

2045 Long Range Transportation Plan Update

September, 2017



Agenda

1. Fiscal Constraint
2. New Map-21/FAST Act Requirements
3. I-95 Phase 2
4. Schedule

Fiscal Constraint: Limited Funding for 2045 CLRP

Highway Capacity Expansion

1. Available Funding ~ \$706 Million
2. Critical Needs from I-95 Phase 1 & Unfunded Smart Scale ~ \$1.1 Billion
3. All unfunded needs from 2040 LRTP effort ~ \$10 Billion

Transit

1. Available Funding ~ \$111 Million; Most funding needed for existing service
2. Limited Funding for New Transit Capitol
3. Limited Funding for Additional Transit Operating

Additional Funding Sources

1. Atlantic Gateway FASTLANE Grant (“Fred Ex”) ~ \$165 Million
2. GWRC 5307 National Transit Database funding ~ \$30 Million
3. Local Funding ~ \$463 Million (Stafford, City, & Spotsylvania)

Proposed Funding Scenarios

1. Constrained Long Range Transportation Plan (CLRP)

- Highway Funding ~ \$706 Million
- Transit Funding ~ \$111 Million (*Note: Does not include VRE*)
- Local Funding ~ \$463 Million
- Additional Funding ~ \$195 Million (Atlantic Gateway & GWRC 5307)
- Total: \$1.475 Billion

2. Additional Potential Revenues above CLRP (Additional \$2 Billion)

- Potential Sources:
 - Regional Motor Fuels Tax Floor
 - Additional Local Revenue
 - Additional Federal/State Revenue
 - Volkswagen Settlement Funding
 - I-95/I-395 Express Lanes Transit/TDM funding
 - DC2RVA Rail Funding
 - Other?

3. Unconstrained Needs Plan (About \$10 Billion for 2040 LRTP)

New Map-21/FAST Act

Performance Measure Requirements

1. New Federal Requirements for MPOs

2. Seven performance measures areas

- a. National Highway System Performance: Freight Movement on the Interstate System
- b. National Highway System Performance: Congestion Mitigation and Air Quality Improvement Program
- c. Highway Safety Improvement Program (HSIP)
- d. National Highway System – Asset Management: Pavement and Bridge
- e. National Highway System – Asset Management: Transit Asset Management Plans and Emergency Relief Program
- f. Transit Asset Management – National Transit Database
- g. Transit Safety

Map-21/FAST Act

Performance Measure Requirements

3. First Deadline for MPO CLRP/TIP: 5/27/2018

- c. Highway Safety Improvement Program (HSIP)
- d. National Highway System – Asset Management: Transit Asset Management Plans and Emergency Relief Program
- e. Transit Asset Management – National Transit Database
- f. Transit Safety

4. Second Deadline for MPO CLRP/TIP: 5/20/2019

- a. National Highway System Performance: Freight Movement on the Interstate System
- b. National Highway System Performance: Congestion Mitigation and Air Quality Improvement Program
- d. National Highway System – Asset Management: Pavement and Bridge

5. If a MPO completes its CLRP/TIP under SAFETEA-LU regulations before 5/27/2018, it is acceptable

- But CLRP/TIP amendments after 5/27/2018 could trigger the need for compliance with Map-21/FAST Act performance measure requirements

Map-21/FAST Act

Performance Measure Requirements

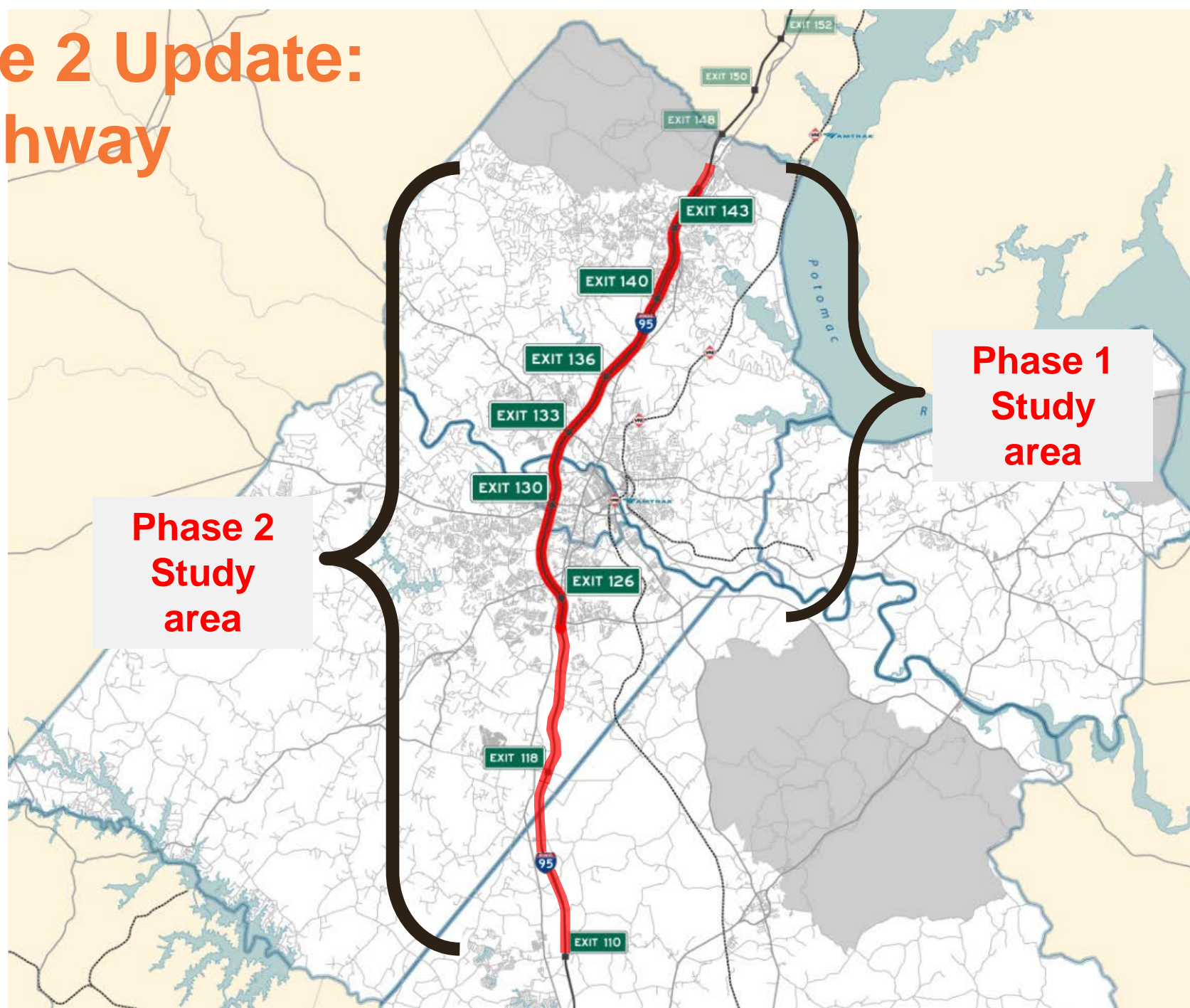
6. First Goal: To make 2045 FAMPO CLRP as compliant as possible with 1st Deadline performance measures

- a. FAMPO is 1st MPO in Virginia that will go through new Map-21/FAST Act Requirements
- b. Consultant support being utilized
- c. Working with State: OIPI, VDOT, & DRPT
 - August 10th VDOT Letter: Quarterly meetings to start in September, 2017
 - State targets for all 1st Deadline performance measures expected by November, 2017
- d. **Will need to hold a Special FAMPO meeting in December, 2017**
 - Target Date/Time: December 18th: 6 to 7 PM

7. Second Goal: To meet all Map-21/FAST Act Performance Measure requirements by 2nd Deadline

- a. FAMPO is 1st MPO in Virginia that will go through new Map-21/FAST Act Requirements
- b. Working with State: OIPI, VDOT, & DRPT
- c. Consultant support will be needed
- d. **Will need to do a Mini-2045 LRTP Update in FY-18 to be completed before 5/20/2019**
 - Schedule of Federal process does not allow this to be done in time for April, 2018 FAMPO 2045 LRTP Update

I-95 Phase 2 Update: Highway



**Phase 2
Study
area**

**Phase 1
Study
area**

Potential Build Alternatives

Various ideas are available to the Advisory Committee when considering build alternatives for testing; such as:

1. General purpose widening in select areas
2. Express Lanes extension to various points in the study area
3. New I-95 access points
4. Collector-Distributor Lanes in key areas
5. Improvements to existing interchanges
6. Combinations of the above

Examples of Potential Build Alternatives

1. General Purpose Lane Widening:

- Exit 148 to Exit 133: Widen from 6 to 8 Lanes
- Exit 130 to Exit 126: Widen from 6 to 8 Lanes
- Exit 126 to Exit 110: Widen 6 to 8 Lanes

2. 95 Express Lane Improvements:

- Extension from Exit 133 to Exit 126
- New Access point at Exit 128: Harrison Rd

3. Interchange Improvements:

- New Interchange: Exit 131 to Central Park Area
- New Interchange: Exit 128: Harrison Rd
- Exit 126 interchange improvements to Rte 1/Rte 17

4. Other Road Improvements:

- Stafford Parkway from Exit 136 to Rte 17 (West)
- New Arterial west of I-95 in Stafford between Garrisonville and Rte 17
- ITS Improvements, e.g., Active Traffic Management System like I-66

Submission of Potential Highway Improvements for Consideration in I-95 Phase 2 Study

1. Each Advisory Committee member can submit up to 3 improvements for consideration

- Each GWRC locality
- DRPT
- PRTC
- VDOT
- CTAG
- MWCOG
- FHWA

Jurisdiction/Organization	Primary	Alternate
City of Fredericksburg	Erik Nelson	Doug Fawcett
Spotsylvania County	Ed Petrovitch	Doug Morgan
Stafford County	Mike Smith	Chris Rapp
Caroline County	Craig Pennington	Mike Finchum
King George County	Jack Green	
DRPT	Tim Roseboom	Jitender Ramchandani
PRTC	Chuck Steigerwald	Sonali Soneji
VDOT	Stephen Haynes	Linda LaSut
CTAG	Fran Larkins	Rupert Farley
MWCOG	Lyn Erikson	John Swanson
FHWA	Ivan Rucker	

2. Deadline for Submittal: 9/20/2017

- Submit to Paul Agnello: agnello@gwregion.org

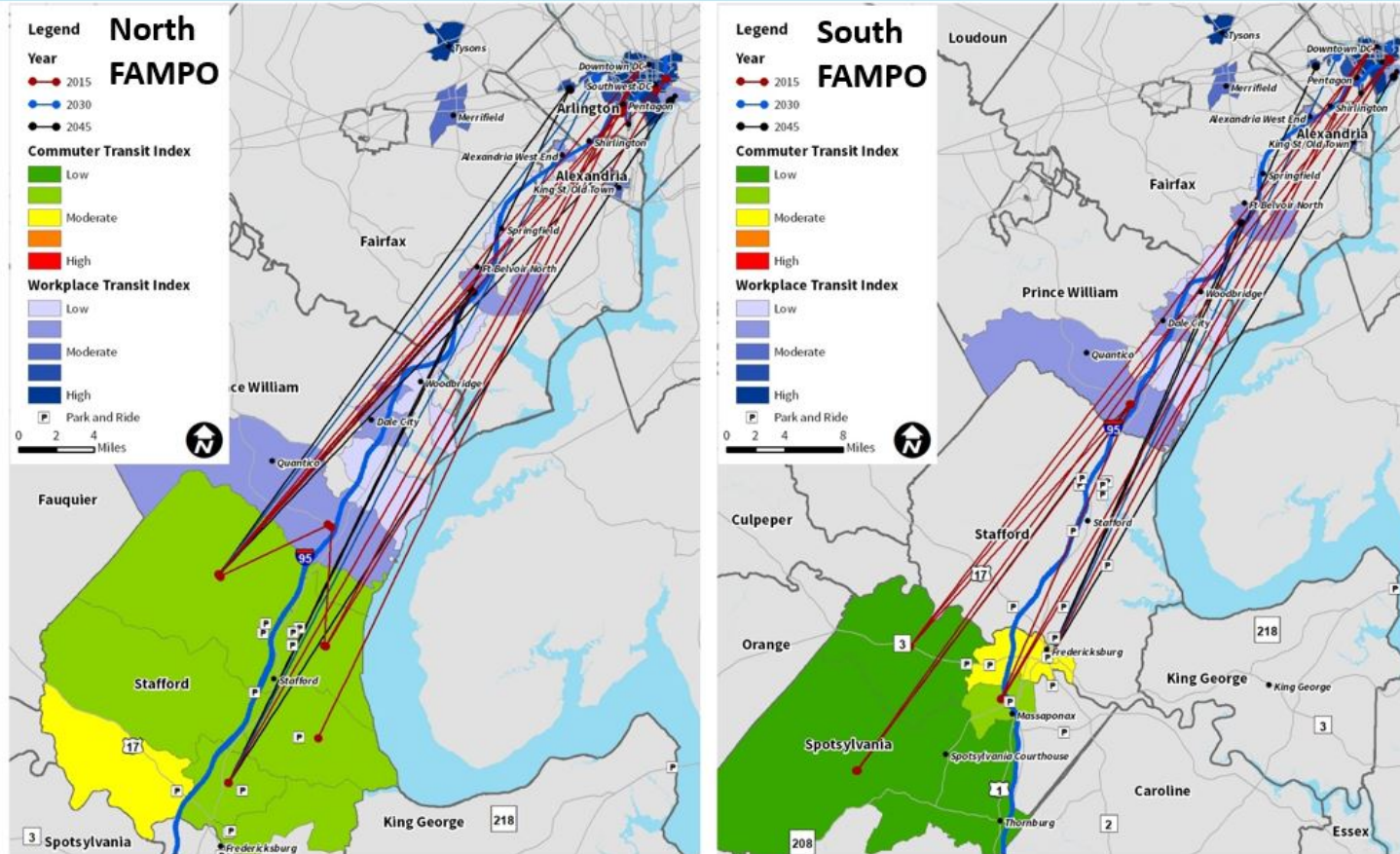
Alternative Evaluation Criteria

When testing candidate alternatives, the following evaluation criteria will be considered

1. Forecasted increase in person movement when compared to the no-build condition
2. Forecasted decrease in person travel delay when compared to the no-build condition
3. Physical (footprint) impacts
4. Consistency with local, state & federal plans and policies
5. Planning level cost estimates

I-95 Phase 2 Transit/TDM Overview

Market Analysis Recap

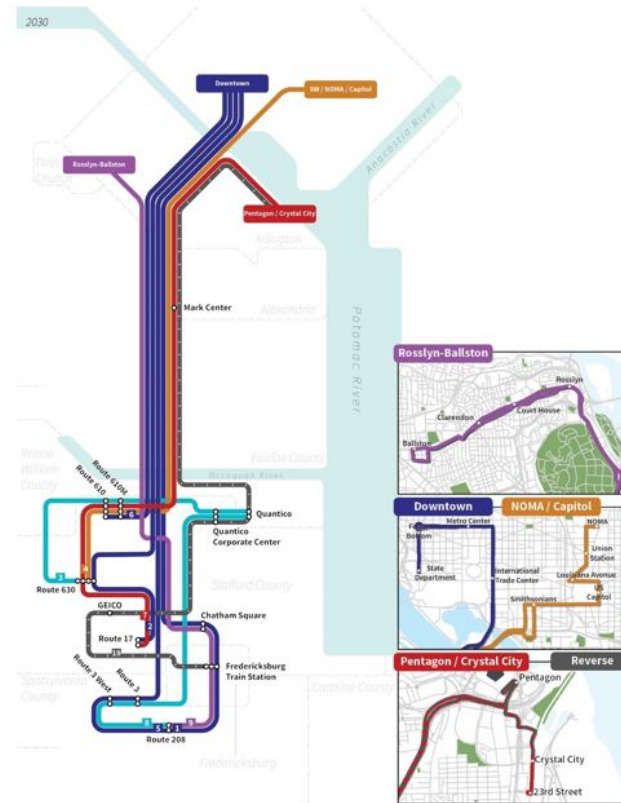


- Building on results of State OIPI Study
- Using Streetlight Data
- Large increase in commuter trips expected between GWRC/FAMPO and NOVA/DC

Initial Results of Reverse Peak VRE Service Analysis

Commuter Bus Routes - 2030

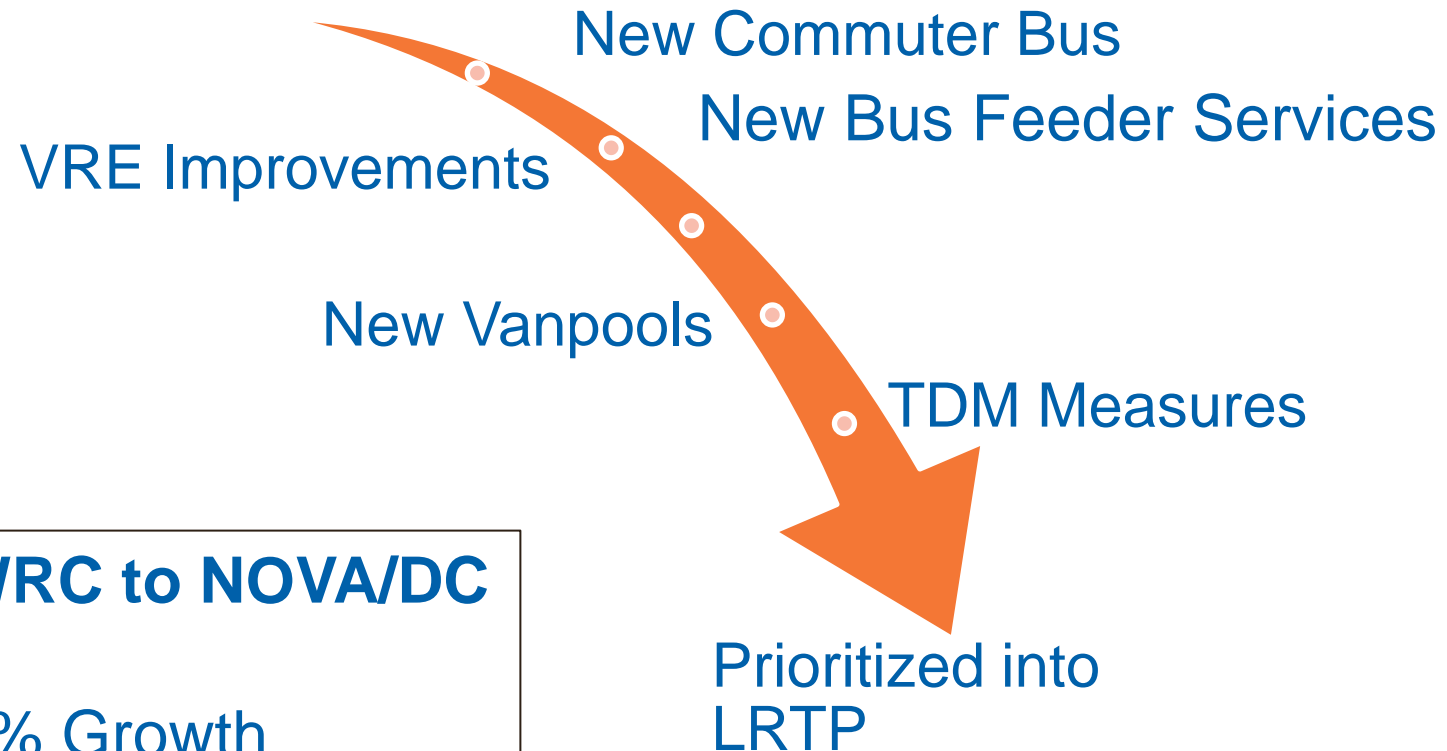
- Add reverse peak route
 - Provides service to Quantico (60% of employees live in Northern Virginia)
 - Also serves as supplemental service to VRE when VRE is not operating



- Reverse Commuter Bus likely a more cost effective way to provide reverse VRE service
- Reverse Commuter Bus could offer additional flexibility to stop at non-VRE commuter lots such as Garrisonville or provide supplemental service if VRE not operating.

I-95 Phase 2: Transit/TDM Summary

About 24K New Commuter Trips Expected by 2045: GWRC to NOVA/DC



Commuter Trips: GWRC to NOVA/DC

2015: 47,800

2030: 58,100 - 22% Growth

2045: 72,000 - 51% Growth

Expected Timeframe for I-95 Phase 2 Draft Results

- **October/November: Transit/TDM**
- **November/December: Highway**

High Level 2045 FAMPO/GWRC LRTP and I-95 Phase 2 Schedule

2017

1. August/September – Alternatives Development and Analysis for I-95 Phase 2 and LRTP
2. May to October – Development of Bicycle/Pedestrian projects
3. September/October – Draft Results and Additional Analysis
4. November/December – Completion of I-95 Phase 2 Transit/TDM
5. November/December – Final Results, MPO Committee Review
6. December/January – Draft Report for LRTP for Review by MPO Committees

2018

1. January 25th to March 22nd – Public Involvement
2. March 1st – Smart Scale Round 3 Begins
3. March/April – Completion of I-95 Phase 2 Highway
4. Late March/Early April – LRTP revisions based on public comment
5. April – CLRP/LRTP Approval by FAMPO and GWRC committees

Questions & Input?

2045 Long Range Transportation Plan

