

I-395 Express Lanes Extension Discussion



Project Scope

- Convert the two existing reversible High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes; construct an additional HOT lane (Total = 3 HOT Lanes)
- Install an Active Traffic Management System
- Install signage and toll systems
- Provide sound walls
- Provide improved connections between the proposed I-395 Express Lanes and Eads Street
- Conduct transit/transportation demand management (TDM) study

Framework Agreement

- The Parties agree that the intent of this Agreement is to advance the 395 Project as a Concessionaire Project Enhancement under the structure of Section 12.06(a) of the Comprehensive Agreement.
- Outlines the responsibilities of the Parties.
- Improvements to be built within VDOT's existing right of way.
- The Parties will work together to finalize the scope, finance plan and agreement.
- Project will provide long-term transit investment through an annual transit payment amount.

Project Access Existing and Proposed

Access Points	Existing Access	Future Access
I-395 North	Full entry/exit between HOV lanes, regular lanes and 95 Express Lanes	No changes to on/off ramps; HOT access
Seminary Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Seminary Road – South Facing Ramp (Opening 2016)	HOV only at all times	HOV only at all times
Shirlington Road – North Facing Ramp	AM northbound/ PM southbound access	No changes to interchange or on/off ramps; HOT access
Washington Blvd (Rte. 27) – North Facing Ramp	AM northbound/ PM southbound	No changes to interchange or on/off ramps; HOT access
Eads Street – South Facing Ramp	AM northbound/ PM southbound	Capacity and operational improvements

Transit/TDM Study

- DRPT is leading effort to develop Transit/TDM Study for I-95/I-395 Corridor
 - Study corridor extends from Eads Street to southern terminus of I-95 Express Lanes and will include parallel commuting corridors, routes and modes of transportation
 - Study will identify transit service and TDM program improvements that can be funded with guaranteed Annual Transit Investment from future toll revenues
 - Eligible transit/TDM improvements will increase person throughput and must benefit toll payers in I-95/I-395 Corridor
- Active procurement for consulting services
 - Proposals due on March 14th
 - Consultant working by end of March
- Focused stakeholder engagement for Transit/TDM Study to commence in April 2016

Discussion

Note: the PRTC Operations Committee will not meet.

POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION (PRTC)

AGENDA

DATE: March 3, 2016
TIME: 7:00 p.m.
LOCATON: PRTC Transit Center
14700 Potomac Mills Road
Woodbridge, VA 22192-6811

1. Call to Order
2. Invocation
3. Pledge of Allegiance
4. Roll Call
5. Approval of Minutes – February 4, 2016
6. Approval of Agenda – March 3, 2016
7. Citizen’s Time
8. Miscellaneous
 - A. **RES Recommendation to Transportation Planning Board to Include Certain Conditions as Requirements for Including the I-395 Express Lanes Northern Extension Project in the Constrained Long Range Plan and its Air Quality Conformity**
9. Approval of Consent Agenda – March 3, 2016
 - A. RES Acceptance of the Jurisdictional Financial Report for the Period Ended December 31, 2015
 - B. RES Authorization to Deobligate \$121,703 of the City of Fredericksburg’s Motor Fuels Tax Funds for Various Capital Projects
 - C. RES Authorization to Budget and Appropriate City of Fredericksburg’s Motor Fuels Tax Funds for Various Transportation Projects

10. Virginia Railway Express Chief Executive Officer's Time
 - A. INFO Chief Executive Officer's Report
 - B. RES Adopt the VRE Financial Plan: Key Finds and Strategic Decisions
 - C. INFO VRE Operations Board February 19, 2016 Meeting Agenda, Minutes, and Adopted Resolutions
 - D. INFO 2016 Operations Board Action Calendar
 - E. INFO Legislative Update
 - F. INFO Spending Authority

11. First Transit General Manager's Time
 - A. INFO First Transit General Manager's Report
 - B. INFO Employee Recognition

12. PRTC Interim Executive Director's Time
 - A. INFO Executive Director's Report
 - B. Action Items:
 - i. Acceptance of First Baptist Church of Woodbridge Donation for Wheels-to-Wellness
 - ii. Authorization to Accept Donations and Grants valued up to \$100,000 for Wheels-to-Wellness
 - iii. Authorization to Submit Application and Accept Funds for I-66 Inside the Beltway Project

13. PRTC Chairman's Time

14. Other Business/Commissioners' Time

15. Adjournment

Information Items

Employee Recognition – Donald Hamilton (5 years of service)
 PRTC Public Comment Summary
 December 2015 Fleet Maintenance Audit
 Letter to Chairman Principi regarding VRE's Ability to Absorb PRTC Bus Riders
 Thank you Letter to VRE from Chairman Principi
 Performance Service Reports
 Revised Purchasing Authority Report
 Wheels-to-Wellness Tally of Donations and Grants

MOTION:

SECOND:

RE: RECOMMENDATION TO TRANSPORTATION PLANNING BOARD TO INCLUDE CERTAIN CONDITIONS AS REQUIREMENTS FOR INCLUDING THE I-395 EXPRESS LANES NORTHERN EXTENSION PROJECT IN THE CONSTRAINED LONG RANGE PLAN AND ITS AIR QUALITY CONFORMITY

ACTION:

WHEREAS, the Potomac and Rappahannock Transportation Commission (PRTC) recognizes that increasing travel options – including transit, slugging, vanpools and carpools – is vital to the success of the I-395 Express Lanes Northern Extension Project and its goal of moving more people through the corridor more rapidly and reliably; and

WHEREAS, the I-95/I-395 corridor is the region’s primary north-south travel route, connecting people to jobs, schools, health care and other important venues from Fredericksburg to the District of Columbia and points in between; and

WHEREAS, the Commonwealth’s ability to improve travel conditions in the corridor is contingent on a diversified and integrated transportation network, including transit and Transportation Demand Management (TDM); and

WHEREAS, in 2008, the Commonwealth proposed a public-private partnership that would have converted existing high occupancy vehicle (HOV) lanes on I-95 to high occupancy toll (HOT) lanes, extended the HOT lanes to connect Spotsylvania County to the District of Columbia, and provided more than \$298 million for transit services and facilities, TDM, and park-and-ride lots; and

WHEREAS, also in 2008, the Commonwealth defined the study area as being comprised of a 56-mile stretch of I-95/I-395 with approximately five miles on either side of the facility, from U.S. 1 and I-95 near Massaponax in the south to the Potomac River in the north; and

WHEREAS, in 2009, the Commonwealth eliminated transit and other multimodal improvements from its proposal; and

WHEREAS, on November 30, 2015, the Commonwealth announced its intention to convert existing HOV lanes between Turkeycock Lane and Eads Street to dynamically tolled express lanes, expand the lanes to provide three through lanes without compromising bus performance, and identify improvements to transit service in cooperation with the region; and

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WHEREAS, the Commonwealth will collaborate with PRTC and the Northern Virginia Transportation Commission (NVTC) to undertake a new transit and TDM study to look at how best to reduce congestion, increase person throughput, and minimize impacts associated with diversion on the I-95/I-395 facility and surrounding corridor; and

WHEREAS, successful transit operations require a reasonable and sustained financial investment; and

WHEREAS, the ability to meet the Commonwealth's stated objectives – to increase travel options and person throughput in the corridor and provide a high-speed, reliable trip for transit users, carpoolers and drivers alike, now and well into the future – depends on regional decision making to ensure that toll revenues stay within the corridor and are used to benefit the toll payers and affected communities; and

WHEREAS, the Commonwealth proposes to include guaranteed funding for new and enhanced transit service and ridesharing incentives, omitting the construction of a new ramp at the Shirlington interchange, maintaining HOV-only access for the new Seminary Road ramp, and conducting an environmental assessment.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission hereby recommends that the Metropolitan Washington Council of Government's Transportation Planning Board require, as a condition of the I-395 Express Lanes Northern Extension Project's inclusion in the Constrained Long Range Plan and its air quality conformity, that a reasonable, guaranteed, annual transit payment, sufficient to expand transit and other travel options in the corridor, be established to support multimodal improvements, as determined by PRTC and NVTC.

BE IT FURTHER RESOLVED that, as part of the I-395 Express Lanes Northern Extension Project and over the course of the agreement, PRTC and NVTC shall receive a minimum transit payment of \$20 million per year, plus a set portion of any profits from the facility in excess of the modeled projections, and that such funding shall be in addition to current transit funding and shall not supplant existing funds.

BE IT FURTHER RESOLVED that the Commonwealth define the study area as being comprised of a 56-mile stretch of I-95/I-395 with approximately five miles on either side of the facility, from U.S. 1 and I-95 near Massaponax in the south to the Potomac River in the north.

BE IT FURTHER RESOLVED that Virginia's Transportation Secretary designate PRTC and NVTC to coordinate and select multimodal improvements to be made as part of the I-395 Express Lanes Northern Extension Project and that such designation shall include the authority to plan potential multimodal improvements; select multimodal improvements for funding; coordinate with applicable agencies to ensure the efficient delivery of the projects; and report on the use of funds to help improve person throughput in the corridor.

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BE IT FURTHER RESOLVED that while the Department of Rail and Public Transportation has been identified as the state's lead agency on the I-395 Express Lanes Northern Extension Project, Virginia's Transportation Secretary should designate PRTC and NVTC as the region's lead agencies in order to ensure representation of all localities in the region.

Votes:

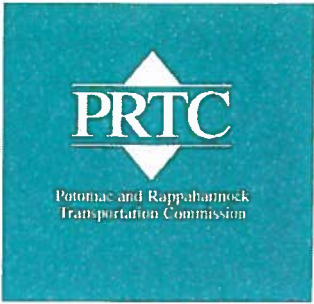
Ayes:

Nays:

Abstain:

Absent from Vote:


Absent from Meeting:



14700 Potomac Mills Road
Woodbridge, VA 22192

March 3, 2016

TO: Chairman Principi and Commissioners

FROM: Eric Marx 
Interim Executive Director

RE: Recommendation to Transportation Planning Board to include certain conditions as requirements for Including the I-395 Express Lanes Northern Extension Project in the Constrained Long Range Plan and its Air Quality Conformity

Recommendation:

Recommend Transportation Planning Board include certain conditions as requirements for including the I-395 Express Lanes Northern Extension Project in the Constrained Long Range Plan and its air quality conformity.

Background:

On November 30, 2015, the Commonwealth of Virginia announced its intention to convert existing High Occupancy Vehicle (HOV) lanes between Turkeycock Lane and Eads Street to dynamically tolled express lanes, expand the lanes to provide three through lanes without compromising bus performance, and identify improvements to transit service in cooperation with the region. The Commonwealth will collaborate with PRTC and the Northern Virginia Transportation Commission (NVTC) to undertake a transit and TDM study to look at how best to reduce congestion, increase person throughput, and minimize impacts associated with diversion on the I-95/I-395 facility and surrounding corridor.

The ability to meet the Commonwealth's stated objectives – to increase travel options and person throughput in the corridor and provide a high-speed, reliable trip for transit users, car/vanpoolers and drivers alike, now and well into the future – depends on regional decision making to ensure that toll revenues stay within the corridor and are used to benefit the toll payers and affected communities. The Commonwealth has proposed including guaranteed funding for new and enhanced transit service and ridesharing incentives and conducting an environmental assessment.

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Management recommends that the Metropolitan Washington Council of Government's Transportation Planning Board (TPB) require, as a condition of the I-395 Express Lanes Northern Extension Project's inclusion in the Constrained Long Range Plan and its air quality conformity, that a reasonable, guaranteed, annual transit payment, sufficient to expand transit and other travel options in the corridor, be established to support multimodal improvements, as determined by PRTC and NVTC.

Management also recommends:

- that as part of the I-395 Express Lanes Northern Extension Project and over the course of the agreement, PRTC and NVTC will receive a minimum transit payment of \$20 million per year, plus a set portion of any profits from the facility in excess of the modeled projections, and that such funding shall be in addition to current transit funding and shall not supplant existing funds;
- that the Commonwealth define the study area as being comprised of a 56-mile stretch of I-95/I-395 with approximately five miles on either side of the facility, from U.S. 1 and I-95 near Massaponax in the south to the Potomac River in the north;
- that Virginia's Transportation Secretary designate PRTC and NVTC to coordinate and select multimodal improvements to be made as part of the I-395 Express Lanes Northern Extension Project and that such designation shall include the authority to plan potential multimodal improvements; select multimodal improvements for funding; coordinate with applicable agencies to ensure the efficient delivery of the projects; and report on the use of funds to help improve person throughput in the corridor; and
- that while the Department of Rail and Public Transportation has been identified as the state's lead agency on the I-395 Express Lanes Northern Extension Project, Virginia's Transportation Secretary should designate PRTC and NVTC as the region's lead agencies in order to ensure representation of all localities in the region.

Upon approval, the attached resolution will be transmitted to the TPB.

Fiscal Impact:

Not applicable.