CHAPTER 1: INTRODUCTION/ GOALS AND OBJECTIVES

1.1: INTRODUCTION

ABOUT THE FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)

Established in 1992, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) is the federally designated Metropolitan Planning Organization for the Fredericksburg Urbanized Area. *United States Code, part 23 CFR Parts 450 and 500 and 49 CFR Part 613 - Statewide Transportation Planning*; *Metropolitan Transportation Planning* states that "a metropolitan planning organization (MPO) shall be designated for each urbanized area with a population of more than 50,000 individuals." To be classified as an urbanized area, a central place and any contiguous area must have a density of at least 1,000 persons per square mile. The 1990 Census indicated that an urbanized area consisting of the City of Fredericksburg and portions of both Spotsylvania and Stafford Counties met the threshold for creating an MPO. The Fredericksburg Area Metropolitan Planning Organization (FAMPO) was established in 1992 with the concurrence of the Governor, in accordance with Federal regulations. With the concurrence of the Federal Highway Administration (FHWA), FAMPO elected to expand its boundaries to include the three jurisdictions in their entirety. The City of Fredericksburg and the counties of Stafford and Spotsylvania comprise what is called the MPO Study Area and the Federal Office of Management and Budget has defined the City of Fredericksburg as a Central City.

FAMPO has a four-tiered structure consisting of the Policy Committee (PC), a Technical Committee (TC), a Transportation Advisory Group (TAG) and a Bicycle and Pedestrian Committee (BPC). The Policy Committee serves as the decision-making body. Each Committee meets on a regular basis and the meetings are open to the public. Public participation is encouraged through advertised public comment periods at each meeting.

The Policy Committee is composed of two elected officials and the chief administrative officer of the City of Fredericksburg and the counties of Stafford and Spotsylvania. A representative from the Potomac and Rappahannock Transportation Commission (PRTC) along with a representative from the Virginia Department of Transportation (VDOT), also serve as voting members. Non-voting members include Caroline and King George Counties, the Federal Highway Administration (FHWA) and the Virginia Department of Rail and Public Transportation (VDRPT).

The Technical Committee is responsible for facilitating the technical portions of the 3C 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, Stafford and Spotsylvania Counties, VDOT, VDRPT, FHWA, PRTC and the Fredericksburg Regional Transit (FRED). Representatives from Caroline and King George Counties are also on the Committee. Specialized committees such as the Public Transit Advisory Board (PTAB) and the Air Quality Committee (AQC) also provide feedback to the MPO Policy Board on transportation related issues.

FAMPO ACTIVITIES AND THE LONG RANGE TRANSPORTATION PLAN (LRTP)

Since its inception, FAMPO has conducted a Continuing, Comprehensive, and Cooperative (3C) transportation planning process for the greater Fredericksburg area. FAMPO has the responsibility to ensure that the 3C transportation planning process is appropriately conducted and to make decisions related to the planning and funding of transportation projects which are proposed to be constructed using Federal funds.

The purpose of the 2035 LRTP is to identify and detail the multi-modal transportation improvements and programs to be carried out within the George Washington Region during the plan's timeframe and demonstrate the financial means within the MPO area by which these improvements and programs will be implemented.

This Long Range Transportation Plan (LRTP) is, therefore, a key product of the FAMPO 3C process and provides a conceptual basis for the transportation improvements planned to occur by the year 2035. For a project to be eligible to receive Federal transportation funds (within the MPO jurisdictions) it must be included in this financially constrained portion of this LRTP.

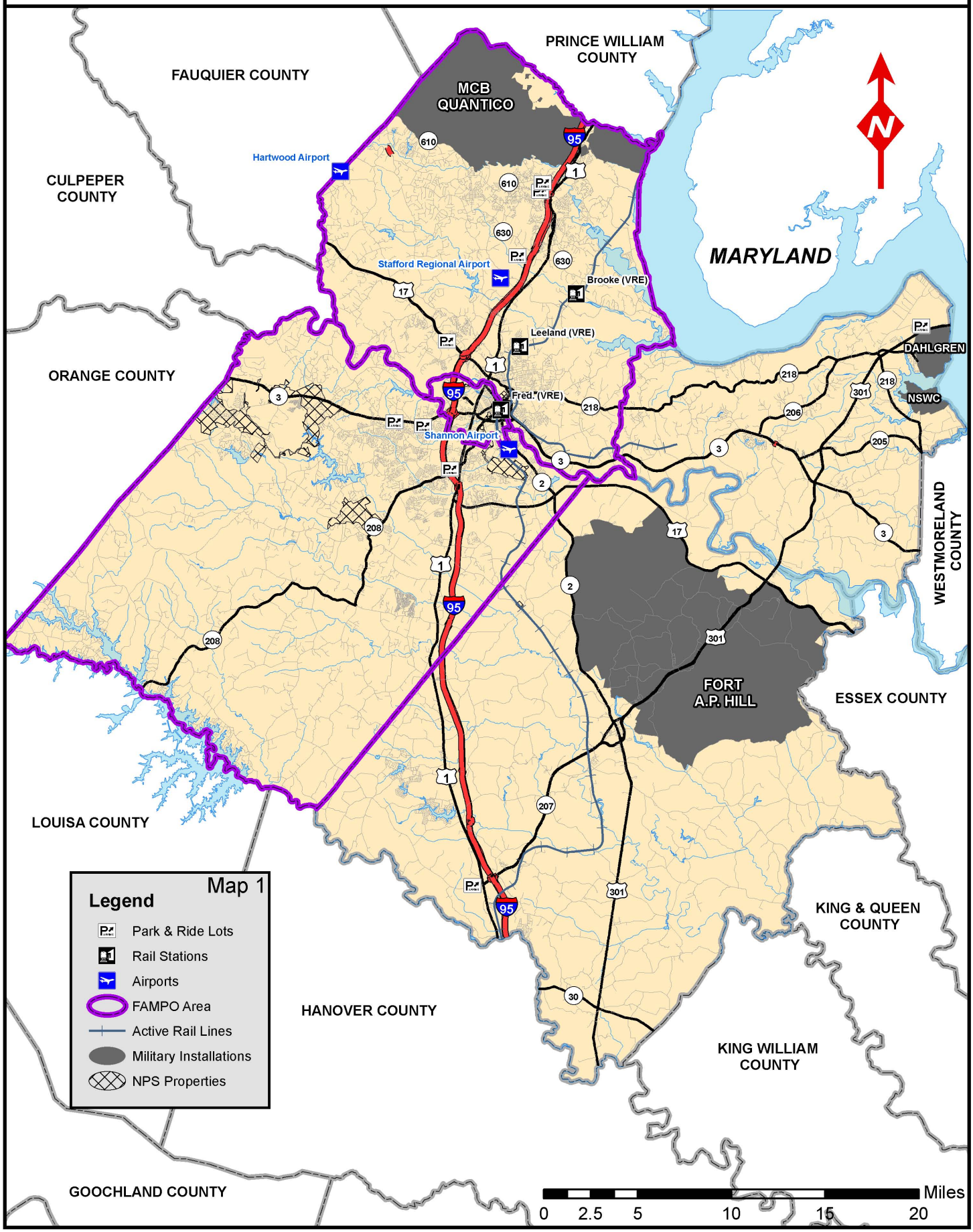
This LRTP differs from FAMPO's previous Long Range Plans in several ways. First, this LRTP contains a Multimodal Needs Plan for the entire George Washington Region as well as the Financially Constrained Plan for the MPO Area. Further, in addition to highway safety and capacity projects, this plan also has a detailed public transit element, as well as a comprehensive, Region-wide Bicycle and Pedestrian Plan. This plan also differs from previous plan in that it contains a discussion of Regional land use, utilizes a defined prioritization methodology for technical ranking of potential highway projects, and has been subject to a comprehensive public outreach effort.

Please refer to **Map 1** on the following page for a map of the George Washington Region.

The Constrained Plan and the Needs Plan

As stated in the previous paragraph, this Long Range Transportation Plan contains both a Needs Plan and a Financially Constrained Plan. The Needs Plan act as an inventory of all of the surface transportation such as highways, bicycle and pedestrian and transit/Transportation Demand Management (TDM) needs in the Region and is not fiscally constrained. The Fiscally Constrained Plan forecasts revenues under Federal rules and allocates funds for the highest-rated improvements within the forecasted Federal, State and local revenues that are expected to be available over the life of this plan. In the Fiscally Constrained Plan, highway and bicycle and pedestrian improvements are grouped together as transit and TDM improvements.

GW REGION: VA PLANNING DISTRICT 16



1.2 GOALS AND OBJECTIVES

The goals and objectives of the 2035 George Washington Regional Long Range Transportation Plan (LRTP) are designed to meet the eight Federal Planning Factors developed under SAFETEA-LU to ensure continuing, coordinated, and comprehensive transportation planning throughout the George Washington Region. They are also designed to meet State, local and Regional policies and priorities expressed during the conduct of the Regional transportation planning process.

SAFETEA-LU 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 the accessibility and mobility of people and for 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, and;

8. Emphasize the preservation of the existing transportation system.

GOAL 1: Improve accessibility and mobility for all people and freight, while integrating all modes of transportation.

Objectives:

- Support the improvement of transportation services for the elderly, people with disabilities and others having no access to personal private transportation or who are otherwise unable to drive;

- Incorporate bicycle and pedestrian facilities into the design of roadways as appropriate and meet or exceed minimum standards of accessibility;

- Ensure that appropriate types, connections, and levels of freight transportation service are provided to the entire region;

- Consider innovative land development patterns and site designs to prevent additional congestion and improve accessibility; and

- Continue to support regional ridesharing/TDM programs.

Planning Factors, Policies and Priorities Addressed:

- Increase the accessibility and mobility of people and for freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- 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;

GOAL 2: Encourage and promote the efficient development, management, operation and preservation of the surface transportation system.

Objectives:

- Work toward an optimum level of service on all transportation facilities in the Region;
- Improve the effectiveness of the existing transportation system and services whenever possible;
- Maximize the use of limited highway funding;
- Encourage access management;
- Minimize long-term maintenance costs; and
- Assure major activity centers (residential, commercial, public) are designed to accommodate a range of transportation modes.

Planning Factors, Policies and Priorities Addressed:

- Increase the accessibility and mobility of people and for freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation, and;
- Emphasize the preservation of the existing transportation system.

GOAL3: Improve the physical characteristics and geometric design of transportation facilities to optimize safety for motorists, bus and rail users, park and ride lot users, pedestrians and bicyclists. Safety improvements will include standards to protect persons with disabilities.

Objectives:

- Reduce the number, frequency and severity of traffic accidents;
- Evaluate site plans for transportation safety during the review process;
- Improve the physical characteristics and geometric design of transportation facilities to optimize safety for motorist, pedestrians (including those with disabilities) and bicyclists;
- Draw increased attention to public awareness of construction zone safety hazards for workers and motorists; and
- Utilize the RADCO All Hazards Mitigation Plan should a natural or man-made disaster strike.

Planning Factors, Policies and Priorities Addressed:

- Increase the safety of the transportation system for motorized and non-motorized users; and
- Increase the security of the transportation system for motorized and non-motorized users.

GOAL 4: Protect and improve the environment, promote energy conservation and improve the quality of life.

Objectives:

- Promote the use of alternative modes of transportation;
- Incorporate environmentally sensitive design into roadway, bicycle/pedestrian facilities, and transit improvements to improve or maintain the aesthetic values for the surrounding environment;
- Reduce dependence on single occupancy vehicles through the promotion of transportation alternatives (i.e. bicycles, walking, local transit, commuter rail, and car/vanpools;
- Protect the region's scenic vistas and corridors through the designation of scenic byways;
- Develop plans and projects that are compatible with historic, cultural and environmental concerns;

- Promote the use of alternative fuel vehicles which reduce or eliminate green house gases and other harmful emissions; and

- Avoid encroachment on all of the Fredericksburg Spotsylvania National Military Park properties in the Region.

Planning Factors, Policies and Priorities Addressed:

- 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; and

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

GOAL 5: Support economic vitality of the region, especially by enabling global competiveness, productivity and efficiency.

Objectives:

- Strengthen multi-modal and trans-shipping facilities which expedite the transportation of material, goods, and people;

- Design improvements and retrofit the existing system (i.e. the provision of bicycle and pedestrian facilities) in a manner which ensures access to tourist destinations in a fitting manner; and

- Plan and develop facilities designed to ease the flow of goods by rail and truck.

Planning Factors, Policies and Priorities Addressed:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.