

Unified Planning Work Program

Fiscal Year 2023

Fredericksburg Area Metropolitan Planning Organization



Approved by the FAMPO Policy Committee May 23, 2022

FAMPO FY23 Unified Planning Work Program (UPWP)

Mission Statement

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

GWRC/FAMPO Title VI Nondiscrimination Statement

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

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Preface to the Fiscal Year 2023 Unified Planning Work Program

FAMPO’s FY23 Unified Planning Work Program (UPWP) supports ongoing work in the areas of short-range and long-range transportation planning, land use planning, congestion management, public participation, corridor planning, and other special projects.

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

Jurisdiction	2010 Census	2020 Actual¹	Numeric Change since 2010	Percent Change since 2010
Stafford	128,961	156,927	27,966	21.7%
Fredericksburg City	24,286	27,982	4,594	15.2%
Spotsylvania	122,397	140,032	17,635	14.4%
FAMPO Total	275,644	324,941	49,297	17.9%

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

Development pressure, population growth, attenuate increases in traffic, and a lack of adequate transportation funds to address congestion and other associated issues will continue to challenge the FAMPO Region going forward. The FY23 UPWP puts strong emphasis on planning and consensus building to identify solutions that will adequately address the long-term problems caused by the FAMPO Region’s past rapid growth as well as future projected growth. FAMPO staff looks forward to working with local, state and federal partners, and, most importantly, the community members whom we serve, to achieve the lasting results we all desire.

¹ <https://www.census.gov/quickfacts/fact/table/US/PST045221>

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1.0 FY23 Unified Planning Work Program

1.1 Introduction – Metropolitan Planning in Fredericksburg

The Fredericksburg area was first identified as an urbanized area in 1992, following the 1990 U.S. Census. An urbanized area is defined as a place where more than 50,000 people reside, with an average population density of at least 1,000 persons per square mile. Under federal law, a metropolitan planning organization (MPO) must be designated for each urbanized area to carry out specified metropolitan planning activities. Federal transportation funds are available to each MPO to conduct these planning activities.

In its capacity as the region’s MPO since 1992, it is the Fredericksburg Area Metropolitan Planning Organization’s (FAMPO) responsibility to ensure a “continuing, comprehensive and cooperative” transportation planning process. FAMPO serves an area that includes the City of Fredericksburg, Spotsylvania County, and Stafford County. The MPO is responsible for transportation planning and funding allocations in this area and partners with the public, planning organizations, government agencies, elected officials, and community groups to develop regional transportation plans. Transportation policy decisions of the MPO are made by the FAMPO Policy Committee. Table 1 presents the membership of the Policy Committee. FAMPO’s transportation planning services are currently provided by the FAMPO staff, including a FAMPO Administrator, public participation and Title VI coordinator, four full-time transportation planners, and one transportation planning manager.

Under a 2018 Memorandum of Understanding (MOU) agreement with the FAMPO Policy Committee, the George Washington Regional Commission (GWRC) is designated to provide support staff to FAMPO and serve as FAMPO’s fiscal agent at the pleasure of the FAMPO Policy Committee. Figure 1 contains a map of the FAMPO and GWRC planning areas. GWRC includes five jurisdictions: Stafford, Spotsylvania, King George, and Caroline Counties and the City of Fredericksburg. FY23 UPWP activities only include work being done within the FAMPO Region. GWRC has a separate FY23 Rural Work Program (RWP) that covers rural transportation planning for King George and Caroline Counties.

Table 1. FAMPO Policy Committee Membership

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



Figure 1. FAMPO and GWRC Planning Areas

1.2 Federal Transportation Legislation and Planning Requirements

The Infrastructure Investment and Jobs Act²(IIJA), also called the Bipartisan Infrastructure Law, retains requirements of MAP-21³. Under the IIJA, MPOs must continue to establish a transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following 10 planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

² Public Law 117-58 117th Congress, November 15, 2021 (<https://www.congress.gov/117/plaws/publ58/PLAW-117publ58.pdf>)

³ MAP-21, the Moving Ahead for Progress in the 21st Century Act (<https://www.fhwa.dot.gov/map21/>)

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

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

Equity and Justice⁴⁰ in Transportation Planning – advance racial equity and support for underserved and disadvantaged communities to ensure public involvement in the planning process, and that plans reflect various perspectives, concerns and priorities from affected areas.

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

Public Involvement - conduct early, effective and continuous public involvement that brings diverse viewpoints into the decision-making process, by integrating virtual public involvement tools while also ensuring access to opportunities for individuals without access to computers and mobile devices.

Strategic Highway Network (STRAHNET) / US Department of Defense (DOD) Coordination – coordinate with US Department of Defense representatives in transportation planning and programming processes on infrastructure and connectivity needs for STRAHNET routes and other roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination – coordinate with FLMAs in transportation planning and programming processes on infrastructure and connectivity needs related to access routes and other public roads that connect to Federal lands, including exploring opportunities to leverage transportation funding to support access and transportation needs of FLMAs before projects are programmed into the TIP.

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

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

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

Figure 2. FAMPO UPWP Tasks and the Federal Planning Factors

Planning Task	1. Economic Vitality	2. Safety	3. Security	4. Access. & Mobility	5. Env. & Quality of Life	6. Multi-Modal Integrate & Connect.	7. System Mgmt. & Operations	8. Preserve Existing System	9. Resiliency, Reliability, & Storm- water	10. Travel & Tourism
1. Long-Range System Level Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2. Short-Range Project Level Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3. Congestion Management	✓			✓	✓		✓		✓	✓
4. Public Participation		✓		✓	✓	✓				✓
5. Transportation Demand Management	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6. Transit Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
7. Special Project Funding	✓	✓		✓		✓	✓			
8. FAMPO Administration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
9. Contingency										

1.3 The Unified Planning Work Program

To fund this federally-required transportation planning process, FAMPO receives two formula sources of federal funding that can only be used for metropolitan transportation planning. These monies are called Planning (PL) and Section 5303 funds. These funds are matched by the Commonwealth of Virginia as well as by the City of Fredericksburg, Spotsylvania County, and Stafford County through FAMPO. As in previous years, FAMPO intends to supplement the formula planning funds with other federal and state formula funds to provide a more

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comprehensive and representative transportation planning and project development work program for the rapidly-developing region.

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

- a) The transportation planning work proposed for the next 1- or 2-year period by major activity and task;
- b) The agencies and/or organizations who will perform the work;
- c) The schedule for completing the work;
- d) The end products resulting from that work;
- e) The proposed funding sources for each activity; and
- f) The total amounts and sources of federal and matching funds.

1.4 UPWP Development

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

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

1.5 FAMPO Accomplishments in FY22

The COVID-19 pandemic continued to have a major impact on transportation planning throughout FY21 especially with regard to studies. In addition, FAMPO remained understaffed for a significant portion of the year, having begun the year with five full-time staff and one part-time staff. In FY22 there were three vacancies that included the Public Engagement Coordinator, Senior Transportation Planner, and Transportation Planner. Although these vacancies occurred each the positions were filled by the end of the fiscal year. Despite these challenges, FAMPO was able to complete the 2050 LRTP update and make significant progress on others. Projects that will carry into FY22 are listed below:

1. East – West Mobility Study
2. VCR Trail Study

Broadly speaking, staff have responsibilities in the areas of administration, long-range transportation planning, project level planning, GIS, modeling, public involvement, communications, and congestion management. Staff are assisted with on-call transportation planning consultants for a variety of planning support needs, as well as consulting teams hired for specific projects. Within these broad categories, the following planning work was accomplished in the past year:

1. Developed the FY23 UPWP.
2. Sponsored several meetings and public hearings regarding multimodal transportation planning (bicycle, pedestrian, transit, and vehicular), air quality conformity, and related matters.
3. Continued coordination with officials from member jurisdictions and adjacent rural localities regarding alternative measures – transit facilities and services, vehicular system improvements, bicycle and pedestrian system improvements, and land use and growth policy considerations – to improve regional transportation.
4. Updated FAMPO CMAQ / STBG Roadway Project Prioritization Methodologies.
5. Completed ten (10) regional project pre-applications for SMART SCALE Round 5 consideration.
6. Further developed in-house GIS capability.
7. Assisted localities with a variety of transportation planning efforts including consideration of comprehensive corridor improvements to facilitate improved accommodation for high-

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- occupancy vehicles and transit services; intersection analyses; expansion of park-and-ride facilities; feasibility of regional trail facilities; and improvements to interstate access.
8. Continued active involvement in the I-95/395 Express Lanes projects.
 9. Worked with the Commonwealth Transportation Board (CTB), VDOT, and FAMPO committees to allocate Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds for FY22-27.
 10. Continued to provide transportation planning assistance to local governments.
 11. Amended and maintained the FY2021-2024 Transportation Improvement Program (TIP).
 12. Completed the 2050 LRTP update.
 13. Continued to utilize RITIS Probe Data Analytics INRIX data in FAMPO's planning program to support the Congestion Management Process (CMP).
 14. Continued to utilize StreetLight data in FAMPO's planning program for multiple transportation modes.
 15. Expanded public involvement efforts and completed outreach for the 2050 Long Range Transportation Plan, FY21-24 TIP, FY23 UPWP, air quality conformity analyses, and an amendment to the 2045 LRTP.
 16. Completed Phase I of the East – West Mobility Study
 17. Commenced Phase II of the East – West Mobility Study
 18. Commenced the VCR Trail Bridge and Tunnel Study
 19. Improved FAMPO website and increased social media presence.
 20. Increased the information sharing distribution database.
 21. Completed Title VI audit with no corrective actions identified.
 22. Provided administrative and operational support for all FAMPO committees.

1.6 FAMPO Staffing for FY23

Like most MPOs in Virginia, FAMPO is staffed by a planning district commission. Proposed FY23 GWRC staffing for FAMPO transportation planning activities is as follows:

1. FAMPO Administrator
2. Public Involvement/Title VI Coordinator
3. Transportation Planning Manager
4. Transportation Planner II
5. Transportation Planner II
6. Transportation Planner I
7. Transportation Planner I / Data Analyst
8. FAMPO Intern / Part-time Administrative Assistant

1.7 Proposed Funding by Federal Source for FY23

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

- **FHWA Planning (PL) Funds.** FHWA Planning (PL) funds for urbanized areas are administered by VDOT and are used to support transportation planning activities in the MPO planning area. Planning (PL) funds require a minimum 20% non-federal match, which is comprised of a 10% State match and a local match of 10%. FAMPO's available PL balance for the beginning of the fiscal year includes new PL funds allocated to FAMPO by VDOT, plus carryover PL funds that have not been used or obligated in prior years.
- **FTA Section 5303 Funds.** FTA grant funds for urbanized areas are used to support metropolitan transportation planning and for technical studies related to urban public transportation. A non-federal match of 20% is required for these funds, which is comprised of 10% State match and 10% local match.
- **FTA 5307 Grant⁴.** The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transit-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The federal share is not to exceed 80 percent of the net project cost for capital expenditures.
- **FHWA STBG Funds.** FHWA Surface Transportation Block Grant Program (STBG) funds (also known as Regional Surface Transportation Program, or RSTP) are available for a broad range of transportation purposes. STBG funds are made available to VDOT, which then may provide funds to the MPO. These funds are 80% federal and 20% state match. Any STBG funds provided to an MPO for planning purposes must be shown in the UPWP.
- **FHWA CMAQ Funds.** Federal funds are available for areas that do not meet the

⁴ Federal Transit Administration <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

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National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). These funds may be used for transportation projects or programs that reduce congestion and improve air quality. Section 5 provides a summary of FY23 funding by federal source and state and local match.

2.0 Planning Priorities for the FAMPO Region

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

2.1 FAMPO 2050 Long Range Transportation Plan

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

2.2 Ongoing Transportation Planning

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

The MPO will continue to enhance its public involvement activities by utilizing the FAMPO website and social media, implementing public notices and press releases, providing graphic visualizations when needed, conducting in-person and virtual outreach, and ensuring equitable access for all public meetings, events, and other public participation opportunities. All FAMPO committee meetings will continue to be open to the public.

Public comment periods for work products will be maintained and the FAMPO staff will continue to respond to inquiries from citizens, local governments, businesses and community groups, as well as other interested parties regarding FAMPO's draft transportation plans, actions, and activities. Title VI compliance will continue to be a priority for the MPO. The MPO will exercise the outreach strategies incorporated into the Community Engagement and Equity Plan (CEEP) (formerly the Public Participation Plan, or PPP) and maintain newly established virtual

participation options. An annual evaluation will be conducted to measure the effectiveness of the CEEP.

FAMPO will continue to work with member governments and VDOT to promote context sensitive design in transportation projects, seeking greater compatibility between the multimodal transportation infrastructure and its surrounding environment. In addition, multimodal corridor studies will be undertaken as funding becomes available including the Intraregional Multimodal East-West Mobility Study (if awarded). These studies will include examination of transit-oriented redevelopment, traffic calming, transit services and facilities, and bicycle and pedestrian access.

2.3 Air Quality Planning Activities

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

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

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

2.4 Transportation Management Area Requirements

Transportation management area (TMA) is a term in federal law used to denote an urbanized area with a population of more than 200,000 persons. TMAs have federally-imposed planning requirements, including planning for congestion management over and above the federal planning requirements for smaller urbanized areas. This information will be updated based on revised urbanized areas from the 2020 Census.

As a result of the 2000 Census, a portion of northern Stafford County became part of the Metropolitan Washington Urbanized Area (UZA) and was consequently included in the Washington, DC-MD-VA TMA. This meant that additional planning responsibilities would be required, and either National Capital Region Transportation Planning Board (NCRTPB) or FAMPO would have to perform them. In September of 2004, the FAMPO Policy Committee and the NCRTPB entered into an agreement that assures the performance of the TMA planning requirements for the affected portion of Stafford County. This agreement principally requires the coordination of planning activities between the NCRTPB and FAMPO and the development of a congestion management process for the affected part of Stafford County. The agreement remains in effect as long as Stafford County is designated a part of the Metropolitan Washington UZA. To facilitate the implementation of TMA planning requirements for northern Stafford County, a proportionate share of NCRTPB's federal PL funding, based on population, was transferred to FAMPO. Close coordination between FAMPO and NCRTPB will continue to assure the TMA requirements are being satisfied. In FY21, FAMPO worked with NCRTPB to review and update this agreement to be fully compliant with MAP-21/FAST Act requirements.

In the 2010 Census, the Fredericksburg UZA did not meet the population threshold to qualify as its own TMA. Therefore, northern Stafford County remains part of the Washington DC-MD-VA TMA and FAMPO will continue to satisfy and carry out the provisions set forth in the 2021 NCRTPB/FAMPO Memorandum of Understanding (MOU) Agreement. This may change in 2024. This agreement was updated in FY21 as a recommended improvement from the 2019 NCRTPB/FAMPO Certification Review process.

2.5 Congestion Management Process

The new CMP, adopted on March 28, 2022, added two (2) new corridors to those examined in earlier versions. The congestion management system, referred to as a congestion management process (CMP) in the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)⁵, was adopted in November 2010. The 2010 CMP measured the level-of-service (LOS), vehicle crashes and peak period travel times on various regional arterials. These measurements will be used as a baseline for future CMP updates. In 2019, FAMPO updated the CMP, providing data analytics highlighting congestion along specified corridors within the FAMPO region. Planned congestion-relieving projects are inventoried and strategies are recommended for each of the principal arterial corridors in the FAMPO region. The CMP is an integral part of FAMPO's short- term and long-term planning and project prioritization processes. In FY21, FAMPO created a web dashboard to monitor metrics that are analyzed in the CMP. In FY22, FAMPO updated its CMP and integrated the CMP with the 2050 LRTP.

2.6 Intelligent Transportation Systems (ITS) and Smart Travel Programs

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

Under what is known as Rule 940, federal regulations require planning for ITS projects to be incorporated into the traditional transportation planning process. VDOT has established an ITS protocol consistent with Rule 940 to implement ITS solutions statewide. ITS will continue to play a growing role in FAMPO's short- and long- term congestion management activities going forward.

⁵ Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
<https://www.fhwa.dot.gov/safetealu/>

2.7 Freight Planning

One of the federal planning requirements emphasizes an improved understanding of freight patterns and future demands on state and regional multimodal networks. VDOT released a statewide study effort of freight in Virginia in 2010. FAMPO has complemented this statewide effort by developing information about freight origins and destinations and truck traffic volumes in the FAMPO region. VTrans2040, Virginia's multimodal long-range transportation plan, includes the Virginia Freight Element (VFE), which serves as the state's freight plan and is fully compliant with freight provisions in the FAST Act. The VFE identifies significant freight system trends, needs, and issues within Virginia, and describes the state's policies and strategies that will guide freight-related investment decisions and enable the state to meet national freight goals. Going forward, FAMPO will identify transportation system deficiencies that impact the movement of freight, develop short-term improvements that will improve the movement of freight, and develop a coordination structure to obtain input from and disseminate information to the region's major freight stakeholders. A freight section was included in the 2045 LRTP and was updated as part of the 2050 LRTP effort in FY22. Staff will continue to pursue funding for a regional freight study in the FAMPO region in coordination with VDOT. In the fall of FY 23, FAMPO will lead a Freight Summit to establish shortcomings in the regional freight transportation system for future planning work by FAMPO.

2.8 Environmental Justice/Title VI/Limited English Proficiency

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

Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating on the basis of race, color, or national origin. Succeeding laws and presidential executive orders added sex, age, income status, limited English proficiency, and disability to the criteria for which discrimination is prohibited. FAMPO ensures equitable participation and outcomes through proactive public involvement efforts. FAMPO's public

involvement efforts are guided by its Community Engagement and Equity Plan, a 2021 effort that combined the former Title VI, Limited English Proficiency (LEP) and Public Participation Plans into one comprehensive document. FAMPO's proactive efforts include:

- a) Preparing and maintaining a demographic profile of the region using the most current statistical information available on race, income, and other relevant data.
- b) Utilizing socioeconomic maps to tailor outreach strategies to the Environmental Justice (EJ), Title VI, and LEP populations identified.
- c) Conducting outreach to include traditionally underserved and protected groups in the transportation planning process.

2.9 Public Participation

Public participation is a major component of the continuing, cooperative and comprehensive (3C) metropolitan transportation planning process. Federal laws and regulations require MPOs to provide equitable opportunities for meaningful public participation in the transportation planning process. FAMPO's Public Participation Plan guides public involvement efforts.

2.10 Performance-Based Planning and Programming

The CFR⁶ establishes a transportation performance management (TPM) framework that requires state departments of transportation (DOTs), MPOs, and public transportation providers to conduct performance-based planning and programming (PBPP) by tracking performance measures and establishing data-driven targets to improve performance. PBPP ensures the efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes related to national transportation goals.

Under this TPM framework, state DOTs, MPOs, and public transportation providers must share performance information, coordinate to set performance targets, and periodically report on performance. FAMPO will work closely with VDOT, DRPT, Fredericksburg Regional Transit (FRED), Potomac and Rappahannock Transportation Commission (PRTC), Virginia Railway Express (VRE), FHWA, and FTA to establish performance targets and monitor and report

⁶ Code of Federal Regulations <https://www.govinfo.gov/app/collection/cfr>

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performance in FAMPO's planning documents, including amendments or updates to the Long-Range Transportation Plan and Transportation Improvement Program.

3.0 Major Transportation Planning Studies in the FAMPO Region

Several transportation studies are underway or expected to soon commence in the FAMPO study area. FAMPO staff is actively engaged in the development of many of these studies and will provide any necessary assistance to other organizations and their consultants in those studies for which the staff is not directly responsible.

3.1 VDOT On-Call and Special Studies

Study Area: Entire FAMPO Region

Study Background and Objectives: Funding may be made available to provide professional on-call transportation planning services by VDOT for focused special planning or design issues. Such work cannot include engineering activities, although it can lead to the selection of alternatives for detailed engineering work. Specific studies, and availability, are to be determined. FAMPO will provide support to these study efforts.

Budget: Various

Responsible Entity: VDOT

Estimated Completion: Ongoing

Study Name: Project Pipeline, Planning for Performance (VDOT Fredericksburg District)⁷

Study Corridors / Localities: Route 3 / City of Fredericksburg and Spotsylvania County; Route 17 / Gloucester County; Route 1 / Stafford County; Route 1 City of Fredericksburg and Spotsylvania County; Centreport Parkway / City of Fredericksburg / Stafford County

Background and Objectives: Project Pipeline is a performance-based planning program to identify cost-effective solutions to multimodal transportation needs in Virginia. Through this planning process, projects and solutions may be considered for funding through programs, including SMART SCALE, revenue sharing, interstate funding and others. The objective of the program is to focus on the Commonwealth Transportation Board-adopted VTrans priority locations and corridors. The program, led by the Office of Intermodal Planning and Investment⁷, is built around a performance-based planning process. The goal is to develop projects and investment strategies that can be considered for funding.

⁷ Project Pipeline (VDOT Fredericksburg District) <https://vaprojectpipeline.org/studies/fredericksburg/default.asp>

Budget: Various

Responsible Entity: VDOT

Estimated Completion: Ongoing

3.2 On-Call and Special Studies

Study: Intraregional Multimodal East-West Mobility Study – Phase II

UPC Number: T-26254

Study Background and Objectives: This Phase II study aims to identify the limitations and bottlenecks of roadways and highways on East-West routes and intraregional mobility. Staff and consultants will identify and examine highly congested East-West roadways, as well as roadways that will be highly congested during the LRTP 2050 study period. It will develop a set of recommendations to improve mobility and interconnectivity on an interregional and particularly East-West movement including active transportation options.

Budget: Total \$301,250. \$40,000 in FTA Section 5307 funding and \$125,000 in FAMPO Highway Improvement Program (HIP) funding has been allocated to this effort as of May 2021. An additional \$136,250 in HIP was allocated by the Policy Committee on January 24th, 2022 to fully fund the study.

Responsible Entity: FAMPO

Estimated Completion: February 2023

Study: Virginia Central Railway (VCR) Trail Crossing Study

UPC: 111628

Study Background and Objectives: Conduct an engineering study of potential grade-separated crossings for the trail at specific areas along US Route 1, State Route 3 (Blue-Gray Parkway), and I-95.

Budget: Total \$107,850.06. \$75,000 in FAMPO Surface Transportation Block Grant (STBG) funding. An additional \$32,850.06 in HIP funding was allocated by the Policy Committee on January 24th, 2022 to fully fund the study.

Responsible Entity: FAMPO

Estimated Completion: February 2023

Study: Freight Summit

UPC: TBD

Study Background and Objectives:

Budget: \$40 000 HIP/PL/5303

Responsible Entity: FAMPO

Estimated Completion: Fall 2022

Additional studies are possible, subject to Policy Committee direction. It is possible that a Freight Study could be an outcome of the Freight Summit.

Budget: Various

Responsible Entity: FAMPO

Estimated Completion: Ongoing

4.0 FY23 FAMPO Unified Planning Work Program Activities by Task

This section details the transportation planning activities that will be carried out by FAMPO staff and its committees in FY23, and the funding that will be applied to each. FAMPO's planning activities are grouped under the following eight task categories:

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

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

4.1 Long-Range System Level Planning

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

End Products:

1. Maintenance of the 2050 LRTP. [PL, 5303]
2. Meet Air Quality Conformity Requirements for the 2050 LRTP. [PL]
3. Process an annual amendment to the CLRP if requested.
4. Participate in the State’s VTRANS 2045 process and other long-range studies impacting the FAMPO region in FY23. [PL, 5303]
5. Staff attendance and participation at committee meetings. [PL, 5303]
 - a. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.
6. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, Office of Intermodal Planning and Investment (OIPI), and other sources of transportation planning best practices. [PL, 5303]
7. Collect, organize, and report various system performance data (vehicular and non-vehicular measures), as well as transit data (FRED and other local and regional transit statistics), as required by Virginia Code and defined by VDOT. [PL, 5303]
8. As appropriate, work with VDOT and local governments to expand the MPO planning boundary and MPO membership. [PL]
9. Freight Summit outcomes: Potential new VTrans projects, Study Needs, Safety and Congestion Relief Strategies. [PL, 5303, HIP]

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10. Serve as a regional leader in providing opportunities for both formal and informal informational exchanges. [PL, 5303]
 - a. Continue to host meetings and informational exchange discussions regarding procedures to improve transportation planning.
 - b. Continue to exchange information regarding innovative practices and procedures to improve multimodal transportation planning in the Region.
 - c. Continue to integrate freight planning into the regional planning process. Review data and information related to Virginia freight initiatives in conjunction with VDOT and localities (through FAMPO Technical Advisory Committee), including identifying the location and classification of freight activity zones and responding to freight surveys prepared by VDOT. Consider a regional freight study in coordination with FAMPO committees and VDOT.
11. In conjunction with VDOT, DRPT, and local governments, conduct travel demand/land use modeling and traffic modeling as required. [PL, 5303]
 - a. Continue to work with VDOT to update the regional travel demand model which will include a mode split model to enhance its multimodal forecasting abilities.
 - b. Continue to enhance current FAMPO land use modeling and integrate it with the FAMPO travel demand model.
12. Meet all federal requirements related to transportation performance measures. [PL, 5303]
 - a. In conjunction with VDOT, continue to apply the new requirements of IJAA into the planning process, including addressing intercity transportation, resiliency, travel and tourism, and emergency planning as part of the 2050 LRTP effort.
 - b. Work with U.S. DOT, VDOT, and OIPI to develop and implement various MAP-21/FAST Act Performance Based Planning Initiatives.
 - c. Update the system performance report for the 2050 LRTP to reflect the most recent performance targets and data for the federal performance measures and comparison with baseline performance.

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13. FAMPO staff, in conjunction with State partners, will amend the Metropolitan Planning Area after the Census Bureau releases urbanized area maps, and adjust regional funding prioritization methods accordingly.
14. In conjunction with localities, FAMPO will work to identify locations for transit-oriented development.

Funding	PL, 5303
Planning Factors	This task is focused on the MPO planning process and long-range planning, and supports all planning factors (#1 - #10).
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, FRED, VRE, consultants, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.1 Budget & Breakdown by Funding Source:

PL			5303			CMAQ		Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	
\$127,000	\$15,875	\$15,875	\$75,000	\$9,375	\$9,375	\$0	\$0	\$252,500

4.2 Short-Range Project Level Planning

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

End Products:

1. Work with VDOT to begin update of the VDOT / FAMPO Travel Demand Model
2. Include the regional impacts of the widening of the U.S. Route 301 Bridge over the Potomac River (Harry W. Nice Memorial Bridge)
3. Develop a FAMPO Vision document
4. Maintenance of the Regional Bicycle/Pedestrian Count Program. [PL]
5. Continue to track, monitor, and analyze data which will be shared bimonthly with the Bicycle and Pedestrian Advisory Committee.
6. Utilize StreetLight data as appropriate to supplement data collection with the bike/ped counter.
7. Stafford County to complete Rte. 610 Operational Study in North Stafford. FAMPO staff will participate in the study effort as a stakeholder.
8. Completed Intraregional Multimodal East-West Mobility Study – Phase I. [DRPT TA, 5303]
9. Commencement of Intraregional Multimodal East-West Mobility Study – Phase II, to be completed in FY23. [5307, HIP]
10. Commencement of the Virginia Central Railway (VCR) Trail Crossing Study, to be completed in FY23. [STBG, HIP]
11. Analysis regarding the effect of the provision of transportation services to low income and minority residents. [PL, 5303]
12. Provide technical and GIS assistance to FRED, Healthy Generations Area Agency on Aging (HGAAA), localities, and other regional stakeholders.

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13. Continue to monitor the potential impacts of the existing and planned transportation services and projects on minority and low-income residents within the Region.
14. GIS and other products, as required, in support of transportation projects in the Region. [PL, 5303]
15. Analysis in response to studies affecting the Region. [PL, 5303]
16. Mapping and briefings on available multimodal (vehicular, transit, bicycle, and pedestrian) transportation facilities and services. [PL, 5303]
17. Round 5 SMART SCALE applications. [PL, 5303]
18. Maintenance of the FY21-24 TIP. [PL, 5303]
19. Continue to review and potentially revise the FAMPO TIP format to make it more user-friendly and interactive.
20. Meet Air Quality Conformity requirements for the TIP. [PL, 5303]
21. Staff attendance and participation at committee meetings. [PL, 5303]
22. Develop informational materials, presentations, and GIS products to support ongoing planning efforts.
23. Participation in webinars, training activities, and other professional development opportunities hosted by VDOT, DRPT, OIPI, and other sources of transportation planning best practices. [PL, 5303]
24. Updated regional multimodal database of available and planned transportation facilities and services. [PL, 5303]
25. Assist VDOT with updating roadway functional classifications by conducting local review (through the FAMPO Technical Advisory Committee) of data and information related to technical roadway data as it pertains to federal/state functional highway classification guidelines. [PL, 5303]

Funding	PL, 5303, STBG, DRPT Technical Assistance
Planning Factors	This task is focused on the short-range project level programming and TIP development processes, and supports all planning factors (#1 - #10).
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NCRTPB, FHWA, FTA, VRE, consultants, and the public.
Schedule	Ongoing throughout the fiscal year.

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Task 4.2 Budget & Breakdown by Funding Source:

PL			5303			STBG		5307	HIP	Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match			
\$122,000	\$15,250	\$15,250	\$47,656	\$5,957	\$5,957	\$60,000	\$15,000	\$40,000	\$294,100	\$621,170

4.3 Congestion Management

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

End Products:

1. Maintenance of the updated CMP’s safety, ITS, and congestion mitigation strategies, the FAMPO CMP Performance Monitoring Program Tool which includes updated travel time indices, safety, and congestion hotspots, and development of recommendations for specific multimodal corridor improvements.
2. Continue to review transportation impacts as a result of the COVID-19 pandemic. Staff will monitor traffic and congestion data and report their analyses to committees on an ongoing basis.

Funding	Initiative will be funded with PL funding
Planning Factors	This task supports planning factors #1 Economic Vitality, #4 Accessibility and Mobility, #5 Quality of Life, #7 Efficient System Management, #9 Reliability, and #10 Enhance Travel and Tourism.
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, FHWA, FTA, local jurisdictions, and consultants
Schedule	Ongoing throughout the fiscal year.

Task 4.3 Budget & Breakdown by Funding Source:

PL			Grand Total
Federal Funds	State Match	Local Match	
\$17,000	\$2,125	\$2,125	\$21,250

4.4 Public Participation

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

End Products:

1. Substantially increased and maintained distribution database.
2. Distribution of information to the public and stakeholders including notification of public participation opportunities and outreach findings.
3. Improved or new FAMPO website to facilitate public participation and information sharing.
4. Increased social media and virtual outreach activities.
5. Creation of informational materials to enhance public understanding and promote public involvement.
6. Development and implementation of new methods and tools to increase public participation.
7. Analysis and reporting of public feedback to staff, committee members, and other stakeholders.
8. Virtual or in-person public outreach events at accessible locations.
9. Fulfilled requests and needs for translation services.
10. Fulfilled FOIA requests.
11. Support for BPAC, CTAC operations and recruitment for open positions.
12. Log of public involvement activities, efforts and participation by month.
13. Documentation, evaluation and reporting on Title VI and other civil rights related statistics, efforts, and outcomes.
14. Completion of Title VI training and continuing staff and committee educational offerings on equity and related topics.
15. Participation and support to the Public Transit Advisory Board (PTAB) and Regional Human Services Transportation Coordinating Committee (RHSTCC) committees.

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16. Maintenance of the Community Engagement and Equity Plan including routine updates and administrative modifications.

Funding	Initiative funded using PL funds
Planning Factors	This task supports planning factors #4 Accessibility and #5 Quality of Life, and indirectly supports the other planning factors by enhancing public involvement in the planning process.
Participants	FAMPO staff (lead), FAMPO Committees, VDOT, local governments, stakeholders, consultants, and the public
Schedule	Ongoing throughout the fiscal year.

Task 4.4 Budget & Breakdown by Funding Source:

PL			Grand Total
Federal Funds	State Match	Local Match	
\$100,000	\$12,500	\$12,500	\$125,000

4.5 Transportation Demand Management

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

End Products:

1. Participation in I-395 Commuter Choice and HGAAA meetings and activities.
 - a. Work with DRPT and Human Services Agencies to coordinate human services transportation and improve services. FAMPO staff will continue to assist the HGAAA with vehicle programming and planning for mobility-impaired persons.
2. FAMPO assistance with I-395 Commuter Choice program applications to eligible FAMPO region applicants.
3. Data collection, analysis, and GIS support for the GWRideConnect Strategic Plan.
4. Work with DRPT, VDOT, OmniRide, VRE, AMTRAK, HGAAA, and GWRideConnect on regional TDM/Transit planning efforts and studies as necessary subject to available FAMPO staff resources.
5. Other potential tasks identified by FAMPO staff or the Policy Committee.
6. Participation in Regional Commuter and VRE lot utilization surveys.

Funding	Initiative will be funded with 5303 funding
Planning Factors	This task supports all planning factors (#1 - #10).
Participants	FAMPO staff (lead), FAMPO Committees, GWRideConnect staff, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.5 Budget & Breakdown by Funding Source:

5303			Grand Total
Federal Funds	State Match	Local Match	
\$24,000	\$3,000	\$3,000	\$30,000

4.6 Transit Planning

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

End Products:

1. Participation of FAMPO in FRED Public Transit Advisory Board meetings and activities.
 - a. Work cooperatively with FRED Transit on regional transit initiatives and projects.
2. Planning, research, analysis, or GIS support to FRED Transit Strategic Plan (TSP).
3. Complete the East – West Mobility Study and incorporate transit recommendations into CLRP, TIP, and air conformity analysis with future updates.
4. FAMPO will work with DRPT, VDOT, PRTC, and FRED Transit on regional transit planning efforts and studies as necessary, subject to available FAMPO staff resources.
5. Other potential tasks identified by FAMPO staff or the Policy Committee.

Funding	Initiative will be funded with 5303 funding
Planning Factors	This task supports all planning factors (#1 - #10).
Participants	FAMPO staff (lead), FAMPO Committees, FRED, and the public.
Schedule	Ongoing throughout the fiscal year.

Task 4.6 Budget & Breakdown by Funding Source:

5303			Grand Total
Federal Funds	State Match	Local Match	
\$25,000	\$3,125	\$3,125	\$31,250

4.7 Special Project Planning

Description: Includes allowance for special work activities related to non-recurring planning projects or those that do not fit easily into primary categories. The Fall of 2022 Freight Summit and studies that are recommended from that event are programmed Special Projects for FY 23. FAMPO staff will also be work on other smaller projects.

End Products:

1. Freight Summit Report on Findings.

Funding	Initiative will be funded with PL/5303/HIP funding
Planning Factors	Tasks will support one or more of the planning factors, depending on the activity or activities funded.
Participants	FAMPO staff, FAMPO Committees, local governments, VDOT, DRPT, PRTC, NC RTPB, FHWA, FTA, FRED, VRE, consultants, and the public.
Schedule	As necessary throughout the fiscal year.

Task 4.7 Budget & Breakdown by Funding Source:

HIP		5303			Grand Total
Federal Funds	State Match	Federal Funds	State Match	Local Match	
\$22,000	\$8,000	\$13,815	\$1,727	\$1,727	\$47,269

4.8 FAMPO Administration

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

End Products:

1. Production, correspondence, and documentation related to all FAMPO committee meetings and activities.
 - a. Develop and distribute agendas, supporting materials, and minutes to FAMPO committees (Technical Advisory Committee, Citizen Transportation Advisory Committee, Bicycle and Pedestrian Committee, and Policy Committee).
 - b. Host and prepare agendas for special committee meetings such as subcommittees or the FAMPO Executive Committee.
 - c. Prepare and transmit, to VDOT and other appropriate parties, copies of FAMPO Resolutions and associated correspondence produced as part of the transportation planning process.
2. Documentation of public meetings and hearings conducted during FY23.
3. Documentation of activities in support of transportation planning and informational requests.
4. An annual listing of projects obligated with federal funding consistent with MAP-21 and FAST Act requirements.
5. Development and implementation of a staff training program including exposure to state and national best practices
 - a. Attend transportation conferences and planning/training courses as needed.
6. Implement state-of-the-art hardware and software to meet work requirements and client

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- needs.
- a. Upgrade existing computer equipment, communications equipment, and software as required.
7. In coordination with FAMPO committees, issue task orders to on-call consultants as required. Work with GWRC as fiscal agent to issue notice to proceed letters.
 8. Maintenance of the FY23 UPWP including quarterly reports.
 - a. Process any amendments to the FY23 UPWP and follow FAMPO's CEEP, as well as federal and state regulations.
 - b. Maintain correspondence and documentation of UPWP amendments.
 9. Development of the FY2024 UPWP.
 10. Development of Planning (PL) and Section 5303 funding agreements and contracts.
 - a. Prepare progress, financial, and associated supportive reports.
 - b. Documentation of correspondence related to the administration of Planning (PL), Section 5303, and STBG funds.
 11. Staff support to all FAMPO committees.
 12. Coordination of activities with adjacent metropolitan planning organizations, planning districts, and other transportation planning organizations when necessary.
 13. Updated FAMPO MOUs and agreements as needed to satisfy federal and state requirements and FAMPO needs.
 14. Formal transmission of products and documents as specified in the NC RTPB Agreement.
 15. Updated project information regarding capacity changes for all new highways, high occupancy vehicle (HOV) lanes, and transit projects affecting travel modeling and air quality conformity for the Washington DC-VA-MD TMA in coordination with VDOT staff.
 16. Provision of population, household and employment forecast data as it is updated to Metropolitan Washington Council of Governments (MWCOC) Department of Community Planning as part of the Cooperative Forecasting Process.
 17. Continue support for VAMPO through committee participation and attendance at quarterly meetings.
 18. Compliance with state and federal auditing requirements.

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19. Process and manage all support activities associated with hiring non-citizen staff members including but not limited to immigration and visa requirements.
20. Maintain and update FAMPO committee bylaws as appropriate and with adequate public notice per bylaws requirements.

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

Task 4.8 Budget & Breakdown by Funding Source:

PL			5303			Grand Total
Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	
\$90,098	\$11,262	\$11,262	\$45,000	\$5,625	\$5,625	\$168,872

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4.9 Contingency

Description: This task sets aside funds that are available to support any new projects or additional task activities in FY23 that are not already programmed in the UPWP. Use of Contingency funds will first require an amendment to the UPWP, which requires a recommendation by the FAMPO Technical Advisory Committee and approval of the FAMPO Policy Committee. End Products for this planning task will be defined as activities are defined and funded.

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

Task 4.9 Budget & Breakdown by Funding Source:

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

5.0 Summary of Financials

FY23 Funding	PL*			5303***			STBG**		CMAQ		5307	HIP	Grand Total	
	Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal Funds	State Match	Federal Funds	State Match	Federal	Federal		
FY23 New Allocation	\$377,686	\$47,211	\$47,211	\$178,471	\$22,309	\$22,309	\$0	\$0	\$0	\$0	\$40,000	\$324,100	\$1,059,297	
Direct Carryover (5303)	\$0	\$0	\$0	\$52,000	\$6,500	\$6,500							\$65,000	
Deprogrammed	\$56,000	\$7,000	\$7,000										\$70,000	
FY21 to FY23 Carryover Funds	\$22,412	\$2,801	\$2,801	\$0	\$0	\$0							\$28,014	
Previous							\$60,000	\$15,000	\$0	\$0				\$75,000
Total	\$570,122			\$288,089			\$75,000		\$0		\$40,000	\$324,100	\$1,297,311	

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

- 1) The **New Allocation** is money that is new to the area for that fiscal year. The State’s authorized PL funds are allocated to the urbanized area by the state’s formula that considers air quality and population.
- 2) **Deprogrammed** funds are those in the current year that the Recipient requests to have released directly to the next year. (i.e. FY22 PL funds may be deprogrammed for use in FY23) This process is not automatic and is initiated by the Recipient with MPO approval.
- 3) **Carryover** funds is the amount of unexpended funds from two years prior to the program year. (i.e. - unexpended funds from FY21 will be carried over to FY23). This is an automatic process. Once PL funds are allocated to an area, they stay with the area and continue to be carried over; the MPO will not lose funds because they are unspent.

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

*** 5303 Funds: **Direct Carryover** funds is the amount of unexpended funds from one year prior to the program year. (i.e. - unexpended funds from FY22 will be carried over to FY23). This is an automatic process.

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5.1 FAMPO Budget by Program Activity

FY23 Funding	PL			5303			STBG	CMAQ	5307	HIP	Grand Total
	Federal Funds	State Match	Local Match	Federal Funds	State Match	Local Match	Federal & State Funds	Federal Funds	Federal Funds	Federal Funds	
4.1	\$127,000	\$15,875	\$15,875	\$75,000	\$9,375	\$9,375	\$0	\$0	\$0	\$0	\$252,500
4.2	\$122,000	\$15,250	\$15,250	\$47,656	\$5,957	\$5,957	\$75,000	\$0	\$40,000	\$294,100	\$621,170
4.3	\$17,000	\$2,125	\$2,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,250
4.4	\$100,000	\$12,500	\$12,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
4.5	\$0	\$0	\$0	\$24,000	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$30,000
4.6	\$0	\$0	\$0	\$25,000	\$3,125	\$3,125	\$0	\$0	\$0	\$0	\$31,250
4.7	\$0	\$0	\$0	\$13,815	\$1,727	\$1,727	\$0	\$0	\$0	\$30,000	\$47,269
4.8	\$90,098	\$11,262	\$11,262	\$45,000	\$5,625	\$5,625	\$0	\$0	\$0	\$0	\$168,872
4.9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$456,098	\$57,012	\$57,012	\$230,471	\$28,809	\$28,809	\$75,000	\$0	\$40,000	\$324,100	\$1,297,311

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5.2 FAMPO STBG Budget

STBG Funded Projects	UPC	Category	Previous + FY22 Projected Leftover Funding	FY23 Allocation	FY23 UPWP Budget	UPWP Program Activity
Virginia Central Railway (VCR) Trail Crossing Study	111682	Study	\$75,000	\$0	\$75,000	4.2

5.3 CMAQ Budget

CMAQ Funded Projects	UPC	Category	Previous + FY22 Projected Leftover Funding	FY23 Allocation	FY23 UPWP Budget	UPWP Planning Activity
None			0	\$0	\$0	4.5

5.4 FAMPO HIP Budget

HIP Funded Projects	UPC	Category	Previous + FY22 Projected Leftover Funding	FY23 Allocation	FY23 UPWP Budget	UPWP Planning Activity
Intraregional Multimodal East-West Mobility Study – Phase II	T-26254	Study	\$125,000	\$136,250	\$261,250	4.2
Virginia Central Railway (VCR) Trail Crossing Study	111682	Study	\$0.00	\$32,850	\$32,850	4.2
FAMPO Freight Summit		Summit	\$0.00	\$30,000	\$30,000	4.2

5.5 FAMPO 5307 Budget

5307 Funded Projects	UPC	Category	Previous + FY22 Projected Leftover Funding	FY23 Allocation	FY23 UPWP Budget	UPWP Planning Activity
Intraregional Multimodal East-West Mobility Study – Phase II	T-26254	Study	\$0	\$40,000	\$40,000	4.2