2040 Long Range Transportation Plan

Executive Summary

Adopted April 15, 2013

GEORGE WASHINGTON REGIONAL COMMISSION

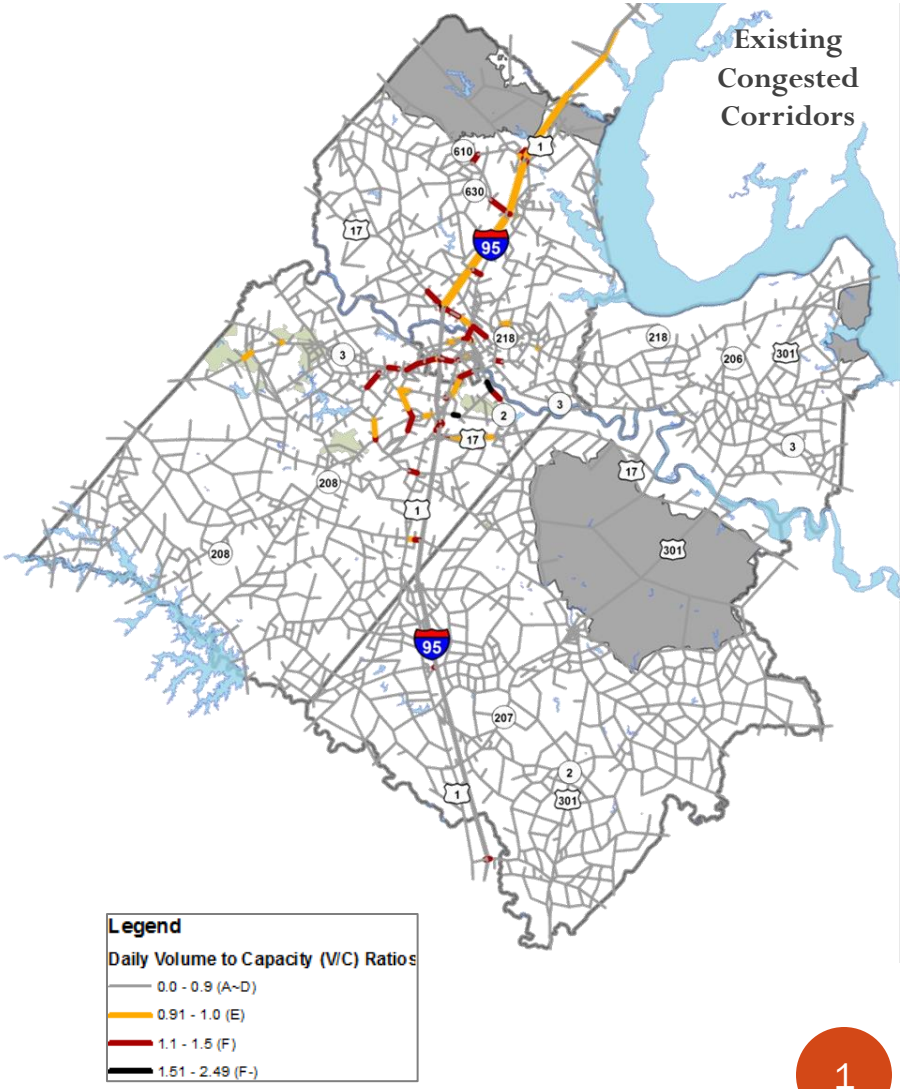
FAMPO
Fredericksburg Area Metropolitan Planning Organization

The Current Situation

- The George Washington Region includes the City of Fredericksburg and the counties of Caroline, King George, Spotsylvania and Stafford
- The FAMPO urbanized area includes the City of Fredericksburg and the counties of Spotsylvania and Stafford
- FAMPO is governed by a Policy Committee which consists of eleven elected and non-elected voting members

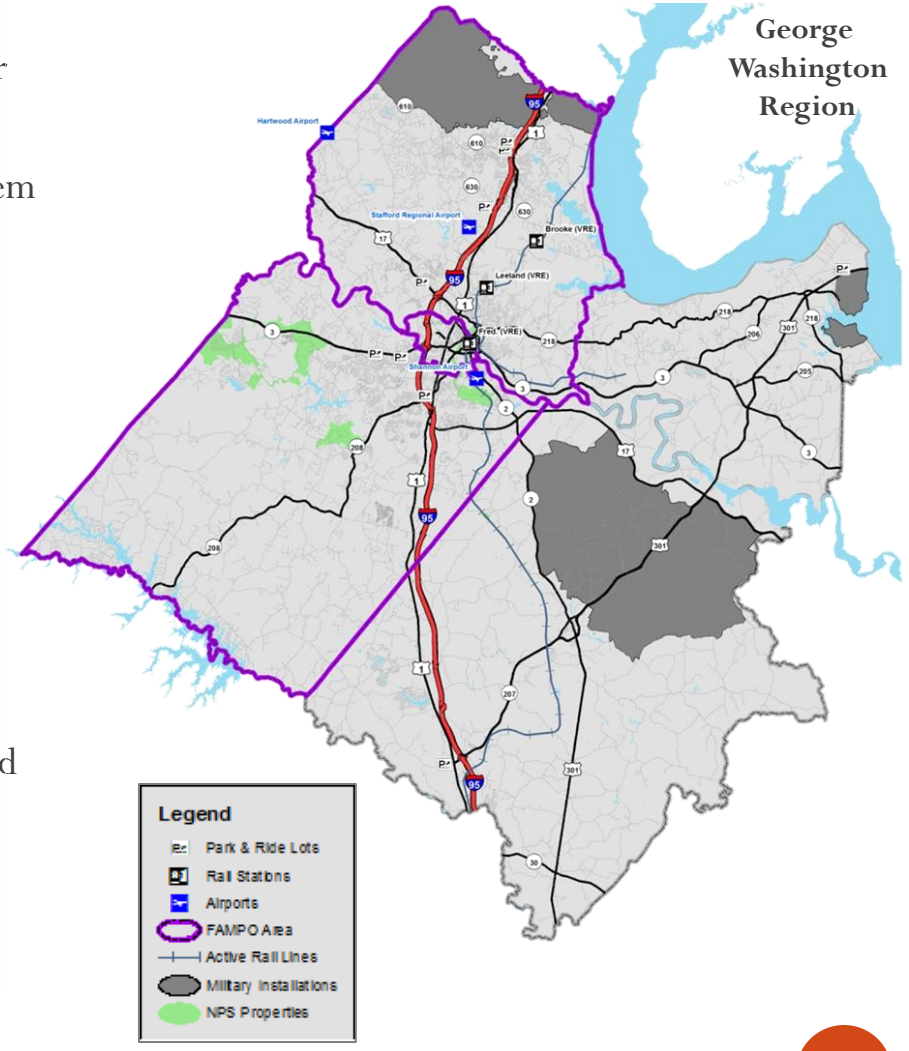
  Non-voting members include:

  - Caroline and King George counties
  - Federal Highway Administration
  - Virginia Department of Rail & Public Transportation
  - Virginia Commonwealth Transportation Board Member
- Transportation issues exist already and will worsen in the future unless addressed appropriately



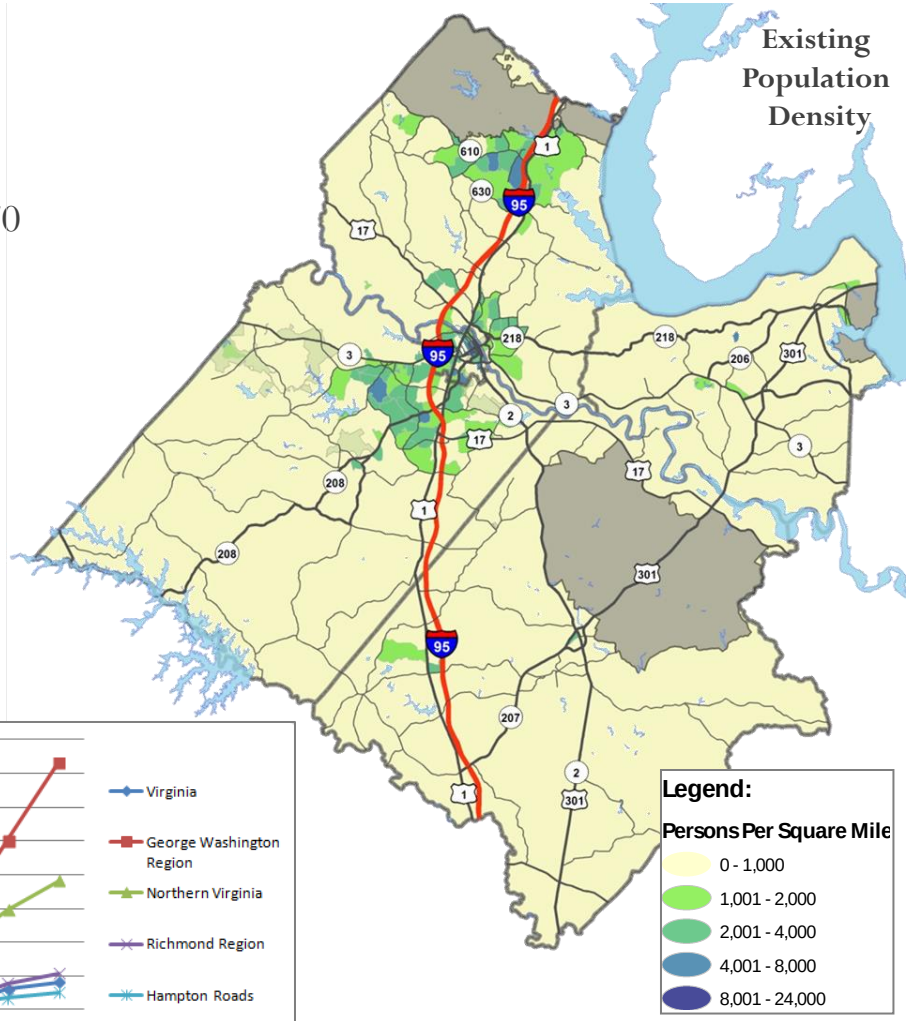
Long Range Transportation Plan Overview

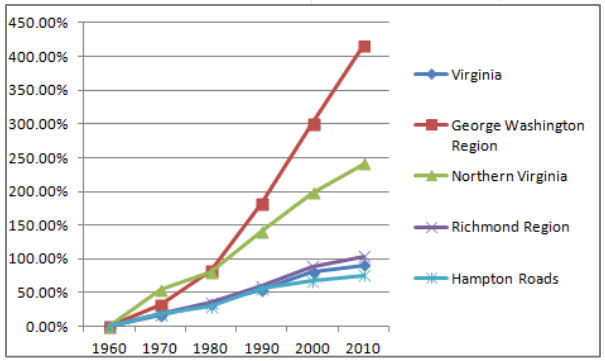
- Plan is an update to the 2035 Plan, which made major changes to regional transportation planning
- Plan addresses the region's future transportation system for all modes of transportation
  - Highways
  - Bicycle & Pedestrians
  - Transit & Transportation Demand Management
  - Freight
  - Aviation
- Plan is comprised of two parts:
  - Needs (not constrained by revenues)
  - Constrained (constrained by forecasted revenues)
- Regional dialogue is needed to address the constrained plan's financing assumptions
- Plan is a significant policy document for the region



Historic Growth and Development

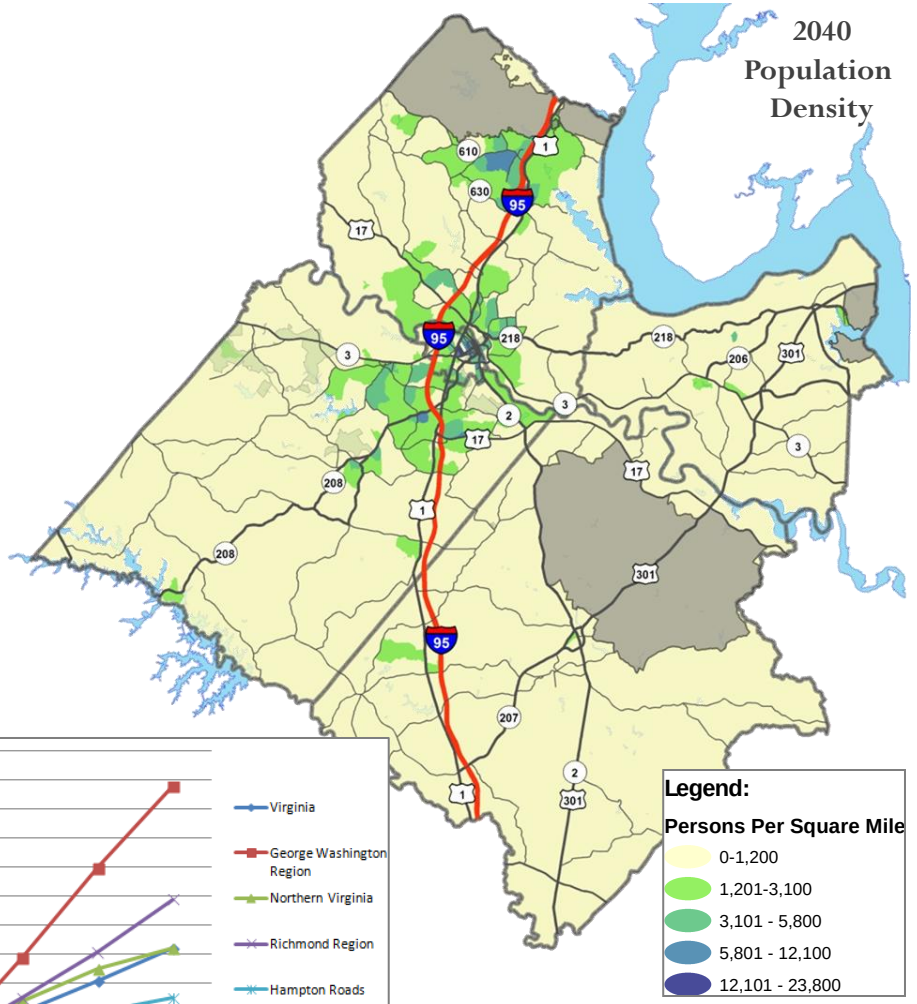
- Region has a population of more than 327,000
- Region is the fastest-growing in Virginia
- Over 400% increase in region's population since 1970
- Growth in Spotsylvania and Stafford counties
  - 70% of all recent residential development
  - 75% of all recent commercial development
- Recent growth has created opportunities and challenges
  - More services
  - Increase in home values
  - More jobs
  - More traffic and congestion
  - Increased air pollution
  - Environmental impacts

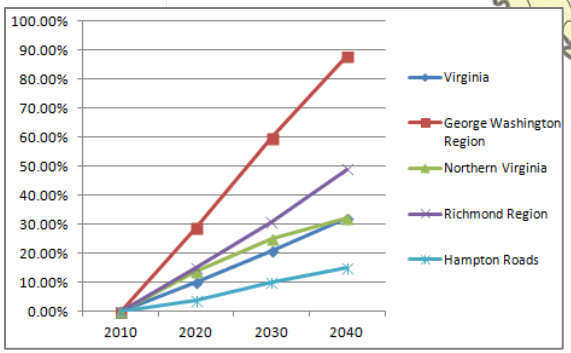




Future Growth and Development

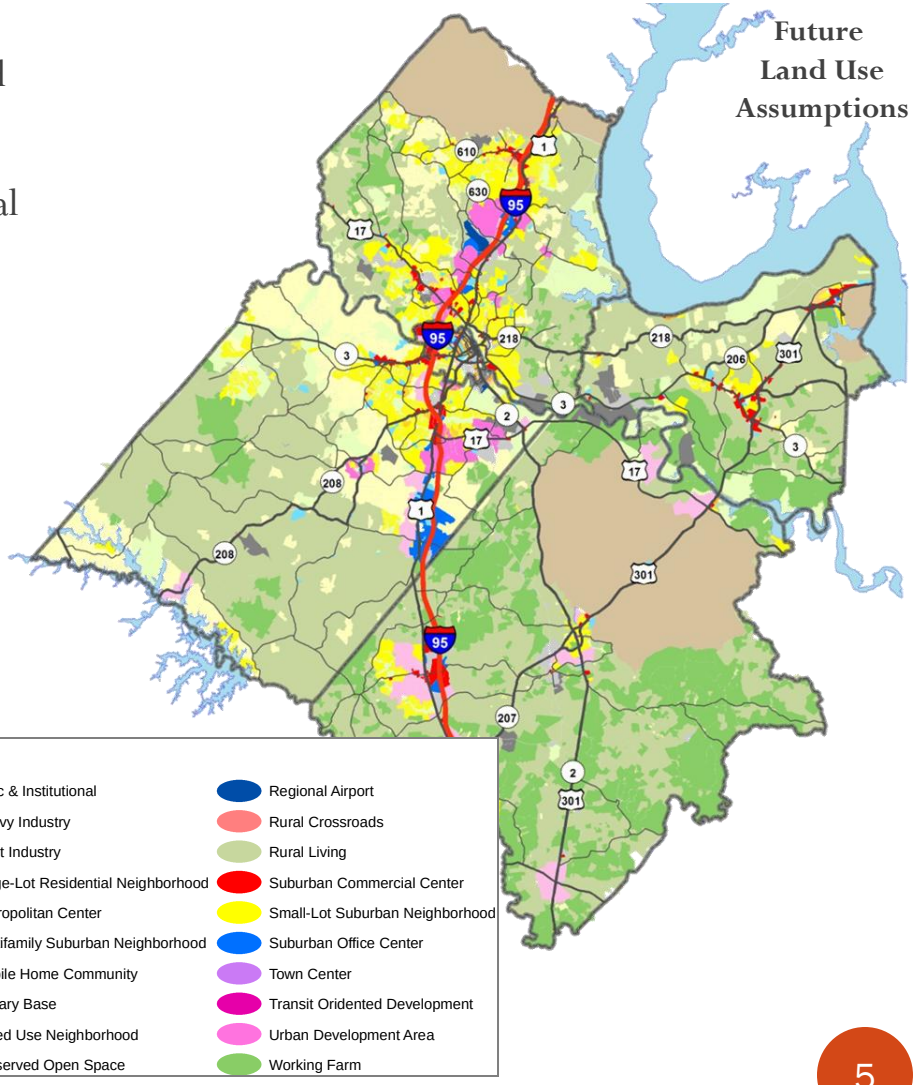
- Region is forecasted to grow to approximately 617,000 persons by 2040
- Region will remain the fastest growing in Virginia
- Future growth is likely to be low density and largely suburban with pockets of density identified in local comprehensive plans
- Opportunities will include:
  - Auto-orientation will remain
  - Property values are likely to increase
  - More jobs will come to the region
- Challenges will become more acute to include:
  - Public transportation choices will be limited
  - Transportation funding challenges will
  - Congestion will increase
  - Mobility will decrease
  - Auto-orientation will increase





Land Use and Transportation

- Regional Land Use Scenario Planning Study initiated in 2009
- Purpose was to explore and debate local and regional growth visions, trade-offs and alternative futures
- Five growth scenarios examined
  1. Decentralized Growth
  2. Green Print
  3. Compact Center & Corridors
  4. Jobs/Housing Balance
  5. Comprehensive Plans
- Comprehensive Plans Scenario used as inputs to the FAMPO travel demand model to develop the Plan

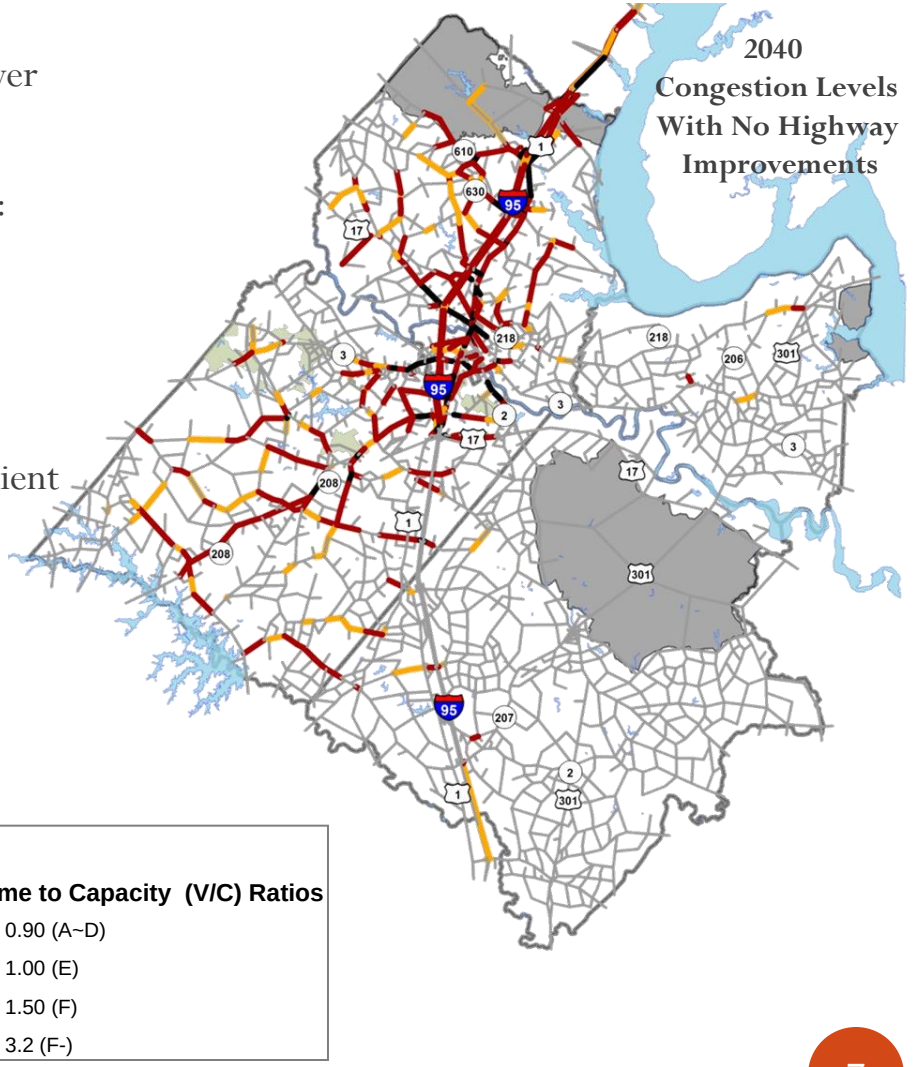


Land Use and Transportation

- The Commonwealth of Virginia encourages land use consideration in transportation planning
- Federal Law (MAP-21) allows multiple land use scenarios to be considered in MPO long range plans
- Land use decisions are and will be controlled by local governments, while FAMPO has developed an advisory scenario planning model that is integrated into its long range planning process
- This modeling capability allows the region and/or local governments to explore the implications which different land use patterns and transportation investment strategies have on the region as a whole or on individual localities
- Example models developed could show potential decreases in highway needs, depending on land use policies adopted by local governments
- Data, models and other tools will continue to be available to local governments for their use in local planning efforts

2040 Long Range Transportation Plan

- Region faces significant increases in travel demand over the next 27 years
- Without improvements to the transportation system:
  - Congestion will increase on the region's most important transportation corridors
  - People's mobility will be reduced
  - Region's Economic competitiveness may decrease
- Current funding levels are not forecasted to be sufficient to cover future transportation needs

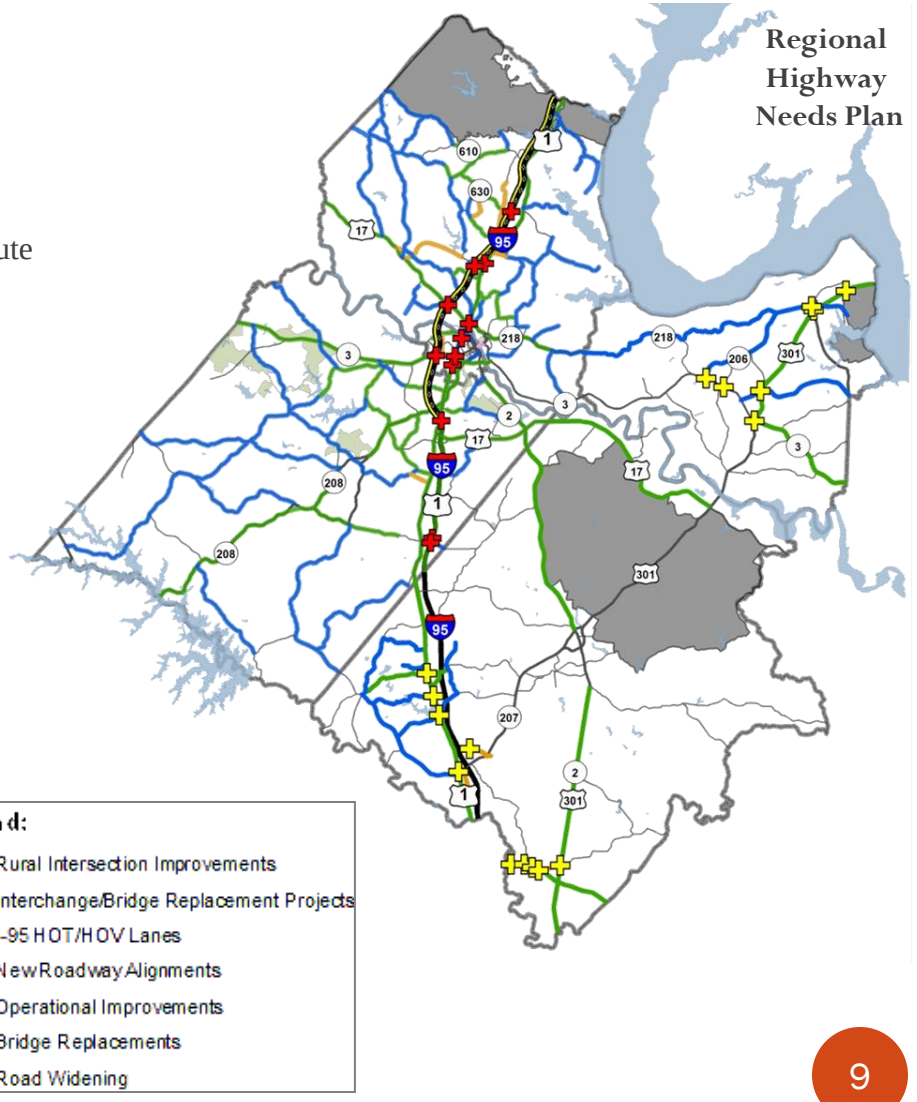


Regional Needs Plan

- Plan is not fiscally constrained
- Five needs plans were developed for both urban and rural areas
  1. Highway Needs Plan
  2. Bicycle & Pedestrian Plan
  3. Transit and Transportation Demand Management Plan
  4. Freight Plan
  5. Aviation Plan

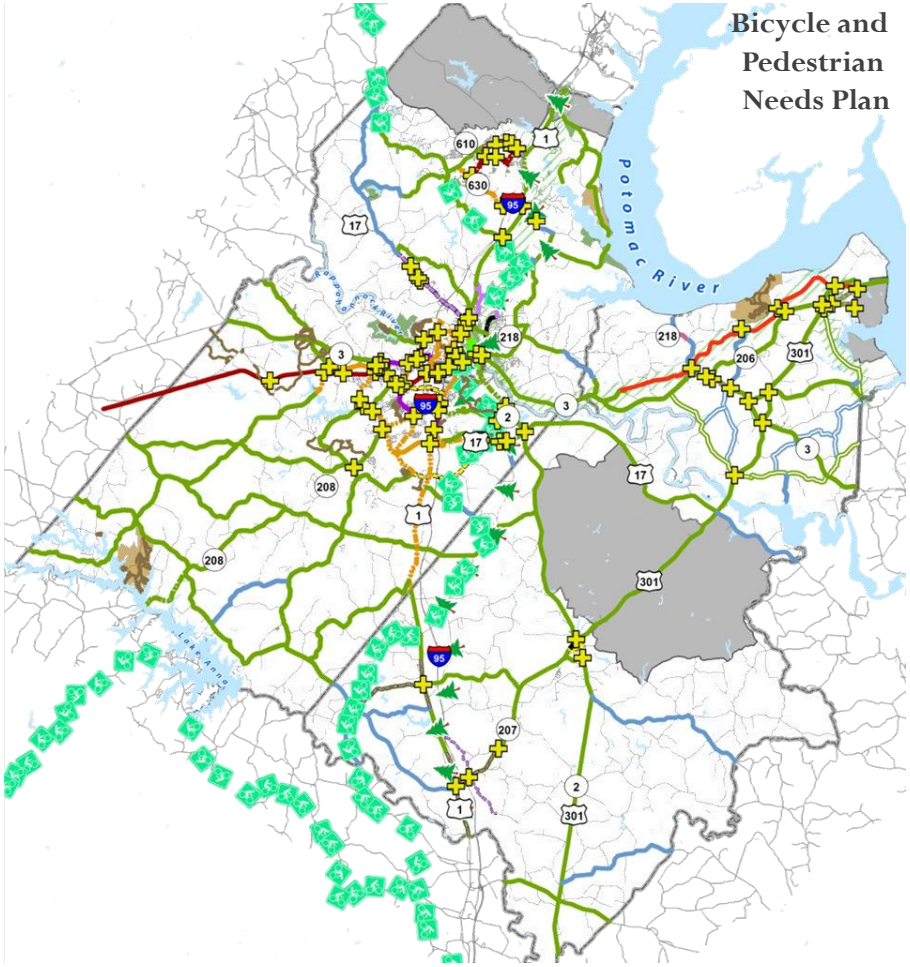
Highway Needs

- Major routes and facilities will struggle to meet travelers' demand
  - Interchanges with I-95
  - Major corridors such as I-95, US 1, US 17, Route 208, Route 630, Route 610, and others
- Many bridges will need rehabilitation and/or replacement
- Highway Plan mitigates the majority of regional traffic congestion and other transportation issues
- Carries a significant cost of $12.4 million which includes $327 million of bicycle and pedestrian needs



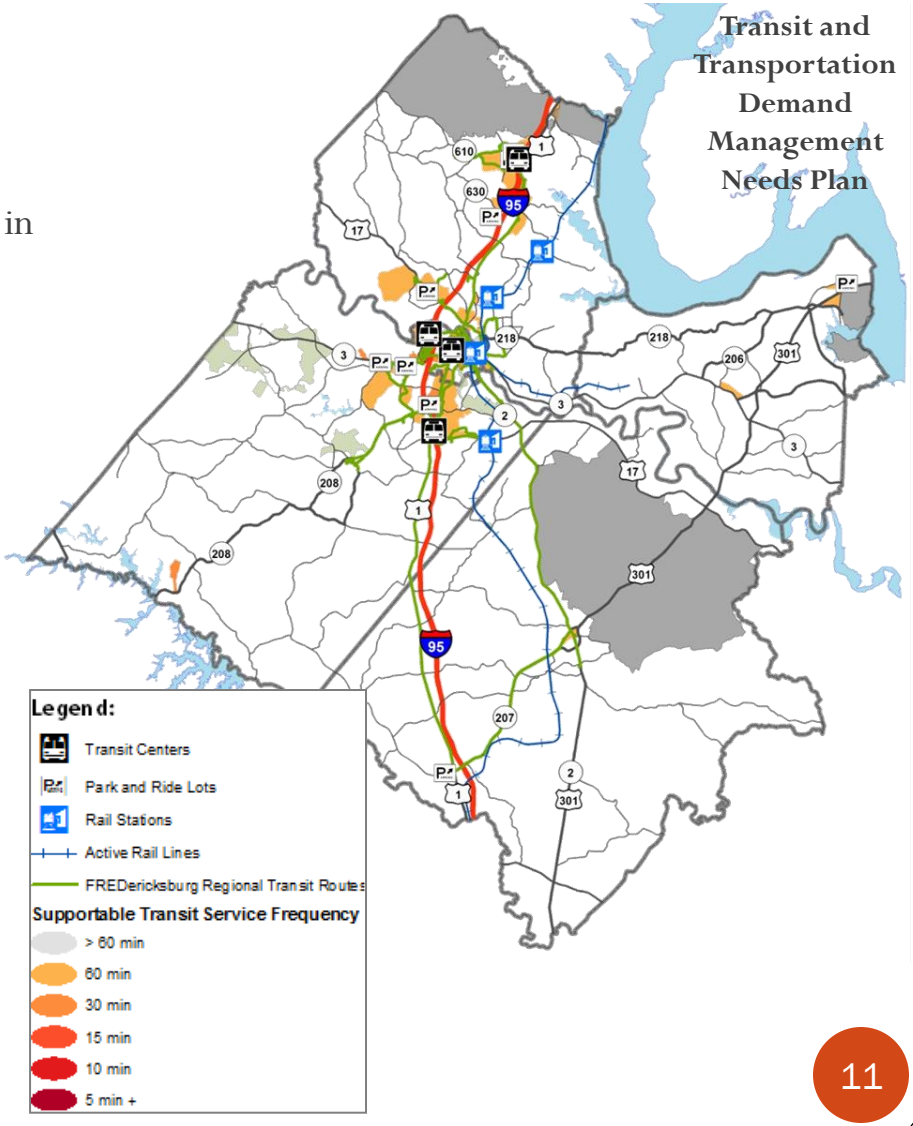
Bicycle and Pedestrian Needs

- Closely coordinated with the Highway Plan
- Would increase people's non-vehicular mobility
- Would close gaps in the existing network
- Would create a complete system of sidewalks, bikeways, trails and other facilities



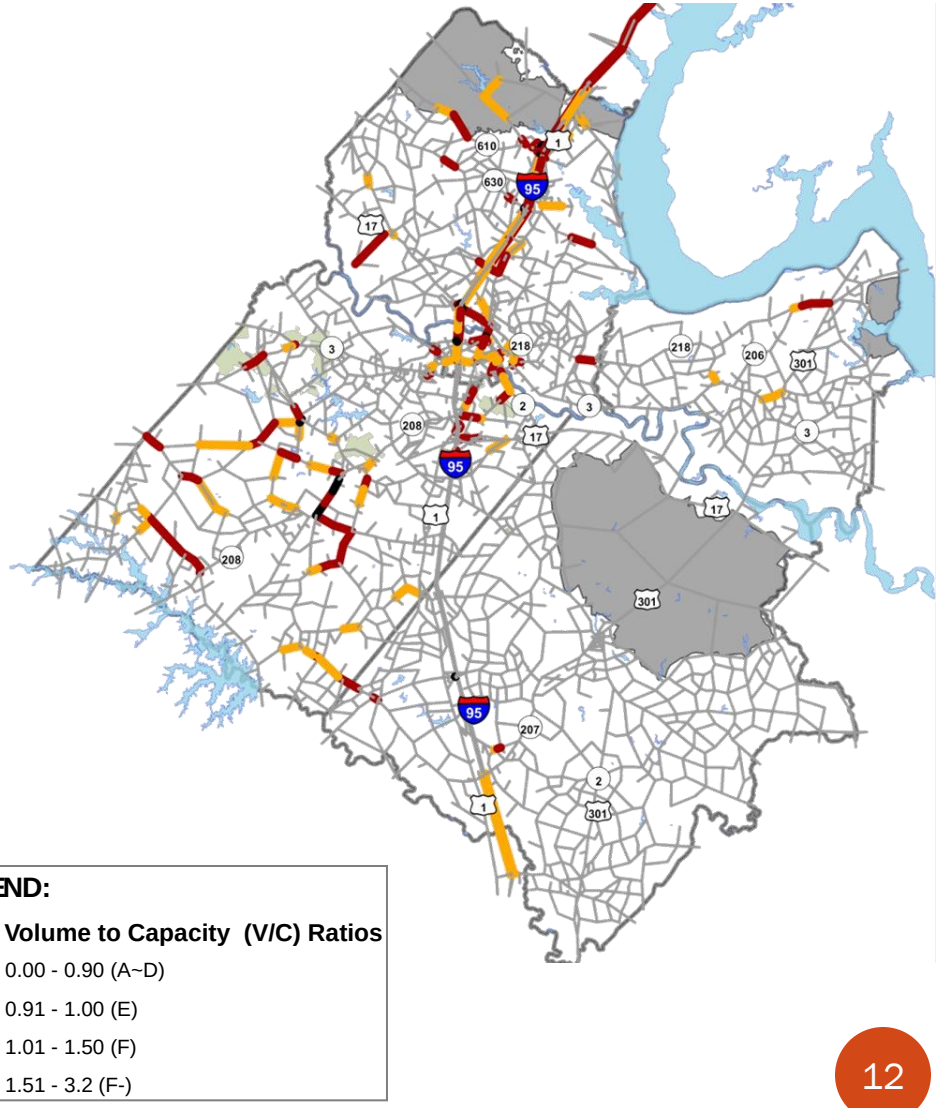
Transit and Transportation Demand Management Needs

- Focused on two different transit markets
  - Regional market (George Washington Region)
  - Commuter market (I-95 Corridor)
- Increased FREDericksburg Regional Transit services in the region
- Increased commuter services in the I-95 corridor
  - Virginia Railway Express services increased and service extended to Spotsylvania County
  - Express bus service to Washington DC and the Pentagon/Crystal City
  - Park and ride lots capacity increased
  - Transit centers created to support park and ride lots
- Current Transportation Demand Management programs augmented
  - Vanpool and rideshare
- People's mobility will increase, but outside the I-95 corridor, congestion will not be significantly impacted
- Over, the Plan represents a significant expenditure of $1.5 million



Forecasted Needs Plan Outcomes

- Resulting congestion if all highway projects are built in the Needs Plan
- Still some congestion on I-95 and on primary and secondary routes in the urbanized area
- Very little congestion in the rural area



Financially Constrained Plan

TRANSPORTATION REVENUE AND COST SUMMARY

Transportation Needs	
Area	**Costs**
Urban Highways/Bicycle and Pedestrian	$10,781,338,000
Non-Urban Highway/Bicycle and Pedestrian	$1,428,199,000
Subtotal Highway/Bicycle and Pedestrian	**$12,209,537,000**
Transit/Transportation Demand Management Operations	$608,800,000
Transit/Transportation Demand Management Capital	$896,900,000
Subtotal Transit/Transportation Demand Management Needs	**$1,505,700,000**
2040 Total Transportation Needs	**$13,715,237,000**

Transportation Revenues	
Area	**Revenue Forecast**
Urban Highways/Bicycle and Pedestrian	$1,202,411,000
I-95 HOV/HOT Lanes	$2,119,555,000
Non-Urban Highways/Bicycle and Pedestrian	$250,000,000
Subtotal Highways/Bicycle and Pedestrian Revenues	**$3,571,966,000**
Transit/Transportation Demand Management Operations	$247,990,000
Transit/Transportation Demand Management Capital	$80,948,000
Subtotal Transit/Transportation Demand Management Revenues	**$328,938,000**
2040 Total Transportation Revenues	**$3,900,904,000**

Transportation Funding Summary	
Total Needs	$13,715,237,000
Total Revenues	$3,900,904,000
Funding Shortfall	**$9,814,333,000**

Note: *Costs are inflated at 3% annually to the needed year of implementation

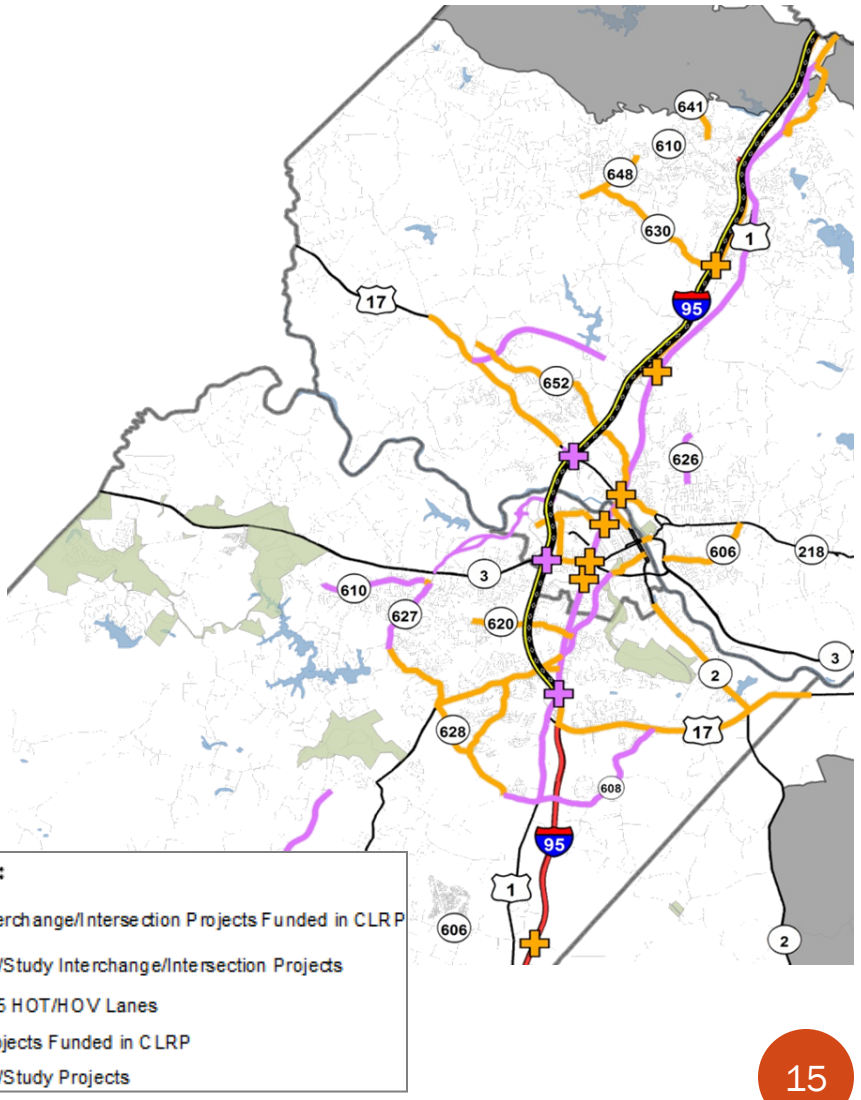
- Recommended improvements are revenue constrained
- Extent of projects is limited
- Many of the region's highways will remain congested
- Fewer bicycle and pedestrian projects will be implemented
- Less transit service and fewer Transportation Demand Management programs will be operated

Constrained Highway and Bicycle & Pedestrian Plans

- Project identified based on fiscal constraint and prioritization
- Prioritization Methodology adopted by the FAMPO Policy Committee
- Ranks projects based on the following factors:
  - Current and Future Congestion
  - Safety and Security
  - Environmental Impact
  - Public and Community Support
  - Ease of Implementation and Funding
  - Economic Growth and Efficient Land Use
- Approximately $3.3 billion available for projects which includes $2.1 million for HOT/HOV lanes projects

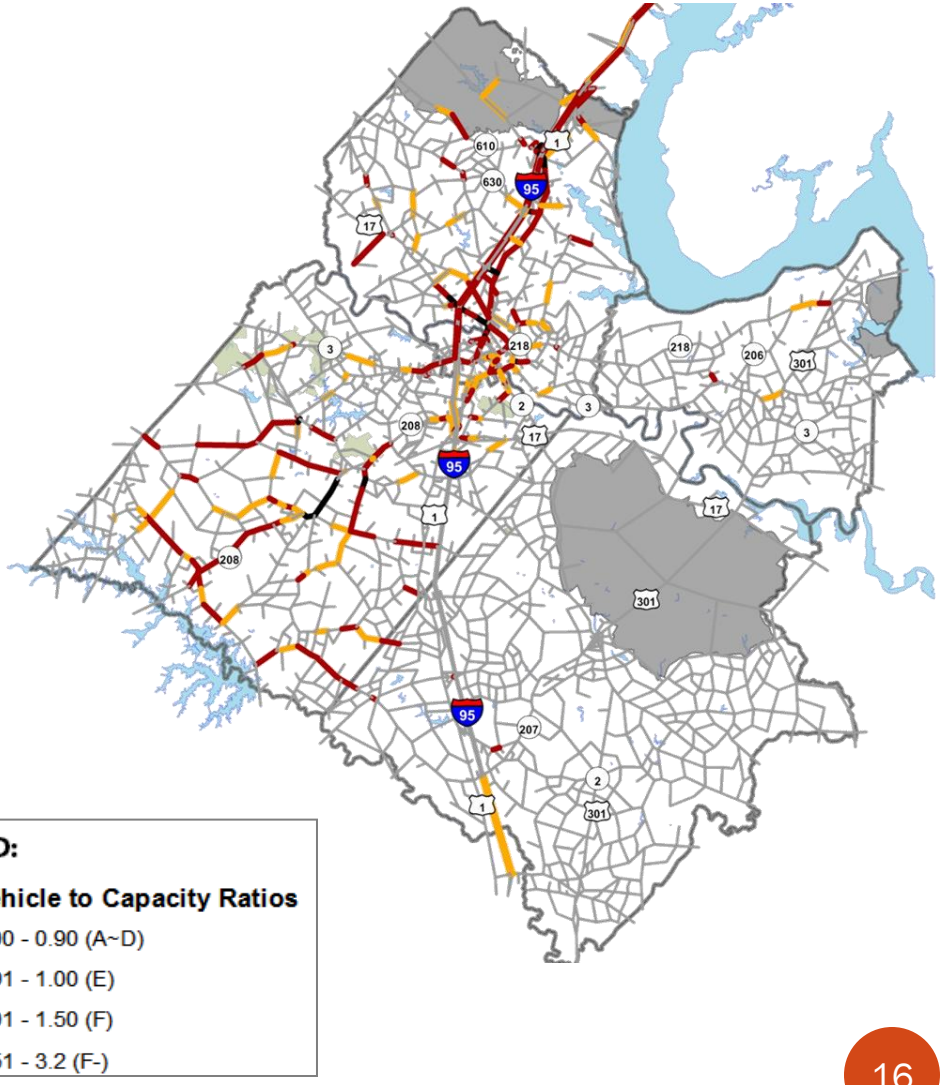
Constrained Highway and Bicycle & Pedestrian Plans

- Address congestion and mobility in a limited area
- Considerable investment in transportation regionally
- $138.6 million reserved for smaller-scale projects
- Fully-funded high profile projects:
  - I-95 Express Lanes
  - Reconstruction/relocation of I-95/Route 630
  - Replacement of Falmouth Bridge on US 1
  - Completion of Fall Hill Avenue Improvements
  - Extension of Mary Washington Boulevard
  - Widening of US 17 in Spotsylvania and Stafford counties
  - Improvements to Onville Road
- Significant Projects for Engineering and Studies
  - I-95 Rappahannock River Crossing
  - I-95 Improvements in the Jackson Gateway area of Spotsylvania County
  - Improvements to Lafayette Boulevard
  - Widening of US 1 (region-wide)
  - Improvements to Gordon Road



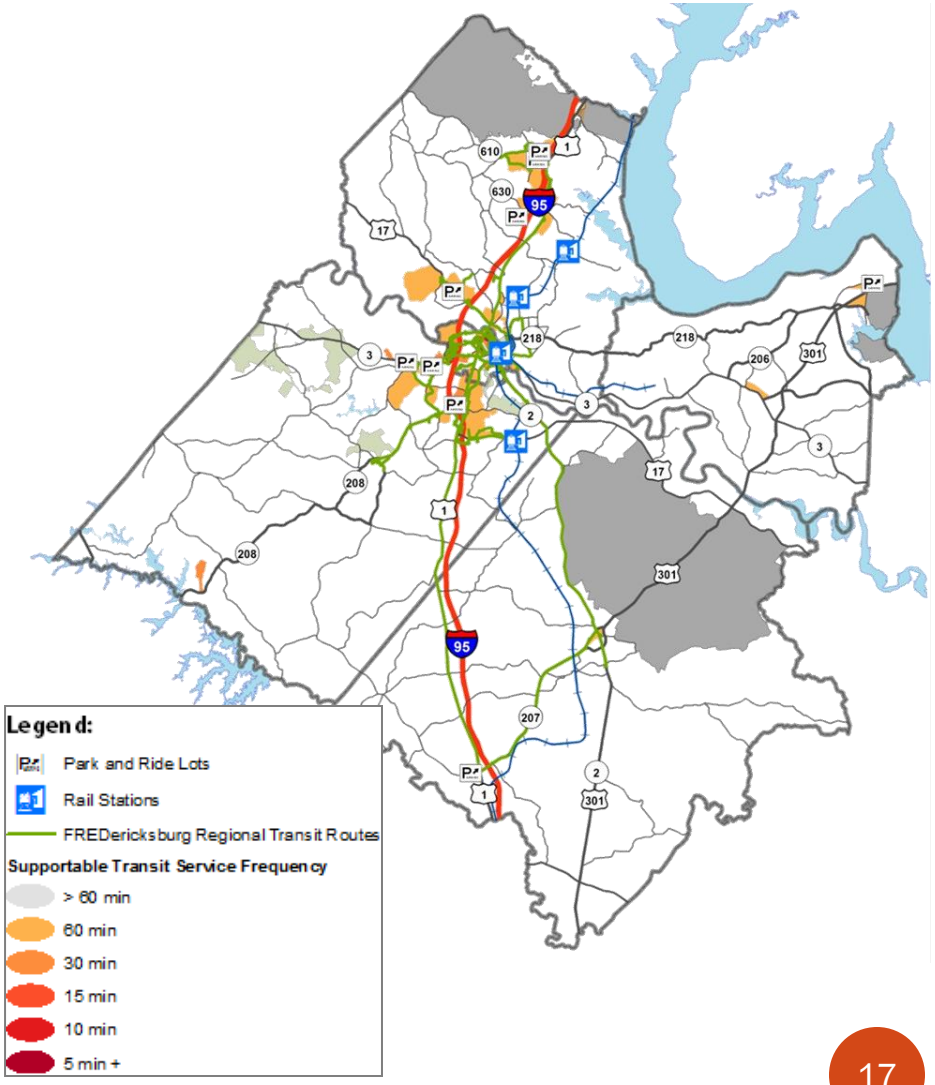
Forecasted Constrained Highway Plan Outcomes

- Resulting highway congestion if all projects in the Constrained Plan are built
- Still significant congestion on I-95, US 1, US17, as well as a number of primary and secondary routes throughout the region



Forecasted Constrained Transit and Transportation Demand Management Outcomes

- Virginia Railway Express
  - Extension of service to Spotsylvania County
- FREDericksburg Regional Transit
  - Due to financial constraints, FREDericksburg Regional Transit remains constant
- Park and Ride Lot Expansion
  - Consolidation of park and ride lots with expansions to remaining lots
  - 4,000 new parking spaces created
- Transportation Demand Management Improvements
  - Capital assistance for vanpools
  - Increased guaranteed ride home program
  - Carpool and vanpool incentives for riders and drivers
  - Marketing initiatives



Get Involved

The best decisions are made with a fully-informed and involved public, and your opinion makes a difference on vital transportation and planning issues in the region. There are many ways that you can get involved and make a difference. It all depends on your time and interest!

- Join our mailing list by sending an email to fampo.gwregion.org
- Come to the FAMPO Committee meetings.
- Visit us on:
  - Website: www.fampo.gwregion.org
  - Facebook: www.facebook.com/#!/FAMPO1VA
  - Twitter: www.twitter.com/FAMPO_VA
- Give us your comments during the public comment periods
- Attend the public information meetings
- Attend the public hearings
- Send a letter via USPS: 406 Princess Anne Street, Fredericksburg, VA 22401
- Give us a phone call: 540.373.2890
- Send us a fax: 540.899.4808

2040 Long Range Transportation Plan

www.fampo.gwregion.org/transportation-planning-documents/long-range-transportation-planning

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