTA 5307	-	-	-	-	-	FTA 5307	-
FTA 5310	-	448	284	242	242	FTA 5310	1,216
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5339	-	-	-	-	-	FTA 5339	-
JARC	-	-	-	-	-	JARC	-
New Freedom	-	113	-	-	-	New Freedom	113
Flexible STP	-	-	-	-	-	Flexible STP	-
Other Federal	-	-	-	-	-	Other Federal	-
State	-	82	82	82	82	State	328
Local	-	121	51	41	41	Local	254
Revenues	-	5	5	5	5	Revenues	20
CMAQ	-	-	-	-	-	CMAQ	-
Totals	-	769	422	370	370		1,931
Fredericksburg MPO							
	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	Total FY 2015-2018	
FTA 5307	-	2,306	1,402	1,402	1,402	FTA 5307	6,512
FTA 5310	-	448	284	242	242	FTA 5310	1,216
FTA 5311	-	-	-	-	-	FTA 5311	-
FTA 5314	-	-	-	-	-	FTA 5314	-
FTA 5339	-	-	-	-	-	FTA 5339	-
JARC	-	-	-	-	-	JARC	-
New Freedom	-	113	-	-	-	New Freedom	113
Flexible STP	-	120	360	768	240	Flexible STP	1,488
Other Federal	-	-	-	-	-	Other Federal	-
State	-	764	785	836	770	State	3,155
Local	-	2,217	1,960	2,001	1,935	Local	8,113
Revenues	-	493	493	493	493	Revenues	1,972
CMAQ	-	-	-	-	-	CMAQ	-
RSTP	-	-	-	-	-	RSTP	-
Totals	-	6,461	5,284	5,742	5,082		22,569

PROJECT LISTING

The Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) each provide FAMPO with an initial project list to be included in the TIP. However, the TIP is a living document that is continually updated on a regular basis. FAMPO, VDOT, and DRPT staff work together to regularly update, amend and improve upon the document in order to ensure it echoes the most accurate and up to date financial project information. FAMPO and VDOT also work to eliminate projects from the programming system when they are completed or when they are deemed no longer relevant. If the completed or antiquated projects have leftover funding attached, the funds are then re-allocated to other regional priorities.

Project Listings by Page

Interstate Projects	35
UPC 13558: Courthouse Road Interchange Relocation (I-95 Exit 140).....	35
UPC 101595: Rappahannock River Crossing Project.....	35
UPC 102711: I-95 HOV/HOT Lanes Project PPTA Development & Management Oversight..	35
UPC 101557: I-95 Rest Area Access & Route 3 Connector Road.....	36
UPC 104924: I-95 Four Lane & Shoulder Widening.....	36
UPC 103019: I-95 HOV/HOT Lanes Early Works – Federal Eligible Activity.....	36
UPC 102710: Public Contribution for I-95 HOV/HOT Lanes Project.....	36
UPC 103106: I-95 HOV/HOT Lanes Construction.....	37
UPC 103020: I-95 HOV/HOT Lanes Early Works – Non-Federal (Unless Financial Close).....	37
UPC 103222: I-95 HOV/HOT Lanes Debt Service.....	37
UPC 70849: I-95/I-395 Preliminary Engineering Studies.....	38
Primary Projects	39
UPC 71774: Route 17 Reconstruction.....	39
UPC 100456: US-1 Widening (BRAC).....	39
UPC 57044: Intersection Improvements – Routes 1, 17 & 218 (Falmouth Intersection).....	39
UPC 93136: Intersection Improvements – Routes 1 & 606 (Morris-Mudd Tavern Rds).....	40
Secondary Projects	41
UPC 4632: Route 630 Widening (Courthouse Road).....	41
UPC 51845: Route 620 Reconstruction (Harrison Road).....	41

UPC 93225: Route 610 Left Turn Lanes To & From Onville Road.....	41
UPC 105463: Route 606 Reconstruction (Mudd Tavern Road)	42
UPC 105464: Route 606 Widening (Mudd Tavern Road).....	42
UPC 87764: Lease Commuter Parking Spaces	42
UPC 100448: Gordon Road Commuter Parking Expansion	43
UPC 97552: Staffordboro Boulevard Commuter Parking Expasion.....	43
Urban Projects	44
UPC 88699: Fall Hill Avenue Bridge & Approaches, Reconstruction & Widening	44
UPC 90077: Jefferson Davis Highway Bridge over Rappahannock Canal.....	44
Transportation Alternatives Projects	45
UPC 91238: Construction of Sidewalks, Signage & Bus Stops	45
Public Transportation Projects	46
UPC 93066: Spotsylvania Commuter Rail Station.....	46
Miscellaneous Projects.....	47
UPC 102987: City of Fredericksburg Parking Structure	47
UPC 90268: FAMPO CLRP Planning Assistance	47
UPC 103685: GWRideConnect/TDM Assistance	47
UPC 81378: Districtwide Roadway Safety Assessment	48
UPC 102626: Public Involvement Activities	48
Project Grouping Financial Summary	49
Project Groupings	52
Construction: Bridge Rehabilitation/Replacement/Reconstruction.....	52
UPC 100444: Replace Route 1 Bridge Over Hazel Run	52
UPC 102936: Replace Route 1 Bridge Over Potomac Creek.....	52
UPC 81501: Replace Route 658 Bridge	52
UPC 100829: Replace Route 606 Bridge Over I-95 & Roadway Improvements.....	52
UPC 90077: Replace Route 1 Bridge Over Rappahannock Canal.....	52
UPC 85956: Replace Route 1 Bridge Over Route 3.....	52
Construction: Safety/ITS/Operational Improvements	52
UPC 93975: Regional Land Use Scenario Planning	52
UPC 104691: Districtwide Signal Clearance Interval Study – Preliminary Engineering Only..	52

UPC 91856: Congestion Mitigation System & Project Definitions 52

UPC 100439: Lafayette Boulevard & Kenmore Avenue Roundabout..... 52

UPC 100451: Route 1 Signal Optimization 52

UPC 100449: Turn Lane Improvements at Route 1 and Potomac Creek Drive..... 53

UPC 100450: Route 3 Signal Optimization 53

UPC 104923: Route 3 Commuter Parking Lot Study..... 53

UPC 104690: Districtwide Signal Upgrades..... 53

UPC 104687: Route 620 Signal & Median Modification..... 53

UPC 100600: Install Traffic Signal Routes 620 & 1284..... 53

UPC 77409: Improvements to Centreport Parkway & Ramoth Church Road 53

UPC 100662: Route 616 Poplar Road Intersection Improvements..... 53

UPC 97188: Safe Routes To School – Thompson Middle School Sidewalk Construction 53

UPC 100459: Princess Anne Street Improvements – Phase 2..... 53

Construction: Transportation Enhancement/Byway/Non-Traditional 53

UPC 105210: Virginia Central Railway Trail – Area 3 53

UPC 56436: Provide Pedestrian Facilities Linking Each of the County Facilities 53

UPC 17570: Belmont/ Ferry Farm Trail 53

Maintenance: Preventive Maintenance and System Preservation 54

UPC T14713: Fredericksburg Preventive Maintenance and System Preservation..... 54

Maintenance: Preventive Maintenance for Bridges 54

UPC T14712: Fredericksburg Preventive Maintenance for Bridges 54

Maintenance: Traffic and Safety Operations 54

UPC T14711: Fredericksburg Traffic and Safety Operations 54

Transit: Vehicles..... 54

UPC 93065: Replacement Buses for FREDericksburg Regional Transit..... 54

DRPT Projects..... 55

FREDericksburg Regional Transit..... 55

FRT0001: Operating Assitance 55

FRT0002: Replacement Rolling Stock 55

FRT0003: Bike Racks, ITS, or Miscellaneous Equipment 55

FRT0004: Expansion Rolling Stock..... 55

FRT0005: Bus Rehabilitation/Renovation	55
FRT0007: Furniture and Fixtures.....	55
FRT0008: Construction of 5-Bus Transfer.....	55
FRT0009: Preventive Maintenance	55
FRT0010: Purchase Support Vehicles	55
FRT0011: FRED Real-Time Customer/Operations Information.....	55
Rappahannock Area Agency on Aging	55
RAAA002: New Freedom Program.....	55
RAAA003: Paratransit Vehicles	55

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Interstate

UPC NO	13558	SCOPE	Relocation			
SYSTEM	Interstate	JURISDICTION	Stafford County	OVERSIGHT	FO	
PROJECT	RTE 95 - Relocation of Interchange			ADMIN BY	VDOT	
DESCRIPTION	At Route 630					
ROUTE/STREET	95			TOTAL COST	\$184,462,063	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
CN	Federal NHPP	\$0	\$0	\$0	\$0	\$26,508,305
CN - AC	Federal AC	\$0	\$0	\$83,157,458	\$0	\$0
Total		\$0	\$0	\$83,157,458	\$0	\$26,508,305
MPO Note						

UPC NO	101595	SCOPE	Other			
SYSTEM	Interstate	JURISDICTION	FAMPO-Wide	OVERSIGHT		
PROJECT	Rappahannock River Crossing Project			ADMIN BY		
DESCRIPTION	Improvements to US-17 and Rte.-3 Interchanges with CD Lanes and new bridges across Rappahannock River					
ROUTE/STREET	95			TOTAL COST	\$200,000,001	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE - AC	Federal AC	\$0	\$499,999	\$0	\$0	\$0
RW - AC	Federal AC	\$0		\$40,000,000	\$0	\$0
Total		\$0	\$499,999	\$40,000,000	\$0	\$0
MPO Note						

UPC NO	102711	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	I-95 HOV/HOT Lanes Project PPTA Develop & Mgmt. Oversight			ADMIN BY	VDOT	
DESCRIPTION	From: Garrisonville Rd. to 1 Mile North of Edsall Rd. (28 Miles)					
PROGRAM NOTE						
ROUTE/STREET	95			TOTAL COST	\$72,590,472	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE	Federal-NH	\$0	(\$26,909,687)	\$0	\$0	\$0
CN	Federal-NH	\$0	\$16,781,864	\$0	\$0	\$0
	Federal-NHPP	\$0	\$15,636,635	\$0	\$0	\$0
CN Total		\$0	\$32,418,499	\$0	\$0	\$0
CN AC	Federal-AC	\$0	\$47,662,349	\$0	\$0	\$0
MPO Note	Funds added via FAMPO Resolution 12-24					

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Interstate

UPC NO	101557	SCOPE	Preliminary Engineering			
SYSTEM	Interstate	JURISDICTION	Northern Virginia District-Wide	OVERSIGHT	FO	
PROJECT	I-95 Rest Area Access and Rte 3 Connector Road			ADMIN BY	Locally	
DESCRIPTION	From: I-95 (Virginia Welcome Center) To: Intersection of Rte 3 and SC-627					
PROGRAM NOTE	Child UPC linked to Parent UPC 70849					
ROUTE/STREET	95			TOTAL COST	\$168,554	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-NH	\$0	\$0	(\$31,446)	\$0	\$0
	Total		\$0	(\$31,446)	\$0	\$0
MPO Note						

UPC NO	104924	SCOPE	Reconstruction with Added Capacity			
SYSTEM	Interstate	JURISDICTION	Fredericksburg District-Wide	OVERSIGHT	FO	
PROJECT	I-95 Four Lane & Shoulder Widening			ADMIN BY	VDOT	
DESCRIPTION	From: I-95 Exit 143 To: I-95 MM 136					
PROGRAM NOTE	PE Only					
ROUTE/STREET	95			TOTAL COST	\$130,000,000	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Other	\$0	\$0	\$2,230,913	\$0	\$0
	Total	\$0	\$0	\$2,230,913	\$0	\$0
MPO Note						

UPC NO	103019	SCOPE	Reconstruction with Added Capacity			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	I-95 HOV/HOT Lanes Early Works - Federal Eligible Activity			ADMIN BY	VDOT	
DESCRIPTION	From: Garrisonville Rd. to 1 Mile North of Edsall Rd. (28 Miles)					
ROUTE/STREET	95			TOTAL COST	\$17,152,230	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE-AC	Federal-AC		\$17,152,230			
CN-AC	Federal-AC		(\$17,152,230)			
MPO Note						

UPC NO	102710	SCOPE	Reconstruction with Added Capacity			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	Public Contribution for I-95 HOV/HOT Lanes Project			ADMIN BY	VDOT	
DESCRIPTION	From: Garrisonville Rd. to 1 Mile North of Edsall Rd. (28 Miles)					
ROUTE/STREET	95			TOTAL COST	\$39,843,038	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
CN-AC	Federal-AC		(\$11,450,000)			
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Interstate

UPC NO	103106	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	FO
PROJECT	I-95 HOV/HOT Lanes Construction				ADMIN BY	VDOT
DESCRIPTION	From: Garrisonville Rd. to 1 Mile North of Edsall Rd. (28 Miles)					
ROUTE/STREET	95				TOTAL COST	\$840,088,052
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE AC	Federal-AC		(\$13,097,757)			
RW-AC	Federal-AC		(\$275,000)			
CN- AC	Federal-AC		(\$11,194,704)			
MPO Note	Funds added via FAMPO Resolution 12-24					

UPC NO	103020	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	FO
PROJECT	I-95 HOV/HOT Lanes Early Works-Non-Fed (Unless Finance Close)				ADMIN BY	VDOT
DESCRIPTION	From: Garrisonville Rd. to 1 Mile North of Edsall Rd. (28 Miles)					
ROUTE/STREET	95				TOTAL COST	\$25,554,732
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE AC	Federal-AC		\$25,554,732			
CN- AC	Federal-AC		(\$25,554,732)			
MPO Note						

UPC NO	103222	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Interstate	JURISDICTION	Statewide		OVERSIGHT	FO
PROJECT	I-95 HOV/HOT Lanes Debt Service				ADMIN BY	VDOT
DESCRIPTION	From: Garrisonville Rd. to 1 Mile North of Edsall Rd. (28 Miles)					
ROUTE/STREET	95				TOTAL COST	\$112,939,620
FUND SOURCE		Match	FY15	FY16	FY17	FY18
CN	Federal-AC Conversion		\$4,076,050	\$7,354,945	\$7,807,695	\$7,457,301
CN- AC	Federal-AC		\$97,878,528			
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Interstate

UPC NO	70849	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Interstate	JURISDICTION	Statewide	OVERSIGHT	FO	
PROJECT	I-95/395 Preliminary Engineering Studies			ADMIN BY	VDOT	
DESCRIPTION	From: Garrisonville Rd. To: 1 Mile North of Edsall Rd.					
PROGRAM NOTE	Paerent UPC linked with child UPCs 95382 and 101557					
ROUTE/STREET	95			TOTAL COST	\$46,035,391	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-IM	\$937,979	\$8,441,815			
	Federal NH	\$0	\$15,770,625			
	Federal-NHPP	\$84,375	\$337,500			
PE Total		\$1,022,354	\$24,549,940			
PE AC	Federal-AC		\$10,140,445			
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Primary

UPC NO	71774	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Primary	JURISDICTION	Stafford County	OVERSIGHT	VDOT	
PROJECT	Route 17 Reconstruction			ADMIN BY	VDOT	
DESCRIPTION	From: 0009 Mi South of McLane Dr. To: 0.196 Mi. North of Stafford Lakes Parkway (2.0880 Miles)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate					
ROUTE/STREET	US-17			TOTAL COST	\$47,171,795	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-EB	(\$30,000)	(\$120,000)			
	Federal-MG	(\$207,200)	(\$828,799)			
	Federal-NH	\$0	(\$125,000)			
PE-Total		(\$237,200)	(\$1,073,799)	\$0	\$0	\$0
MPO Note						

UPC NO	100456	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Primary	JURISDICTION	Stafford County	OVERSIGHT	NFO	
PROJECT	US-1 Widening (BRAC)			ADMIN BY	VDOT	
DESCRIPTION	From:Telegraph Rd. North Intersection. To: Prince William County Line (3.3 Mi)					
PROGRAM NOTE	All funding obligated based on current allocations/estimate					
ROUTE/STREET	US-1			TOTAL COST	\$76,269,386	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal RSTP	\$59,766	\$239,063	\$0	\$0	\$0
PE-AC	Federal AC	\$1,040,234	\$4,160,937	\$0	\$0	\$0
	Total	\$1,100,000	\$4,400,000	\$0	\$0	\$0
MPO Note						

UPC NO	57044	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Stafford County	OVERSIGHT	VDOT	
PROJECT	Intersection Improvements (Routes 1,17 & 218)			ADMIN BY	VDOT	
DESCRIPTION	To increase capacity for turning movements and through traffic at the Falmouth Intersection (Roues 1, 17 and 218)					
ROUTE/STREET	US-1/17 & VA-218			TOTAL COST	\$24,528,934	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
RW	Federal-MG	(\$62,500)	(\$250,000)	\$0	\$0	\$0
	Federal-STP/F	(\$24,562)	(\$98,249)	\$0	\$0	\$0
RW Total		(\$87,062)	(\$348,249)	\$0	\$0	\$0
CN	Federal-CM	\$898,156	\$294,450	\$396,636	\$2,020,668	\$880,871
	Federal-STP/F		\$999,974		\$1,828,724	
CN Total		\$898,156	\$1,294,424	\$396,636	\$3,849,392	\$880,871
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Primary

UPC NO	93136	SCOPE	Safety			
SYSTEM	Primary	JURISDICTION	Spotsylvania County	OVERSIGHT	VDOT	
PROJECT	Intersection Improvements - Routes 1 & 606			ADMIN BY	VDOT	
DESCRIPTION	Construct left turn lanes on Route 1 (north and southbound) and improve right turn lanes on Route 1 onto Morris and Mudd Tavern Road.					
ROUTE/STREET	US-1 & Rte. 606			TOTAL COST	\$5,997,993	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE	Federal-CM	\$10,000	\$40,000	\$0	\$0	\$0
RW	Federal-CM	(\$10,000)	(\$40,000)	\$0	\$0	\$0
CN-AC	Federal-AC	\$0	(\$1,456,592)	\$0	\$0	\$0
Total		\$0	(\$1,456,592)	\$0	\$0	\$0
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Secondary

UPC NO	4632	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Stafford County	OVERSIGHT	VDOT	
PROJECT	Route 630 (Courthouse Road) Widening			ADMIN BY	VDOT	
DESCRIPTION	From: 0.10 Mi West of Route 628 To: 0.22 Mi West of Route 732					
ROUTE/STREET	630	TOTAL COST		\$29,970,888		
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE-AC	Federal-AC	\$97,928	\$391,701	\$35,674	\$0	\$0
CN-AC	Federal-AC	\$4,115,506	\$0	\$16,462,024	\$0	\$0
Total		\$4,213,434	\$391,701	\$16,497,698	\$0	\$0
MPO Note						

UPC NO	51845	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Spotsylvania County	OVERSIGHT	NFO	
PROJECT	Route 620 (Harrison Road) Reconstruction			ADMIN BY	VDOT	
DESCRIPTION	From: 0.10 Mi West of Route 1 Intersection To: 0.232 Mi West of Route1 & 620 Intersection					
ROUTE/STREET	620	TOTAL COST		\$22,011,363		
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE	Federal-HSIP	\$0	\$1,267,205	\$0	\$0	\$0
RW	Federal-CM	\$711,159	\$430,510	\$453,356	\$398,089	\$1,562,679
	Federal-HSIP	\$0	\$732,795	\$0	\$0	\$0
	Federal-RSTP	\$243,515	\$0	\$451,711	\$322,477	\$199,871
RW-Total		\$954,674	\$1,163,305	\$905,067	\$720,566	\$1,762,550
RW-AC	Federal-AC	\$794,382	\$3,177,528	\$0	\$0	\$0
CN-AC	Federal-AC	\$1,793,334	\$0	\$7,173,335	\$0	\$0
MPO Note						

UPC NO	93225	SCOPE	Reconstruction w/ Added Capacity			
SYSTEM	Secondary	JURISDICTION	Stafford County	OVERSIGHT		
PROJECT	Route 610 Left Turn lanes to & from Onville Rd.			ADMIN BY	VDOT	
DESCRIPTION	From: 0.219 mi West of Route 641 (Onville Rd.) To: 0.091 Mi East of Route 641					
ROUTE/STREET	610	TOTAL COST		\$13,406,238		
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE	Federal-CM	\$20,167	\$80,666	\$0	\$0	\$0
RW	Federal-CM	(\$1)	(\$2)	\$0	\$0	\$0
CN	Federal-CM	\$647,834	\$2,205,709	\$385,625	\$0	\$0
	Federal-RSTP	\$48,380	\$193,519	\$0	\$0	\$0
CN Total		\$696,214	\$2,399,228	\$385,625	\$0	\$0
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Secondary

UPC NO	105463	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Secondary	JURISDICTION	Spotsylvania County	OVERSIGHT	NFO	
PROJECT	Route 606 (Mudd Tavern Rd) Reconstruction			ADMIN BY	VDOT	
DESCRIPTION	To widen roadway to 4 lanes and construct 2 double lane roundabouts					
ROUTE/STREET	606			TOTAL COST	\$9,250,000	
FUND SOURCE	Match	FY15	FY16	FY17	FY18	
	\$0	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	\$0	
Total	\$0	\$0	\$0	\$0	\$0	
MPO Note	\$800,000 of previous secondary formula funds allocated to project.					

UPC NO	105464	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Secondary	JURISDICTION	Spotsylvania County	OVERSIGHT	NFO	
PROJECT	Route 606 (Mudd Tavern Rd) Widening			ADMIN BY	VDOT	
DESCRIPTION	To widen roadway to 4 lanes					
ROUTE/STREET	606			TOTAL COST	\$12,500,000	
FUND SOURCE	Match	FY15	FY16	FY17	FY18	
	\$0	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	\$0	
Total	\$0	\$0	\$0	\$0	\$0	
MPO Note	\$100,000 of previous secondary formula funds allocated to project.					

UPC NO	87764	SCOPE	Transit			
SYSTEM	Secondary	JURISDICTION	FAMPO-Wide	OVERSIGHT	NFO	
PROJECT	Lease Commuter Parking Spaces			ADMIN BY	Locally	
DESCRIPTION						
ROUTE/STREET				TOTAL COST	\$454,592	
FUND SOURCE	Match	FY15	FY16	FY17	FY18	
PE	Federal CM	\$12,069	\$12,600	\$35,674	\$0	\$0
PE AC	Federal AC	\$48,850	\$0	\$195,399	\$0	\$0
Total		\$60,919	\$12,600	\$231,073	\$0	\$0
MPO Note	Lease Commuter Parking Space in support of GWRIdeConnect					

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Secondary

UPC NO	100448	SCOPE	Public Transportation			
SYSTEM	Secondary	JURISDICTION	Spotsylvania County	OVERSIGHT	VDOT	
PROJECT	Gordon Rd. Commuter Parking Expansion			ADMIN BY	VDOT	
DESCRIPTION	Provide additional commuter parking at the Gordon Rd. Commuter Lot					
ROUTE/STREET	N/A			TOTAL COST	\$8,315,497	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE	Federal-STP/F	\$0	\$446,397			
RW	Federal-STP/F	\$0	(\$1,313,408)			
RW-AC	Federal-AC	(\$133,235)	(\$532,941)			
CN	Federal-CM	\$5,000	\$20,000			
	Federal-STP/F	\$0	\$867,011			
CN Total		\$5,000	\$867,011	\$0	\$0	\$0
CN-AC	Federal-AC	\$672,248	\$2,688,993			
MPO Note						

UPC NO	97552	SCOPE	Public Transportation			
SYSTEM	Public Transit	JURISDICTION	Stafford County	OVERSIGHT		
PROJECT	Staffordboro Blvd. Commuter Parking Expansion			ADMIN BY	VDOT	
DESCRIPTION	Provide additional commuter parking in support of HOT/HOV Lanes.					
ROUTE/STREET	N/A			TOTAL COST	\$12,929,020	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
Total		\$0	\$0	\$0	\$0	\$0
MPO Note	All funds allocated in previous years. Project currently under construction.					

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Urban

UPC NO	88699	SCOPE	Reconstruction w/Added Capacity			
SYSTEM	Urban	JURISDICTION	City of Fredericksburg	OVERSIGHT	VDOT	
PROJECT	Fall Hill Ave Bridge & Approaches, Reconstruction & Widening			ADMIN BY	VDOT	
DESCRIPTION	From:0.12 Mi West of Gordon Shelton Blvd. To: 0.03 Mi West of Rappahannock Canal Bridge					
ROUTE/STREET	Fall Hill Ave. (U000)			TOTAL COST	\$44,400,450	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE	Federal-EB	\$12,565	\$50,259	\$0	\$0	\$0
	Federal-RSTP	\$57,481	\$229,923	\$0	\$0	\$0
	Federal-STP/F	\$19,540	\$78,159	\$0	\$0	\$0
PE Total		\$89,586	\$358,341	\$0	\$0	\$0
MPO Note						

UPC NO	90077	SCOPE	Bridge Replacement w/out Added Capacity			
SYSTEM	Urban	JURISDICTION	City of Fredericksburg	OVERSIGHT	VDOT	
PROJECT	Jeff Davis Bridge over Rappahannock Canal (structure # 1802)			ADMIN BY	VDOT	
DESCRIPTION	Replace US-1 Bridge over Rappahannock Canal					
ROUTE/STREET	US-1			TOTAL COST	\$6,429,097	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
MAP-21 RSTP		\$0	\$0	\$0	\$0	\$758,444
CTB Formula		\$0	\$0	\$0	\$0	\$3,121,221
Total		\$0	\$0	\$0	\$0	\$3,879,665
MPO Note	\$600,00 of previous Federal Bridge funds & \$1,949,432 of CTB Formula funds allocated to					

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

TA/Enhancements

UPC NO	91238	SCOPE	Bicycle & Pedestrian Facilities			
SYSTEM	TA	JURISDICTION	Stafford County	OVERSIGHT	VDOT	
PROJECT	Construction of Sidewalks, Signage and Bus Stops			ADMIN BY	VDOT	
DESCRIPTION	From: Rte 1 & Rte 630 To: Rte 687 Hope Rd. (0.24 Mi)					
ROUTE/STREET	Jefferson davis Hwy. (US-1)			TOTAL COST	\$5,004,834	
FUND SOURCE		Match	FY15	FY16	FY17	FY18
PE	Federal-	(\$171,123)	(\$684,492)	\$0	\$0	\$0
RW	Federal-STP/EN	\$287,580	\$1,150,320	\$0	\$0	\$0
CN	Federal-STP/EN	\$22,096	\$88,383	\$0	\$0	\$0
	Federal-TAP/F	\$125,000	\$500,000	\$0	\$0	\$0
CN Total		\$147,096	\$588,383	\$0	\$0	\$0
CN-AC	Federal-AC	\$223,717	\$894,866			
MPO Note						

UPC NO	93066	SCOPE	Public Transportation			
SYSTEM	Public Transit	JURISDICTION	Spotsylvania County	OVERSIGHT	VDOT	
PROJECT	Spotsylvania Commuter Rail Station			ADMIN BY	Spotsylvania Co.	
DESCRIPTION	Construct Parking Area for Spotsylvania VRE Station					
ROUTE/STREET	N/A			TOTAL COST	\$14,865,363	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-CM	(\$145,585)	(\$582,339)	\$0	\$0	\$0
RW	Federal-CM	\$145,585	\$582,339	\$0	\$0	\$0
CN	Federal-AC	\$2,296,838	\$9,187,350	\$0	\$0	\$0
	Total	\$2,296,838	\$9,187,350	\$0	\$0	\$0
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Miscellaneous Projects

UPC NO	102987	SCOPE	Preliminary Engineering			
SYSTEM	Misc.	JURISDICTION	City of Fredericksburg	OVERSIGHT	NFO	
PROJECT	City of Fredericksburg Parking Structure			ADMIN BY	Locally	
DESCRIPTION	Construct Parking Structure for VRE Commuters					
ROUTE/STREET	N/A			TOTAL COST	\$100,000	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-CM	\$20,000	\$0	\$0	\$0	\$80,000
		\$0	\$0	\$0	\$0	\$0
	Total	\$20,000	\$0	\$0	\$0	\$80,000
MPO Note						

UPC NO	90268	SCOPE	Preliminary Engineering			
SYSTEM	Misc.	JURISDICTION	FAMPO-Wide	OVERSIGHT	NFO	
PROJECT	FAMPO CLRP Planning Assistance			ADMIN BY	Locally	
DESCRIPTION	Consultant services to assist with development of FAMPO CLRP to meet schedule					
ROUTE/STREET	N/A			TOTAL COST	\$814,871	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-RSTP	\$60,000	\$0	\$240,000	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
	Total	\$60,000	\$0	\$240,000	\$0	\$0
MPO Note						

UPC NO	103685	SCOPE	Preliminary Engineering			
SYSTEM	Misc.	JURISDICTION	FAMPO-Wide	OVERSIGHT	NFO	
PROJECT	GWRideConnect/TDM Assistance			ADMIN BY	Locally	
DESCRIPTION	To increase the number of new van pools in region; GRH program to support					
ROUTE/STREET	N/A			TOTAL COST	\$1,039,761	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-CM	\$126,992	\$122,455	\$100,000	\$100,000	\$185,512
PE-AC	Federal-AC	\$2,707	\$10,829	\$0	\$0	\$0
	Total	\$129,699	\$133,284	\$100,000	\$100,000	\$185,512
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Miscellaneous Projects

UPC NO	81378	SCOPE	Safety			
SYSTEM	Misc.	JURISDICTION	Fredericksburg District-Wide	OVERSIGHT	NFO	
PROJECT	Districtwide Roadway Safety Assessment			ADMIN BY	VDOT	
DESCRIPTION	Perform Rodway Safety Assessments					
ROUTE/STREET	N/A			TOTAL COST	\$873,642	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-HSIP	\$0	\$515,531	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$515,531	\$0	\$0	\$0
MPO Note						

UPC NO	102626	SCOPE	Preliminary Engineering			
SYSTEM	Misc.	JURISDICTION	FAMPO-Wide	OVERSIGHT	NFO	
PROJECT	Public Involvement Activities			ADMIN BY	Locally	
DESCRIPTION	To provide for public outreach efforts for the MPO					
ROUTE/STREET	N/A			TOTAL COST	\$407,900	
	FUND SOURCE	Match	FY15	FY16	FY17	FY18
PE	Federal-RSTP	\$40,150	\$120,976	\$39,624	\$0	\$0
PE-AC	Federal-AC	\$12,857	\$51,426	\$0	\$0	\$0
	Total	\$53,007	\$172,402	\$39,624	\$0	\$0
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Project Groupings

GROUPING		Construction: Bridge Rehabilitation/Replacement/Reconstruction				
ROUTE/STREET					TOTAL COST	\$31,899,647
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal-AC Conversion	\$0	\$720,000	\$400,000	\$0	\$0
	Federal-BR	\$0	\$3,253	\$0	\$0	\$0
	Federal-NHPP	\$0	\$36,747	\$0	\$0	\$0
	Federal-RSTP	\$141,027		\$0	\$185,440	\$378,669
PE Total		\$141,027	\$760,000	\$400,000	\$185,440	\$378,669
PE-AC	Federal-AC	\$72,888	\$291,552	\$0	\$0	\$0
RW	Federal-BR	\$0	\$0	\$150,000	\$0	\$0
	Federal-NHPP	\$0	\$0	\$0	\$0	\$750,000
	Federal-RSTP	\$30,000	\$0	\$0	\$0	\$120,000
RW Total		\$30,000	\$0	\$150,000	\$0	\$870,000
CN	Federal-BR	\$0	\$0	\$185,778	\$82,723	\$537,891
	Federal-NHPP	\$0	\$679,475	\$901,444	\$1,893,616	\$1,444,683
	Federal-RSTP	\$27,022	\$0	\$0	\$0	\$108,086
	Other	\$0	\$0	\$0	\$0	\$5,070,653
CN Total		\$27,022	\$679,475	\$1,087,222	\$1,976,339	\$7,161,313
CN-AC	Federal-AC	\$0	\$0	\$0	\$0	\$4,149,788
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Project Groupings

GROUPING		Construction: Safety/ITS/Operational improvements				
ROUTE/STREET					TOTAL COST	\$15,766,387
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal-CM	\$41,000	\$164,000	\$0	\$0	\$0
	Federal-HSIP	\$0	\$300,000	\$300,000	\$0	\$0
	Federal-RSTP	\$157,070	\$403,803	\$0	\$28,000	\$196,477
	Federal-STP/F	\$1,360	\$5,438	\$0	\$0	\$0
	Federal-STP/SRS	\$0	\$4,050	\$0	\$0	\$0
PE Total		\$199,430	\$877,291	\$300,000	\$28,000	\$196,477
PE-AC	Federal-AC	\$233,540	\$534,159	\$0	\$0	\$400,000
RW	Federal-HSIP	\$0	\$500,000	\$0	\$0	\$0
	Federal-STP/F	\$106,737	\$426,946	\$0	\$0	\$0
RW Total		\$106,737	\$926,946	\$0	\$0	\$0
RW-AC	Federal-AC	\$24,864	\$99,456	\$0	\$0	\$0
CN	Federal-CM	\$294,372	\$340,000	\$837,488	\$0	\$0
	Federal-HSIP	\$6,338	\$1,307,038	\$1,500,000	\$0	\$0
	Federal-STP/F	\$96,724	\$386,896	\$0	\$0	\$0
	Federal-STP/SRS	\$0	\$43,784	\$0	\$0	\$0
CN Total		\$397,434	\$2,077,718	\$2,337,488	\$0	\$0
CN-AC	Federal-AC	\$427,816	\$1,554,224	\$222,513	\$0	\$0
MPO Note						

GROUPING		Construction: Transportation Enhancement/Byway/Non-Traditional				
ROUTE/STREET					TOTAL COST	\$5,222,151
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
PE	Federal-STP/EN	(\$269,989)	(\$1,079,955)	\$0	\$0	\$0
RW	Federal-STP/EN	\$128,001	\$512,002	\$0	\$0	\$0
CN	Federal-STP/EN	\$382,544	\$1,503,175	\$0	\$0	\$0
CN-AC	Federal-STP/EN	\$61,610	\$246,441	\$0	\$0	\$0
MPO Note						

Fredericksburg MPO

VDOT FY-15-18 TIP Projects

Project Groupings

GROUPING		Maintenance: Preventive Maintenance and System Preservation				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal-STP/F		\$7,451,545	\$7,505,253	\$6,137,592	\$7,015,730
MPO Note						

GROUPING		Maintenance: Preventive Maintenance for Bridges				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal-BR	\$0	\$5,136,678	\$5,992,789	\$6,848,901	\$6,848,901
	Federal-STP/F	\$0	\$242,497	\$0	\$0	\$0
CN Total		\$0	\$5,379,175	\$5,992,789	\$6,848,901	\$6,848,901
MPO Note						

GROUPING		Maintenance: Traffic and Safety Operations				
PROGRAM NOTE		Funding identified to be obligated districtwide as projects are identified				
ROUTE/STREET					TOTAL COST	
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal-STP/F	\$0	\$1,966,794	\$1,565,335	\$1,436,155	\$1,506,047
MPO Note						

GROUPING		Transit: Vehicles				
ROUTE/STREET					TOTAL COST	\$1,236,000
	FUND SOURCE	MATCH	FY15	FY16	FY17	FY18
CN	Federal-AC Conversion	\$62,400	\$0	\$0	\$0	\$249,600
	Federal-CM	\$214,213	\$0	\$0	\$856,851	\$0
	Federal-RSTP	\$40,000	\$0	\$0	\$160,000	\$0
CN Total		\$316,613	\$0	\$0	\$1,016,851	\$249,600
CN-AC	Federal-AC	\$62,400	\$0	\$0	\$249,600	\$0
MPO Note						

Appendix A Projects by Grouping

Fredericksburg MPO

Construction : Bridge Rehabilitation/Replacement/Reconstruction

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Primary		Fredericksburg	JEFFERSON DAVIS HIGHWAY	\$3,685,577
	100444	Replace bridge on Route 1 over Hazel Run FROM: 0.03 Mile North of Hazel Run TO: 0.03 Mile South of Hazel run (0.0600 MI) All funding obligated based on current allocations/estimate		
Primary		Stafford County	JEFFERSON DAVIS HIGHWAY	\$5,065,349
	102936	Rte. 1 over Potomac Creek Bridge Replacement FROM: 0.1 mile North of Potomac Creek TO: 0.1 mile South of Potomac Creek (0.2000 MI)		
Secondary		Spotsylvania County	MT. OLIVE RD. (0658)	\$1,940,831
	81501	RTE 658 - BRIDGE REPLACEMENT FROM: 0.57 Mi South of Rte 666 TO: 1.62 Mi North of Rte 681 (0.4200 MI)		
Secondary		Spotsylvania County	MUDD TAVERN RD. (0606)	\$6,294,141
	100829	Bridge Replacement over I-95 & Roadway Improvements FROM: over Rte. 95 TO: over Rte. 95 (0.3000 MI) All funding obligated based on current allocations/estimate		
Urban		Fredericksburg	JEFFERSON DAVIS BYPASS (0001)	\$6,429,097
	90077	Rte 1 Over Old Rappahannock Canal, VA Str. 1802 FROM: Old Rappahannock Canal TO: Old Rappahannock Canal		
Urban		Fredericksburg	JEFFERSON DAVIS HIGHWAY	\$8,474,652
	85956	Jeff Davis Bypass over Rte 3 Va struc 1803 Rte. 3		

Construction : Bridge Rehabilitation/Replacement/Reconstruction Total **\$31,889,647**

Construction : Safety/ITS/Operational Improvements

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous		Fredericksburg District-wide	N/A (0000)	\$780,115
	93975	Regional Land Use Scenario Planning FROM: Regional Land Use TO: Scenario Planning		
Miscellaneous		Fredericksburg District-wide	9999	\$900,000
	104691	DISTRICT WIDE - PE ONLY - SIGNAL CLEARANCE INTERVAL STUDY FROM: Various TO: Various		
Miscellaneous		Multi-jurisdictional: Fredericksbug MPO	CMPD	\$383,089
	91856	Congestion Management System & Project Definitions FROM: N/A TO: N/A		
Primary		Fredericksburg	LAFAYETTE BLVD (0001)	\$1,246,662
	100439	Lafayette Boulevard/Kenmore Avenue Roundabout FROM: Intersection of Lafayette Blvd and TO: Kenmore Ave. All funding obligated based on current allocations/estimate		
Primary		Fredericksburg	JEFFERSON DAVIS HIGHWAY	\$425,000
	100451	Route 1 Signal Optimization FROM: Stafford County Line TO: Spotsylvania County Line (3.3900 MI)		

Primary	Stafford County	JEFFERSPM DAVIS HIGHWAY	\$1,461,036	
	100449	Turn Lane Improvements at U.S. 1 at Potomac Creek Drive FROM: 0.25 miles North of Potomac Creek Drive (SR761) TO: 0.25 miles south of Potomac Creek Drive All funding obligated based on current allocations/estimate		
Primary	Fredericksburg	WILLIAM STREET (0003)	\$1,325,001	
	100450	Route 3 Signal Optimization FROM: Blue Gray Parkway/Plank Road TO: Route 3 business (William Street) (2.8300 MI)		
Primary	Stafford County	KING'S HIGHWAY (0003)	\$100,000	
	104923	RTE 3 - COMMUTER PARKING LOT STUDY FROM: Rte 3 & Rte 3-Business Interchange TO: 2 Mi East of Rte 3 & Rte 3-Business Interchange All funding obligated based on current allocations/estimate		
Primary	Fredericksburg District-wide	9999	\$3,500,000	
	104690	DISTRICT WIDE - SIGNAL UPGRADES FROM: Various TO: Various		
Secondary	Spotsylvania County	HARRISON ROAD (0620)	\$325,000	
	104687	RTE. 620 - SIGNAL AND MEDIAN MODIFICATION FROM: 0.15 MI West of Rte 1474 TO: 0.15 MI East of Rte 1474		
Secondary	Spotsylvania County	HARRISON ROAD (ROUTE 620)	\$428,045	
	100600	INSTALL TRAFFIC SIGNAL RTE. 620 & 1284 - SPOTSYLVANIA FROM: Rte 1284 (Convenience Center Blvd) TO: Rte 1284 (Convenience Center Blvd)		
Secondary	Stafford County	CENTREPORT PARKWAY (8900)	\$1,549,608	
	77409	IMPROVEMENTS TO AIRPORT ROAD (CENTREPORT PARKWAY) & RTE 628 FROM: 0.102 Mi. South Int. Rte. 628 TO: Int. Rte. 628 (0.1020 MI)		
Secondary	Stafford County	POPLAR ROAD (0616)	\$1,795,000	
	100622	RTE 616 - POPLAR ROAD INTERSECTION IMPROVEMENT FROM: RTE 616 Intersection with TO: RTE 627 Mountain View Road (0.2500 MI)		
Secondary	Stafford County	WALPOLE ST (0000)	\$77,134	
	97188	Stafford - SRTS - Thompson MS - Construct Sidewalk FROM: Rodney Thompson Middle TO: Courthouse Rd (0.2000 MI) LINKED WITH PARENT UPC 81509		
Urban	Fredericksburg	PRINCESS ANNE ST. (0001)	\$1,470,697	
	100459	PRINCESS ANNE STREET IMPROVEMENTS - PHASE 2 FROM: Faquier Street TO: Jefferson Davis Highway (L) All funding obligated based on current allocations/estimate		
Construction : Safety/ITS/Operational Improvements Total			\$15,766,387	
Construction : Transportation Enhancement/Byway/Non-Traditional				
System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Enhancement		Fredericksburg	VCR TRAIL (EN13)	\$1,500,543
	105210	VIRGINIA CENTRAL RAILWAY TRAIL - AREA 3 FROM: Int. of Rte 1 & Kings Mill Dr TO: 0.85 mi West of Int. of Rte 1 & Kings Mill Dr linked with parent upc 13785		
Primary	Spotsylvania County	EN00		\$2,022,188
	56436	PROVIDE PEDESTRIAN FACILITIES LINKING EACH OF THE COUNTY FROM: Richard Samuels Dr. (Rte 208 & Rte 631) TO: 300' N. of Int. Conferderate Cem (Rte 208 & Rte		
Primary	Stafford County	PHASE 4 (EN97)		\$1,699,420
	17570	BELMONT/FERRY FARM TRAIL FROM: Pratt Park TO: Chatham Bridge		

Construction : Transportation Enhancement/Byway/Non-Traditional Total **\$5,222,151**

Maintenance : Preventive Maintenance and System Preservation

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous		Fredericksburg District-wide	0000	\$0
		T14713 STIP-MN Fredericksburg: Preventive MN and System Preservatio		

Maintenance : Preventive Maintenance and System Preservation Total **\$0**

Maintenance : Preventive Maintenance for Bridges

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous		Fredericksburg District-wide	0000	\$0
		T14712 STIP-MN Fredericksburg: Preventive MN for Bridges		

Maintenance : Preventive Maintenance for Bridges Total **\$0**

Maintenance : Traffic and Safety Operations

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Miscellaneous		Fredericksburg District-wide	0000	\$0
		T14711 STIP-MN Fredericksburg: Traffic and Safety Operations		

Maintenance : Traffic and Safety Operations Total **\$0**

Transit : Vehicles

System	UPC	Jurisdiction / Name / Description	Street(Route)	Estimate
Public		Multi-jurisdictional: Fredericksbug MPO	0000	\$1,236,000
		93065 Replacement Buses for FRED Transit FROM: Various TO: Various		

Transit : Vehicles Total **\$1,236,000**

Fredericksburg MPO Total for all Project Groupings **\$54,114,185**

Fredericksburg MPO

DRPT FY-15-18 TIP Projects (Costs in \$1,000)

Public Transportation

	Previous Funding	FY 2015	FY 2016	FY 2017	FY 2018	Total FY 2015-2018	
FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION							
STIP ID:	FRT0001	Title: Operating Assistance		Recipient: Fredericksburg Transit (FRED)			
FTA 5307		1,402	1,402	1,402	1,402	FTA 5307	5,608
State		658	658	658	658	State	2,632
Local		1,864	1,864	1,864	1,864	Local	7,456
Revenues		488	488	488	488	Revenues	1,952
Year Total:	-	4,412	4,412	4,412	4,412	Total Funds:	17,648
Description:							
STIP ID:	FRT0002	Title: Replacement Rolling Stock		Recipient: Fredericksburg Transit (FRED)			
Flexible STP		120	360	720	240	Flexible STP	1,440
State		24	45	90	30	State	189
Local		6	45	90	30	Local	171
Year Total:	-	150	450	900	300	Total Funds:	1,800
Description:							
STIP ID:	FRT0003	Title: Bike Racks, ITS, or Misc Equip		Recipient: Fredericksburg Transit (FRED)			
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	FRT0004	Title: Expansion Rolling Stock		Recipient: Fredericksburg Transit (FRED)			
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	FRT0005	Title: Bus Rehab/Renovation of		Recipient: Fredericksburg Transit (FRED)			
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	FRT0007	Title: Furniture and Fixtures		Recipient: Fredericksburg Transit (FRED)			
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	FRT0008	Title: Construction of 5-Bus Transfer		Recipient: Fredericksburg Transit (FRED)			
Flexible STP						Flexible STP	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	FRT0009	Title: Preventative Maintenance		Recipient: Fredericksburg Transit (FRED)			
FTA 5307		904				FTA 5307	904
State		-				State	-
Local		226				Local	226
Year Total:	-	1,130	-	-	-	Total Funds:	1,130
Description:							
STIP ID:	FRT0010	Title: Purchase Support Vehicles		Recipient: Fredericksburg Transit (FRED)			
Flexible STP				48		Flexible STP	48
State				6		State	6
Local				6		Local	6
Year Total:	-	-	-	60	-	Total Funds:	60
Description:							
STIP ID:	FRT0011	Title: FRED Real-Time Cus/Op Info		Recipient: Fredericksburg Transit (FRED)			
FTA 5307						FTA 5307	-
State						State	-
Local						Local	-
Year Total:	-	-	-	-	-	Total Funds:	-
Description:							
STIP ID:	RAAA002	Title: New Freedom Program		Recipient: Rappahannock Area Agency on Aging			
FTA 5310		45	158	158	158	FTA 5310	519
New Freedom		113				New Freedom	113
State		82	82	82	82	State	328
Local		20	20	20	20	Local	80
Revenues		5	5	5	5	Revenues	20
Year Total:	-	265	265	265	265	Total Funds:	1,060
Description:							
STIP ID:	RAAA003	Title: Paratransit Vehicles		Recipient: Rappahannock Area Agency on Aging			
FTA 5310		403	126	84	84	FTA 5310	697
State		-				State	-
Local		101	31	21	21	Local	174
Year Total:	-	504	157	105	105	Total Funds:	871