

I-95/I-395 Transit/TDM Study

TPB Technical Committee
January 6, 2017

I-395 Express Lanes Project

- VDOT will convert eight miles of the two existing reversible HOV lanes on I-395 to three reversible managed Express Lanes
- Commonwealth goal is to maximize person throughput rather than vehicle throughput in the corridor
- 395 Express Lanes agreement provides for an annual transit payment from toll revenues for multimodal improvements in the corridor

Annual Transit Payment

- The Commonwealth has committed that at least \$15 million will be provided annually through toll revenues for multimodal improvements in the corridor
 - Annual transit payment will escalate each year
 - Some portion of any revenue sharing of excess revenues received by VDOT will be provided for transit and TDM purposes
- Multimodal Improvements funded with annual transit payment must benefit toll payers

Transit/TDM Study Purpose

- DRPT conducted a Transit/TDM Study in 2016 to determine projects that will be eligible to receive funding from the Annual Transit Payment
 - Most recent previous study completed in 2008
- Transit and TDM projects eligible for funding will increase mobility and person throughput along I-95 and I-395, and must benefit toll payers in the I-395 corridor

Transit/TDM Study Process

- DRPT is leading the development of a new study in coordination with:

City of Alexandria

Prince William County

PRTC

Arlington County

Stafford County

VRE

Fairfax County

Spotsylvania County

WMATA

City of Fredericksburg

NVTC

- Key Stakeholder Group **did not** make decisions on projects to be funded by annual transit payments
- Commonwealth will make a future determination regarding who will ultimately make decision on projects to be funded by annual transit payments

Study Area and Markets

- Study area extended from the Potomac River south along I-395 & I-95 to the southern terminus of the I-95 Express Lanes (at Garrisonville Road)
 - **Projects as far south as Spotsylvania County were included in the study and will be eligible for funding**
- Transit/TDM services, programs and facilities that were studied included those that:
 - **Serve work destinations within the project study area inside the Beltway (including downtown DC) and**
 - **Directly use the I-395 Express Lanes or**
 - **Provide direct access to transit services in the corridor or increase person throughput or travel choices in the study area**

Transit/TDM Study Methodology

- Project Team developed list of transit and TDM projects from meetings with local jurisdictions and transit providers and review of capital and operating plans
- Travel demand model testing evaluated all projects for:
 - Corridor Mode Share**
 - Ridership Potential**
 - Person Throughput**
 - SOV Trip Reduction**
 - Accessibility**
 - Service Equity**
- Public outreach activities during summer 2016
- Initial project list refined by Key Stakeholders
- Cumulative project list totaling \$6.6 billion in needs

Transit/TDM Study Program Benefits

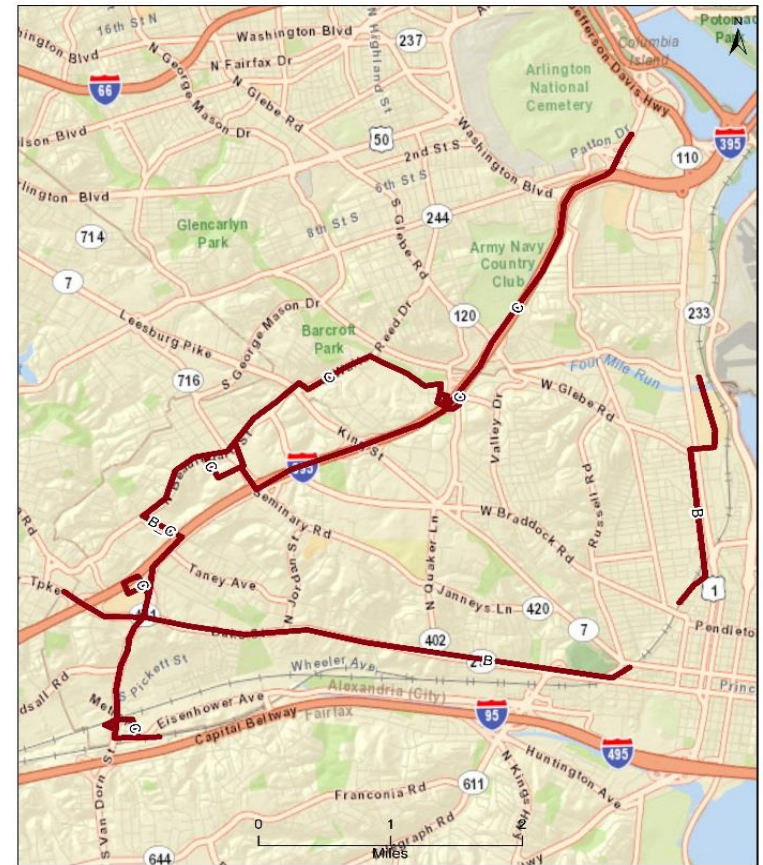
- Compared with 2015 conditions, investment in the full \$6.6 billion Transit/TDM program would support growth and increase:
 - **Peak period transit throughput by 45%**
 - **Total peak period transit trips by 49%**
 - **Transit mode share from 18.7% to 21.9% for work trips**



Inside the Beltway Improvement Projects

West End Transitway Bus Rapid Transit (BRT) System in Alexandria

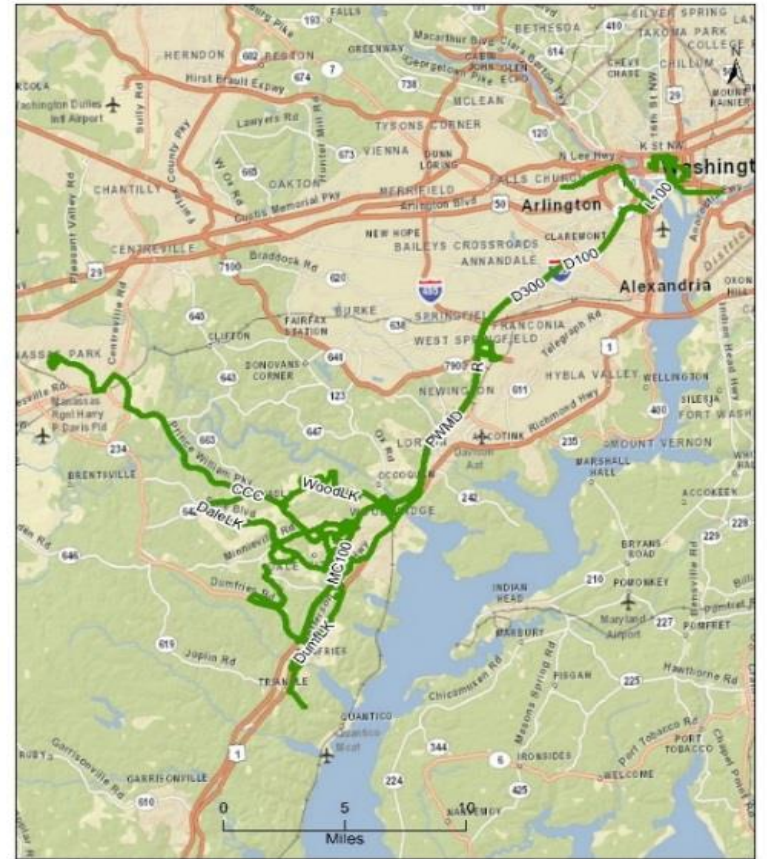
- New high capacity transit service connecting Van Dorn Metrorail station, Mark Center, Shirlington and Pentagon
- Mix of dedicated and shared lanes, high quality transit stations with passenger amenities
- \$137.6 million capital project (partially funded in City CIP)
- Estimated start date in 2020



Outside the Beltway Improvement Projects

Frequency Improvements on existing PRTC bus routes

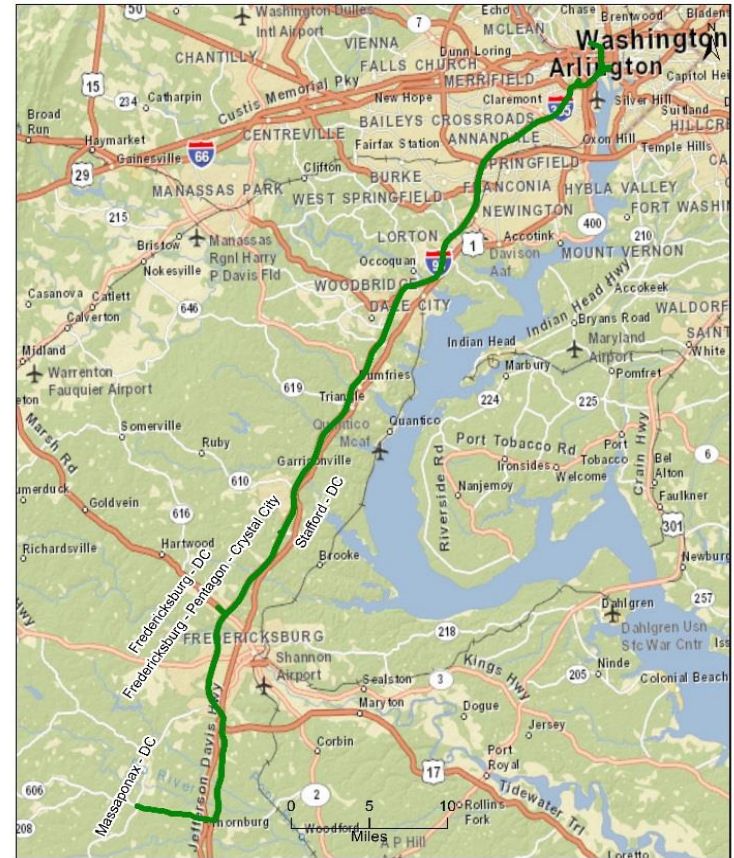
- PRTC identified routes connecting Prince William neighborhoods (Dale City, Woodbridge, Lake Ridge and Montclair) to the Pentagon and Springfield Metrorail stations as needing frequency improvements
- All identified routes utilize I-395
- \$47 million capital cost for all routes
- Additional runs could be added quickly upon funding



Stafford/Fredericksburg/Spotsylvania Improvement Projects

New Express Bus Routes and Commuter Park & Ride Lots

- Study identified need for new Express Bus Routes connecting Fredericksburg and Stafford Counties to DC, the Pentagon and Crystal City and 4000 new commuter parking spaces in Stafford County
- All identified routes would use I-395
- \$29 million capital cost for all routes
- \$107.5 million capital cost for new parking spaces
- Variable implementation schedules

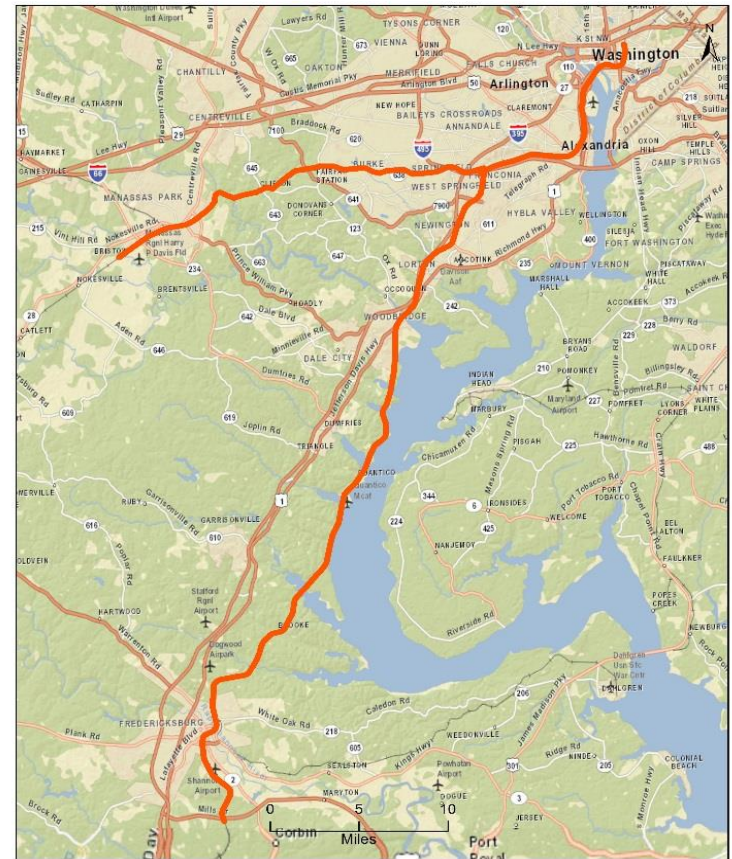


Corridor Wide Improvement Projects

VRE Service Improvements

Improve capacity and frequency on VRE's Fredericksburg Line (Spotsylvania to Washington, DC)

- Identified improvements include lengthening all trains to 8 cars, adding new trains and infrastructure upgrades to accommodate additional capacity
- Service parallels I-95 and I-395
- \$37.1 million capital cost in CIP for additional railcars
- Variable railcar delivery schedules



Transportation Demand Management (TDM) Improvement Projects

- Marketing and outreach programs
- Real-time information access
- Enhanced access to existing modes
- New flexible mode options
- Increased employer involvement
- Priority HOV access to transportation facilities
- Shift balance of SOV/HOV cost

Transit/TDM Study Schedule

- Final meeting with Key Stakeholder Group (12-7-16)
- Final report delivered to DRPT (12-20-16)
- Report available to public (January 2017)
- Commonwealth determination regarding project approval and programming (2017)
- I-395 Express Lanes open (2019)
- Initial program approved by CTB (2020)

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QUESTIONS?