



I-395 Express Lanes Project



Commuter Connections
Subcommittee Meeting

September 19, 2017

Agenda



- Project Overview & Update
- Transportation Management Plan
- Transit / TDM Mitigation Strategies
- Transit / TDM Next Steps
- Future Transit Details





Introduction



- Project Team
 - Virginia Department of Transportation as Owner
 - Transurban (95 EXPRESS) as Concessionaire
 - Lane/AECOM as Design-Build Team
- Construction Cost ~\$340M
- I-395 project currently in its early stages
 - **Spring/Summer 2017: Field survey & geotechnical investigations**
 - Fall 2017: Construction to begin
 - Fall 2019: Project scheduled to open

Project Scope



- Expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes to three managed High Occupancy Toll (HOT) or Express Lanes for approximately eight miles from Edsall Road to the Washington, D.C. line
- Mainline bridge rehabilitation
- Install signage, toll systems, and an Active Traffic Management System
- Provide sound walls
- The toll project will provide a long-term transit investment through an annual transit payment from toll revenues



I-395 South Widening Duke Street to Edsall Road



I-395

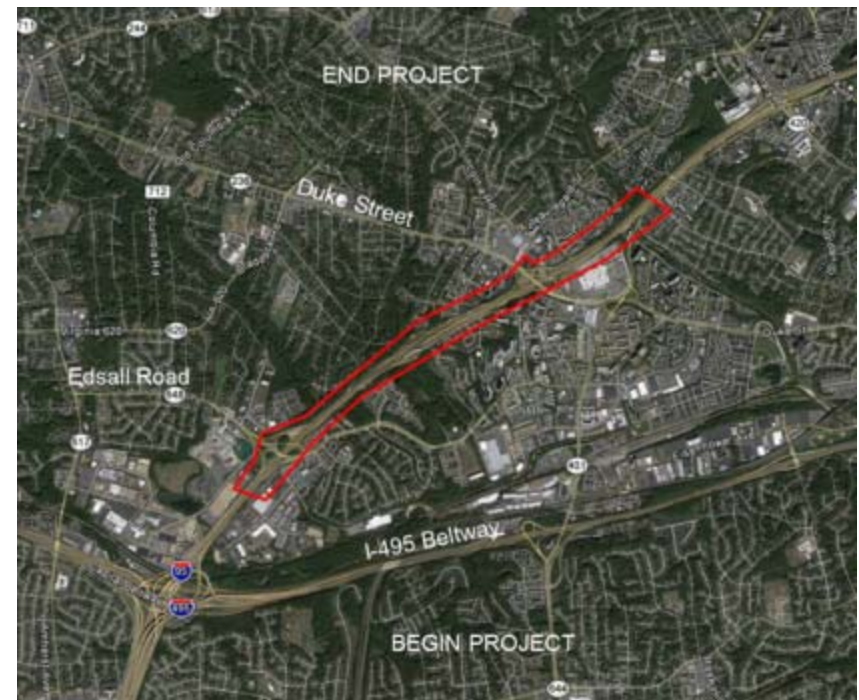
- Widen Southbound I-395 from 3 lanes to 4 lanes between Duke Street and Edsall Road

Edsall Road Interchange

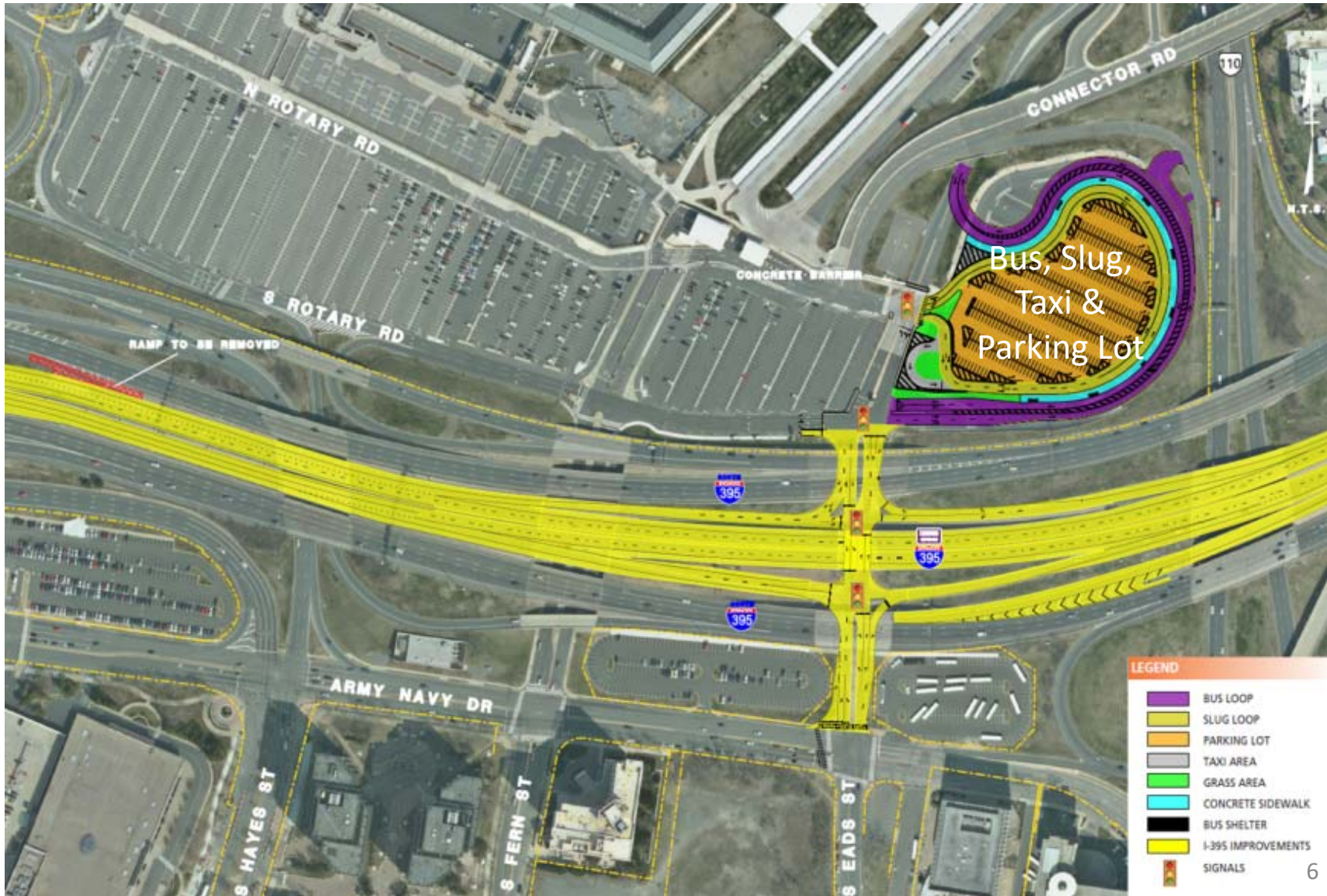
- Replace existing Edsall Westbound to I-395 Southbound Loop Ramp with new signalized intersection

Duke Street Interchange

- Replace existing I-395 Southbound to Duke Eastbound Loop Ramp with new signalized intersection



Eads Street Interchange and Pentagon Multimodal Improvements



Construction Phasing & Schedule



- **Beginning Spring 2017**
 - Preparatory Work
- **Fall 2017**
 - Remove and replace shoulder and barrier between HOV and general purpose lanes
 - Sound walls along I-395 Southbound
 - Widening from Duke Street to Edsall Road on I-395 SB
- **Fall 2018**
 - Remove and replace shoulder and median barrier between HOV and general purpose
 - Sound walls along I-395 Northbound
- **Fall 2019 – Project scheduled to open**

Primary Impacts & Challenges

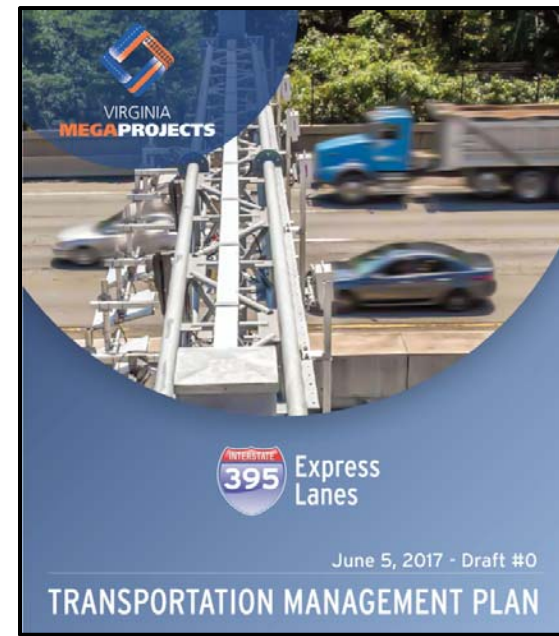


- Major Interstate with high traffic volumes with extensive peak period congestion
- I-395 / Eads Interchange Construction
 - High visibility
 - Significant access changes
 - 27,000+ employees at Pentagon
- Duke St & Edsall Rd Interchanges
 - Loop ramp removal and installation of new signal
 - Sidewalk impacts
- Reduced Incident Management capabilities
 - Long-term shoulder closures and lane shifts

Transportation Management Plan



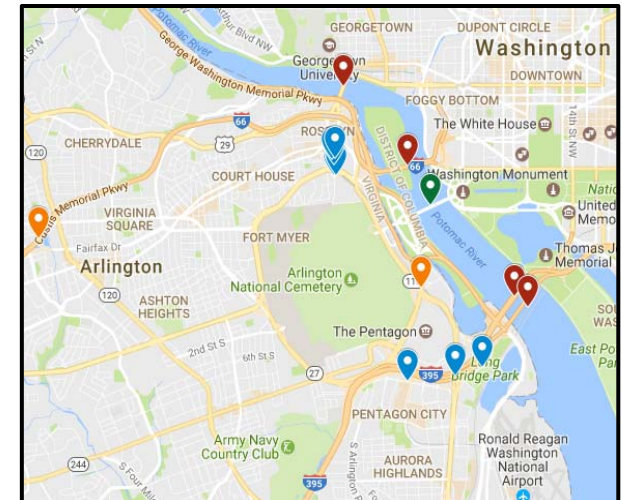
- Design-Builder generating **Project TMP**
 - Construction related activities within the project corridor
- VDOT generating **Network TMP**
 - Activities & impacts that extend beyond project corridor
 - Mitigation Strategies include:
 - Traffic Operations
 - Incident Management / Enforcement
 - Transit / TDM
 - Public Outreach



TMP Mitigation Strategies



- Adjacent Project Coordination
- Temporary Traffic Control Plan Reviews
- Lane Closure Permit Review & Coordination
- Baseline Operational Assessment
- Potential “Hot Spots”
- Work Zone Field Monitoring
- Temp Signal Timing Improvements
- Dynamic Message Sign Messaging



Plus, Transit/TDM Strategies...

Transit/TDM Strategies



- Goals
 - Reduce travel impacts during construction of 395 Express Lanes
 - Maintain flow of transit in and out of the Pentagon
- Coordination
 - Coordinated with post-construction projects documented in draft I-395 Transit/TDM Study
 - TDM strategies coordinated with I-66 TMP strategies
 - Transit/TDM marketing and outreach coordinated with public outreach team
- I-395 TMP Transit/TDM Stakeholder Committee
 - Kick-off Meeting #1 on June 15, 2017
 - Meeting #2 on July 17, 2017
 - Agency coordination

Transit/TDM Strategies



Funding Considerations

- Working budget of \$2 million for Transit/TDM over two-year construction period
- Reimbursable funds with Federal funding source
- Annual TMP budgeting process
- Annual interagency agreements with VDOT and/or DRPT

Transit/TDM Strategies Shortlist



- Transit
 - Supplemental service on existing routes
- TDM
 - Carpool formation strategies
 - Vanpool formation strategies
 - Teleworking implementation subsidy
 - Employer outreach
 - Pentagon Commuter Store
- Additional strategies in toolbox

Transit Strategy Shortlist



Supplemental service on existing routes

- Criteria
 - Route travels on 395 or has the ability to shift vehicle trips from 395
 - Prioritize routes that serve the Pentagon
 - Routes that mitigate impacts to Duke-Edsall southbound widening
 - Preference given to routes in post-construction Transit/TDM Study
- Considerations
 - Willingness and ability to operate supplemental service
 - Vehicle availability, Park-and-ride capacity, Coordinated service planning, Restrictions on use of Federal funding
 - Existing capacity
- PRTC OmniRide & WMATA recommended

TDM Strategy Shortlist



- TDM
 - Carpool formation strategies
 - \$100 additional per new carpooler in addition to the Commuter Connections Pool Rewards (3-person carpools only)
 - Vanpool formation strategies
 - Supplemental assistance similar to VanStart using a monthly stepdown
 - Teleworking implementation subsidy
 - Businesses offered \$1,000 per new teleworker up to \$10,000 per employer to establish a formal telework program
 - Employer outreach
 - Provide additional support to ongoing jurisdictional employer outreach efforts targeting businesses along the I-395 corridor
 - Pentagon Commuter Store

TDM Strategy Shortlist



Pentagon Commuter Store

- Strategy Overview
 - Relocate the Arlington Commuter Store to the closed WMATA sales center at the Pentagon
 - Frees up a bus bay at the Pentagon Transit Center
 - Includes start-up of store, direct costs, indirect costs, and staffing
- Considerations
 - Mobilization
 - Continuity





Transit/TDM Strategy Next Steps



- Document performance measures and targets
- Finalize TMP document and submit for VDOT and FHWA Approval (~late Sept 2017)
- Arrange Transit/TDM Committee Meeting #3
- Annual interagency funding agreements
- FY19 TMP budgeting

Future Transit Details



Annual Transit Payment

- The Commonwealth has committed that at least \$15 million will be provided annually through toll revenues for multimodal improvements (i.e. transit and TDM projects) in the I-95/I-395 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**
- 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 (“Meeks” test)
- NVTC, PRTC & DRPT to select multimodal projects to be funded with annual transit payment; funding must be approved by Commonwealth Transportation Board

Future Transit Details



I-95/I-395 Transit/TDM Study

- DRPT conducted a Transit/TDM Study of the I-95/I-395 corridor in 2016-17 to determine projects that will be eligible to receive funding from the Annual Transit Payment
- WMATA staff participated in Key Stakeholder Group meetings and were consulted to determine the WMATA projects to be included in the study and eligible for funding from the Annual Transit Payment
- Sample of eligible WMATA projects in study:
 - **Service/Frequency improvements to Metrobus routes (9 routes)**
 - **Metrorail station improvements such as additional elevators and entrances, pedestrian improvements, etc.**
 - **Metrobus Transit/Transfer Center improvements**

Future Transit Details



Transit Vehicles on the Express Lanes

- All transit buses will travel toll-free 24/7 on the 395 Express Lanes
- E-ZPass transponders will be required in all buses on the Lanes in late-2019
- Submit transponder registration form to Express Lanes customer service center with transponder and bus details
- Dedicated point of contact at Express Lanes customer service for transit providers
- Checks will be in place to verify travel for transit vehicles

