



Virginia Department of Rail and Public Transportation

I-95/I-395 Transit and TDM Study

Status Update to the Commonwealth Transportation Board

December 6, 2016

Todd Horsley
Director of
Northern Virginia
Transit Programs

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 is conducting a Transit/TDM Study to determine projects that will be eligible to receive funding from the Annual Transit Payment
 - Most recent study completed in 2008
- Examples of transit and TDM projects that will increase mobility and person throughput in the corridor include:
 - Enhanced service on existing routes
 - New local and commuter bus service
 - Transit capital (bus and rail) projects
 - Park and ride lots
 - TDM program enhancements
 - Technology supporting transit/TDM

Transit/TDM Study Process

- DRPT is leading the development of a new Transit/TDM Plan 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 **will 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

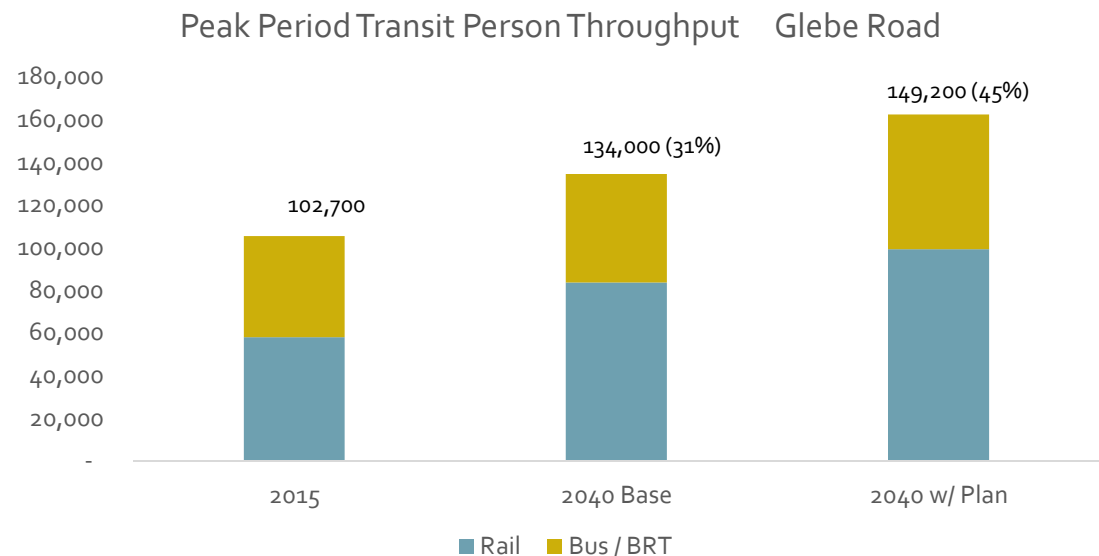


Transit/TDM Study Program Benefits



Compared with 2015 conditions, investment in the full \$6.6 billion Transit/TDM Plan 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**

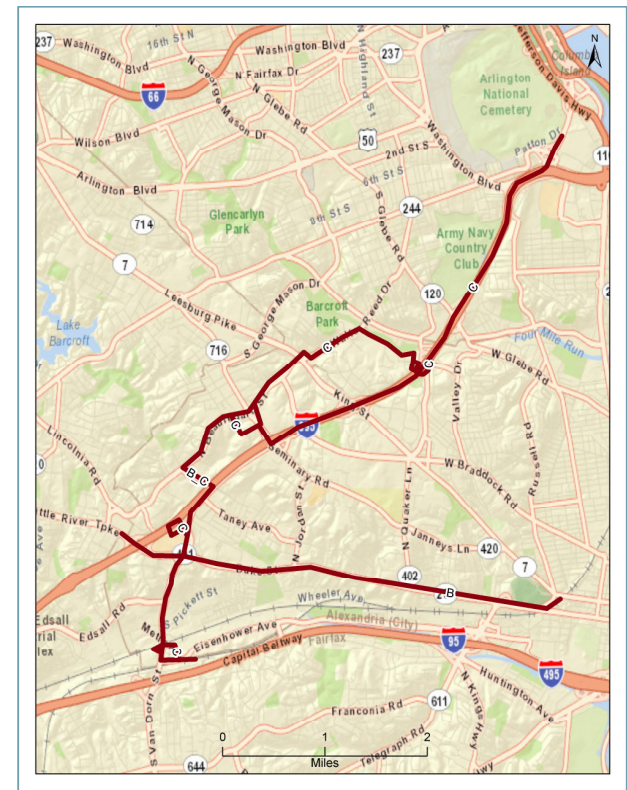


Note: 2040 Base includes some CLRP transit projects listed in the Transit/TDM Plan

Inside the Beltway Improvement Projects

West End Transitway Bus Rapid Transit (BRT) in Alexandria

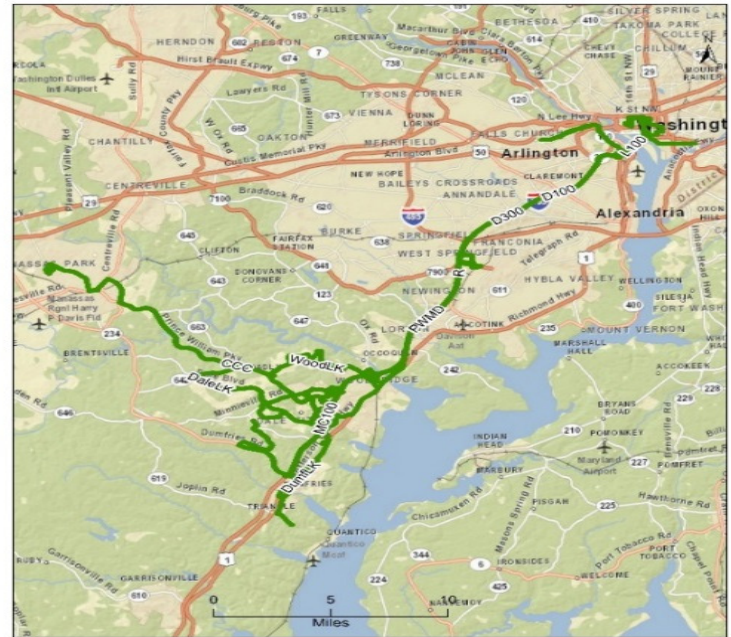
- New high capacity transit service connecting Van Dorn Metrorail station, Mark Center, Shirlington and Pentagon
- Mix of dedicated and shared lanes, high quality transit stations with passenger amenities
- \$137.6 million capital project (partially funded in City CIP)
- Estimated start date in 2020



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

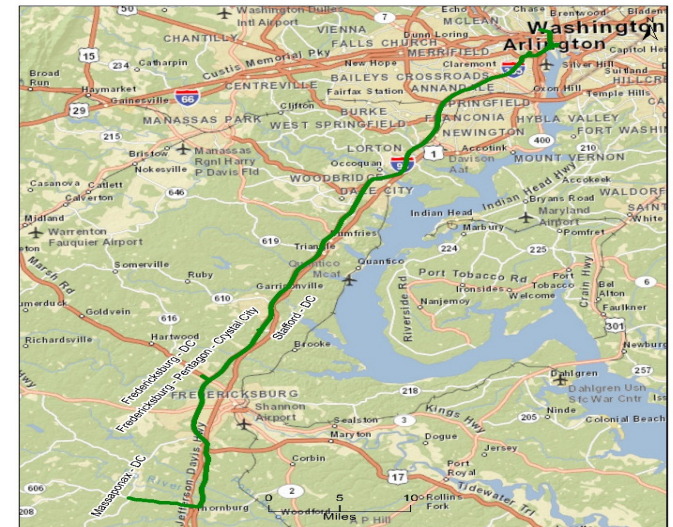


Stafford/ Fredericksburg/ Spotsylvania Improvement Projects



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

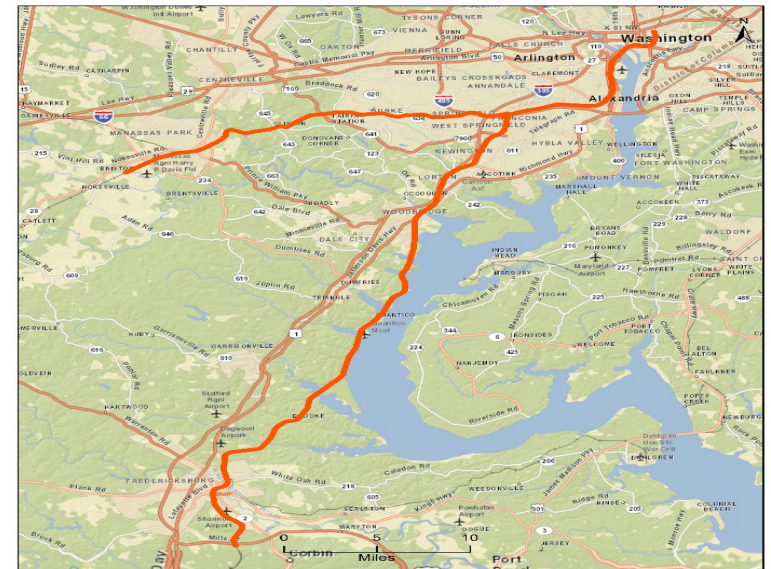


Corridor Wide Improvement Projects

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 Next Steps

- Final meeting with Key Stakeholder Group tomorrow (12-7-16) to receive final comments on draft report
- Final report delivered to DRPT (12-15-16)
- Commonwealth determination regarding project approval and programming (2017)
- I-395 Express Lanes open (2019)
- Initial program approved by CTB (2020)





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