

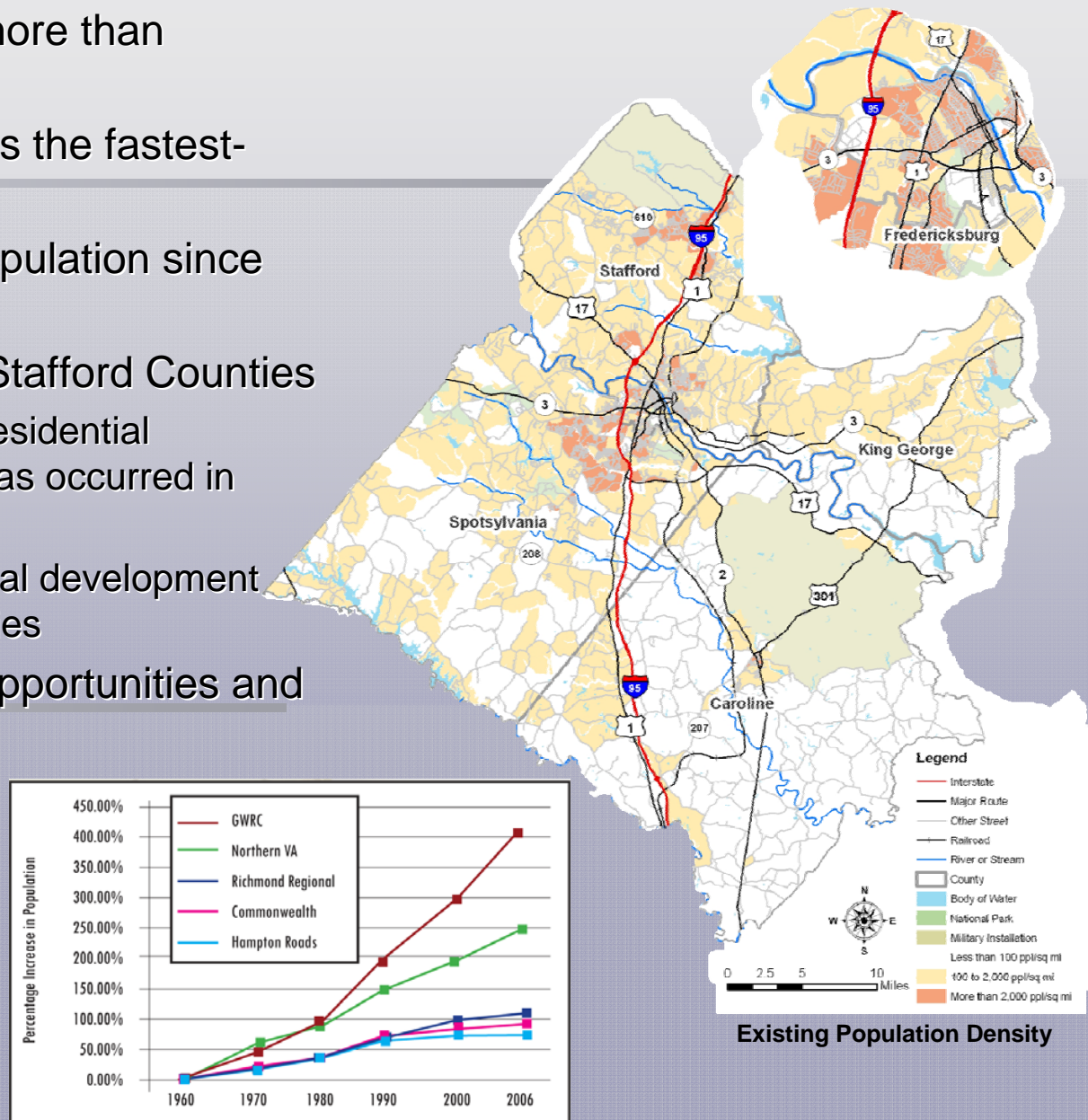
TRANSIT/TDM IN THE GEORGE WASHINGTON REGION

POPULATION & LAND USE HISTORY
POPULATION & LAND USE FUTURE
I-95 BRT POTENTIAL
FUNDING ISSUES
CHOICES

Testimony of Lloyd Robinson, FAMPO Administrator
SJR 122 Committee
December 18, 2008

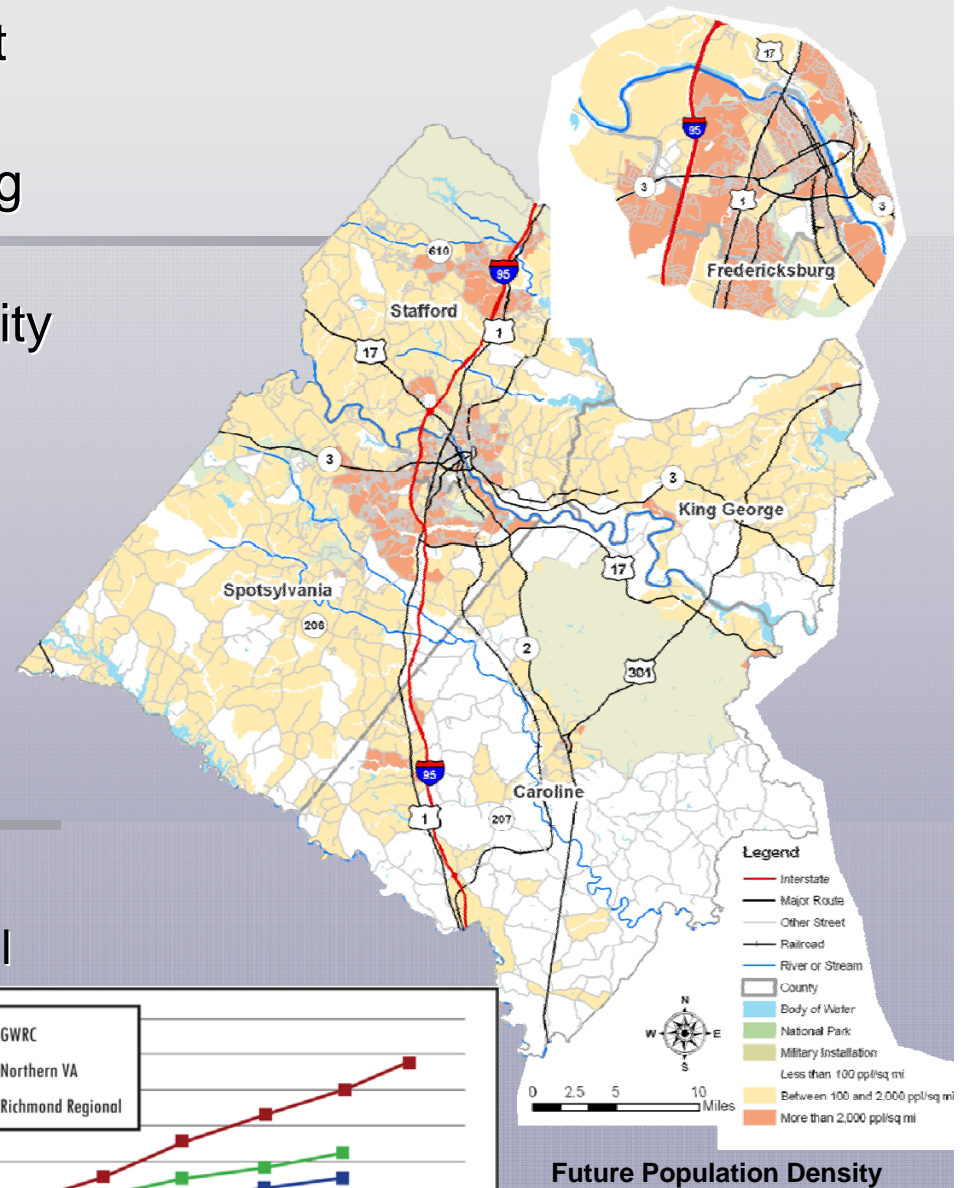
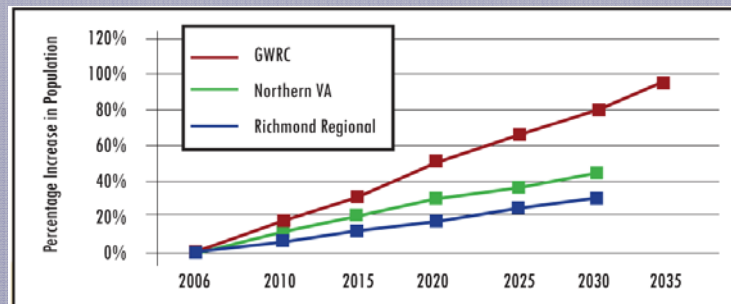
Historic Growth and Development

- Region has a population of more than 310,000 people
- George Washington Region is the fastest-growing in Virginia
- 400% increase in region's population since 1960
- Growth in Spotsylvania and Stafford Counties
 - 70% of all recent regional residential development in the region has occurred in these counties
 - 75% of the recent commercial development has occurred in these counties
- Recent growth has created opportunities and challenges
 - More services
 - Increase in home values
 - More jobs
 - More traffic and congestion
 - Increased air pollution
 - Environmental impacts



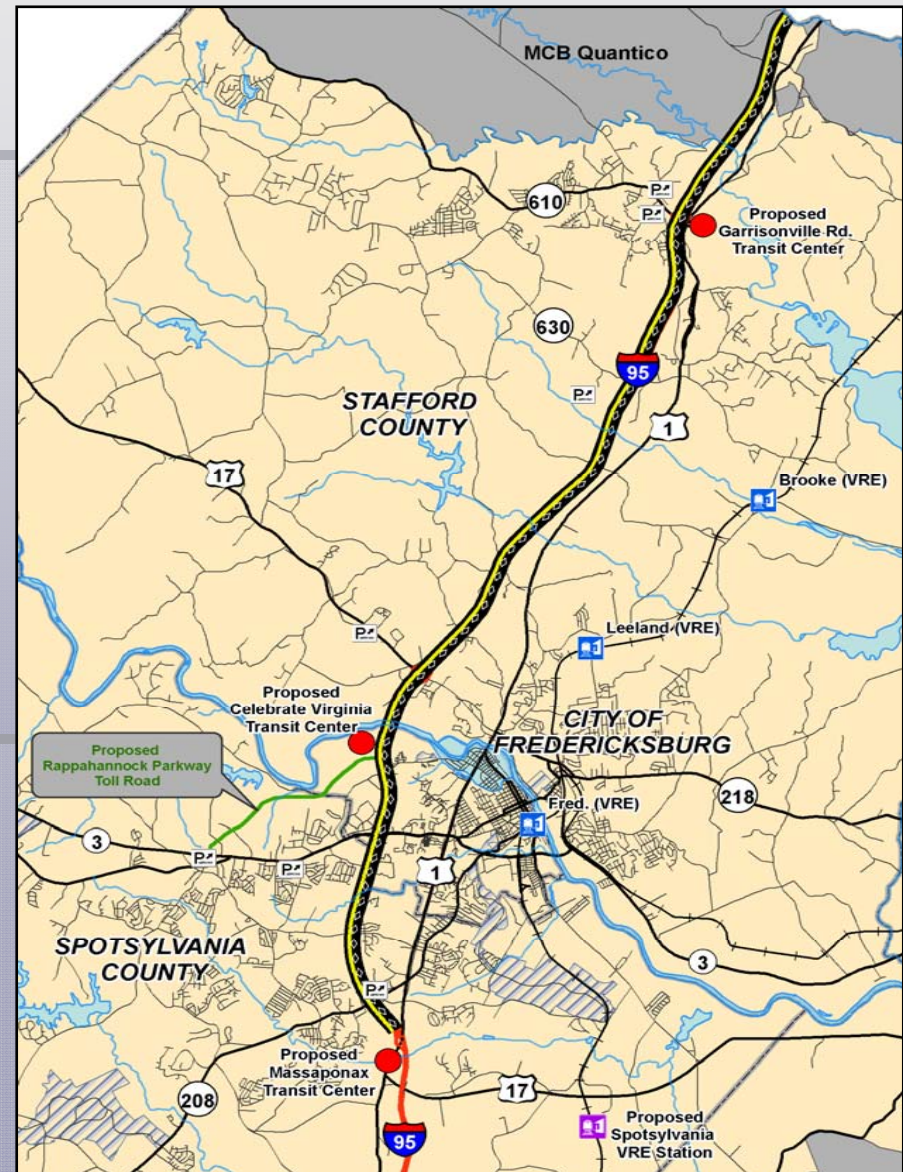
Future Growth and Development

- Region is forecasted to grow to about 600,000 persons by 2035
- Region will remain the fastest growing in Virginia
- Future growth is likely to be low density and largely suburban
- Opportunities will increase
 - Auto-orientation will remain
 - Property values are likely to increase
 - More jobs will come to the region
- Challenges will become more acute
 - Public transportation choices will be limited
 - Transportation funding challenges will increase
 - Congestion will increase
 - Mobility will decrease



2035 LRTP I-95 Corridor Parking & Services

- **VRE Parking: 2,775 Spaces (\$45 Million)**
- **New Express Bus: 3 Routes (\$40 Million - Operations) (\$28 Million - Buses)**
- **Commuter Parking: 7,340 Spaces: (\$130 Million)**
- **TDM Services: (\$27 Million)**



Transportation Costs and Projected Revenues

Transportation Revenue and Cost Summary

Transportation Needs

Area	Cost*
Urban Highways/Bicycle and Pedestrian	\$7,006,500,000
Non-Urban Highway/Bicycle and Pedestrian	\$1,881,500,000
<i>Subtotal Highways/Bicycle and Pedestrian Needs</i>	<i>\$8,887,000,000</i>

Transit/TDM Operations	\$787,000,000
Transit/TDM Capital	\$431,000,000
<i>Subtotal Transit/TDM Needs</i>	<i>\$1,218,000,000</i>

2035 Total Needs \$10,105,000,000

Transportation Revenues

Area	Revenue Forecast
Urban Highways/Bicycle and Pedestrian	\$1,517,000,000
Non-Urban Highway/Bicycle and Pedestrian	\$250,000,000
<i>Subtotal Highways/Bicycle and Pedestrian Revenues</i>	<i>\$1,767,000,000</i>

Transit/TDM Operations	\$455,000,000
Transit/TDM Capital	\$254,000,000
<i>Subtotal Transit/TDM Revenues</i>	<i>\$709,000,000</i>

2035 Total Revenues \$2,476,000,000

Transportation Funding Summary

Total Needs	\$10,105,000,000
Total Revenues	2,476,875,000
Funding Shortfall	\$7,591,000,000

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

Scenario 1: Stay the Course

- Land continues to develop in a low intensity pattern
- Region expends all available transportation funds
- Major congestion persists on many highways
- People's mobility and quality of life are significantly impacted
- Region remains largely auto-dependent
- Land continues to develop at the suburban fringe, requiring limited financial resources to be further spread geographically



Scenario 2: Secure Additional Transportation Funding

- New sources of funds identified and secured from state, federal and regional sources
- New roads constructed and existing roads widened
- Bicycle and pedestrian facilities constructed
- More transit and TDM services and programs provided
- Underlying issues of auto-dependency and sprawl unresolved
- While transit ridership continues to grow, it will become increasingly difficult for transit to be a viable tool in reducing congestion
- May not be able to increase revenues sufficiently to address all transportation needs

Scenario 3: Secure Additional Transportation Funding AND Adapt Regional Growth Policies

- New sources of funds identified and secured from state, federal and regional sources
- Regional growth policies evaluated and a new REGIONAL focused approach is developed
- New roads constructed and existing roads widened
- Bicycle and pedestrian facilities constructed
- More transit and TDM services and programs provided
- Auto-dependency decreased and more open space is preserved
- Transit becomes an important tool in providing mobility and reducing congestion
- Revenue / need gap is significantly reduced leading to better accommodation of transportation needs

