2045 Long Range Transportation Plan

Executive Summary

Summary of Draft
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 appointed members.

Voting members include:
- Counties of Spotsylvania and Stafford
- City of Fredericksburg
- Representative from the Secretary of Transportation
- Potomac and Rappahannock Transportation Commission
Plan Overview and Current Conditions

- Update to the 2040 Plan
- Addresses the region’s future system for all modes of transportation
  - Highways
  - Bicycles and Pedestrians
  - Transit and Transportation Demand Management
  - Freight
  - Aviation
- Plan is comprised of two parts:
  - Needs (not constrained by revenues)
  - Constrained (conforms to forecasted revenues)
- Transportation issues already exist, and will continue to worsen unless addressed comprehensively
- Regional dialogue is necessary to address the constrained plan’s financing assumptions
- Plan is a significant policy document for the region

<table>
<thead>
<tr>
<th>Existing Volume/Capacity Ratios</th>
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<tbody>
<tr>
<td>0.0 - 0.9 (A~D)</td>
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<tr>
<td>0.91 - 1.0 (E)</td>
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<tr>
<td>1.1 - 1.5 (F)</td>
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Current Population Distribution

- Region has a population of more than 350,000
- 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
  - Environmental impacts
• Region is forecasted to grow 86% to approximately 652,000 persons by 2045
• 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:
  • Increasing property values
  • More jobs coming to the region
• Challenges will become more acute, including:
  • Public transportation choices will be limited
  • Transportation funding challenges will increase
  • Congestion will increase
  • Mobility will decrease
  • Auto-orientation will increase
Regional Land Use Scenario Planning Study initiated in 2009 and continued in 2014-2015
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 in FAMPO travel demand model to develop Land Use Plan
2045 No-Build Overview

- Region faces significant increases in travel demand over the next 27 years
- Without improvements to the transportation system:
  - Congestion will increase
  - Mobility will be reduced
  - Region’s economic competitiveness will suffer
- Current funding levels are not forecasted to be sufficient to cover future transportation needs
  - Gas tax revenues will not keep pace with need as vehicle fleet transitions to hybrid and electric vehicles
  - Transit funding faces fiscal cliff
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
  - I-95, US 1, US 17, and US 301/Route 207
  - Amtrak/VRE/CSX
  - Route 2, Route 3, Route 208, and Route 610
- Many bridges will need rehabilitation or replacement
- Highway Plan mitigates the majority of regional traffic congestion and other transportation issues
- Carries a significant cost of $5.37 billion, including $103 million in bicycle and pedestrian needs
Top Highway Needs

• **I-95 from Phase 2 Study**
  - I-95 SB 4th Lane from Southern Terminus of SB River Crossing to Exit 126 with Harrison Rd Bridge Replacement
  - Exit 126 Onramp improvement from Rte 1 to I-95 NB
  - Some Exit 133 and Exit 130 interchange improvements not included in SB and NB River Crossing projects

• **Other Critical Regional Highway Needs**
  - US 301/Rte 207 capacity and safety improvements to accommodate future increased traffic
  - Rte 17 Business capacity and safety improvement in Stafford
  - Rte 3 capacity and safety improvements in City of Fredericksburg
  - Rte 2/Business 17 capacity and safety improvements in City of Fredericksburg and Spotsylvania County
  - Rte 1 capacity and safety improvement in City of Fredericksburg
  - Harrison Rd widening in Spotsylvania
Bicycle and Pedestrian Needs

- Closely coordinated with the Highway Plan
- Would increase non-vehicular mobility
  - Making biking and walking safer and more convenient
  - Provides non-drivers with mobility and autonomy
- Would close gaps in the existing network
  - Increase residential and commercial connectivity
  - Communities close to existing bike/ped infrastructure may not have access to it
- Would create a complete system of sidewalks, bikeways, trails and other facilities
  - Increasing region’s attractiveness as a place to live and work
  - Particularly attractive to younger workers, e.g., Millenials
Local and Commuter Transit Needs

- New commuter bus service:
  - Two FAMPO to NoVA/DC Routes
  - North Stafford to Quantico VRE
  - Caroline to Spotsylvania VRE
  - Fredericksburg to Dahlgren
- New local bus service
  - Downtown Circulator
  - Lee Hill Transfer Center
  - Caroline to Spotsylvania/Fredericksburg
  - Fredericksburg to King George
  - North Stafford to Quantico
- Provides increased mobility for non-drivers
Transportation Demand Management Needs

• Focused on the I-95 corridor commuter market
• Increased commuter services
  • Park and ride lot capacity increased
    ➢ Mine Rd – Stafford
    ➢ Commonwealth Drive - Spotsylvania
  • New park and ride lots
    ➢ Rte 17 East – Stafford
    ➢ Rte 3 East – Stafford
    ➢ Chatham Heights - Stafford
• Current TDM programs augmented
  • Vanpool and rideshare
• Total expenditure of $78.1 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 areas
### Transportation Revenue and Cost Summary

#### Transportation Needs

<table>
<thead>
<tr>
<th>Area</th>
<th>Costs</th>
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<tbody>
<tr>
<td>Highways/Bicycle and Pedestrian (Includes PnR Improvements)</td>
<td>$5,372,667,000</td>
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<tr>
<td>Commuter Transit Capital and Operations</td>
<td>$117,073,322</td>
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<tr>
<td><strong>Total Transportation Needs</strong></td>
<td><strong>$5,489,740,322</strong></td>
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#### Transportation Revenues

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<th>Area</th>
<th>Revenue Forecast</th>
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<tbody>
<tr>
<td>Highways/Bicycle and Pedestrian</td>
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<tr>
<td>Commuter Transit Capital and Operations</td>
<td>$111,800,000</td>
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<td>Local Transit/Highways</td>
<td>$463,400,000</td>
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<tr>
<td>GWRC Transit (Section 5307)</td>
<td>$30,200,000</td>
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<tr>
<td><strong>Total Transportation Revenues</strong></td>
<td><strong>$1,911,700,000</strong></td>
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#### Transportation Funding Summary

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**Funding Shortfall** $3,578,040,322

*Note: Costs are in 2018 dollars*
**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 $1.3 billion available for projects
Constrained Highway and Bicycle & Pedestrian Plans

- Address congestion and mobility in a limited area
- Considerable investment in transportation regionally
- Fully-funded high profile projects:
  - I-95 SB Rappahannock River Crossing
  - I-95 NB Rappahannock River Crossing
  - 95 Express Lanes Fredericksburg Extension
  - Harrison Road Widening
  - Courthouse Road Interchange Relocation and Widening
- Significant Projects for Engineering and Studies
  - 95 Express Lanes to Exit 126
  - Stafford Parkway
  - Lafayette Boulevard
  - Route 1 (Jefferson Davis Highway)
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, US 17, as well as a number of primary and secondary routes throughout the region
Constrained Transit and TDM Projects

- Virginia Railway Express
  - Brooke and Leeland Rd Station Improvements
  - Additional Rail Cars
- FREDericksburg Regional Transit
  - Due to financial constraints, FREDericksburg Regional Transit has minimal expansion
- Park and Ride Lot Expansion
  - 7 new/expanded park and ride lots
- Transportation Demand Management Improvements
  - Include commuter bus routes
  - 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 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 public comment periods
- Attend public information meetings
- Attend 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
- Comment online: www.fampo.gwregion.org

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