

I-95/I-395 Transit/TDM Study

CTB Project Briefing

January 2008

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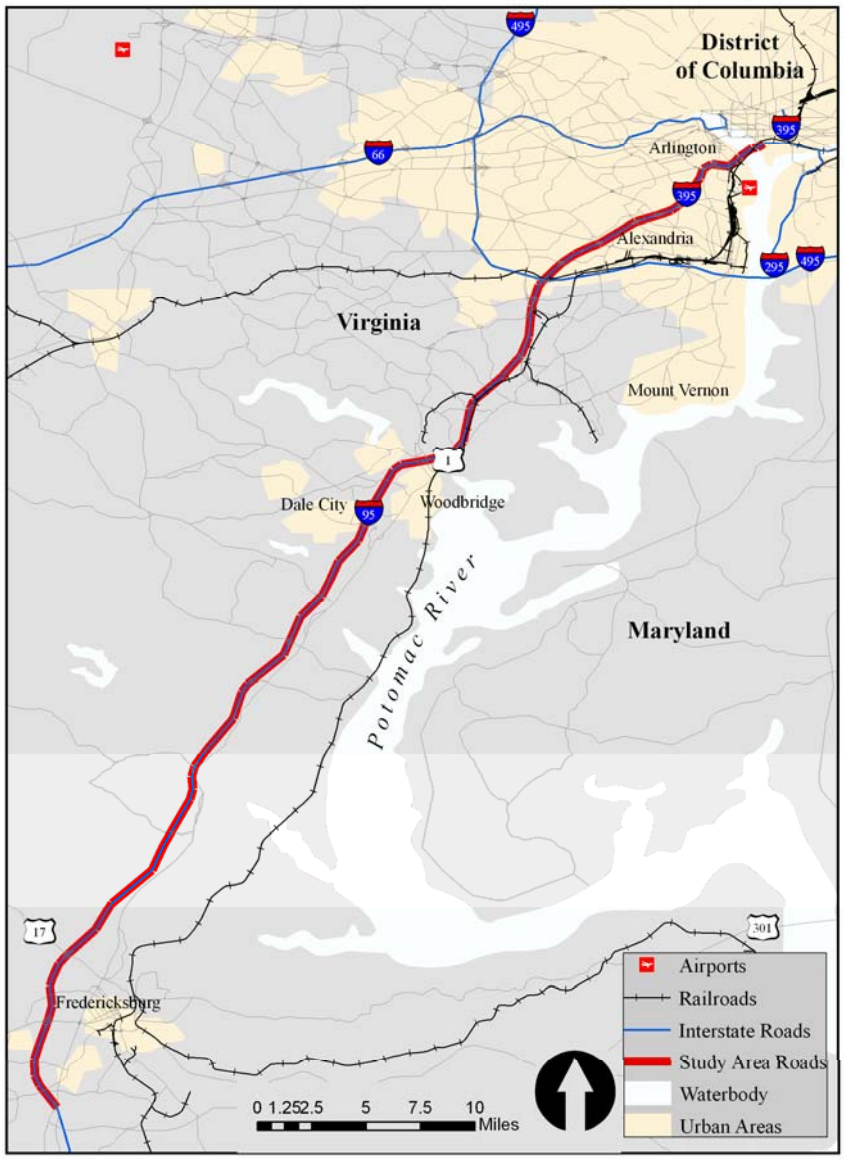
Study Background

- I-95/I-395 HOT Lanes Project is consistent with I-495 HOT Lanes Project in that it supports improved transit services and operations
- I-95/I-395 HOT Lanes project scope includes significant benefits for transit
 - 3,000 new park and ride spaces in the corridor
 - 33 new entry/exit ramp facilities
 - Lorton in-line Bus Rapid Transit station
 - 28 mile extension of the existing HOV lanes
- Transit/TDM Study conducted by DRPT with the project's Technical Advisory Committee to recommend investment strategy for \$195 million being committed by private sector to transit *above and beyond* the HOT Lanes Project scope.

Study Background

- Funding for improvements would come from a combination of HOT Lanes funding for Transit/TDM, farebox revenues, and Federal discretionary funds
- Revenue dedicated to Transit/TDM improvements is subject to final negotiation by VDOT and Fluor Transurban and *allocation by the CTB*
- Study recommendation will be used to update the January 2008 MWCOG CLRP

Study Corridor



Goals of Transit/TDM Improvements

- **Goal 1** – Preserve transit and HOV ridership while implementing HOT lanes.
 - Implement improvements to help maintain current market share for transit, carpools and vanpools.
- **Goal 2** – Utilize new HOT lane features to attract new transit and HOV riders.
 - Use a corridor management approach to improve existing service and serve new markets.

Existing Services in Corridor

- Existing Transit Services (Peak Hour/One Direction)

Bus Service:

- 90+ buses / hour operating in the northern portion of the corridor
- 12 buses / hour operating in the southern portion of the corridor

Rail Service:

- 10 Metrorail trains / hour
- 2 Virginia Railway Express trains / hour
- 1 Amtrak train / hour

- Existing TDM Programs and Services

- 500 Vanpools (10,000 daily passenger trips)
- 21 Park-and-Ride Lots
- 19 Slug Locations
- 5 Rideshare/Employer Services Programs
- VanStart/VanSave

Tiered Transit/TDM Alternatives

- **Three Tiers Designated:**

- Low: Approximately \$250 million
- Medium: Approximately \$500 million
- High: Unconstrained cost

- **Low Alternative (\$250 million)**

100% increase in existing bus service, expanded VRE capacity

Definition - Baseline plus:

- Bus service modifications (frequency, routes)
- New Express Bus Routes
- VRE service improvements (eight car trains in the peak, expand four station platforms)
- Improved Shuttle Services, Transit Centers, Stations and Park-n-Ride Facilities
- TDM Program Improvements (marketing, signage, carpool/vanpool incentives, rideshare operational support)
- Park-n-Ride Improvements

Tiered Transit/TDM Alternatives

- **Medium Alternative (\$500 million)**

145% increase in existing bus service, Bus Rapid Transit (BRT) system and 45% increase in VRE service

Definition - Baseline and Low Alternative plus:

- BRT System (including 5 in-line stations)
- Increase VRE/Amtrak Fredericksburg Line trains from 14 to 20 trains and increase storage
- Three new transit centers
- TDM Improvements (vanpool/telework financial assistance, rideshare program operational support)
- Park-n-Ride Improvements

Tiered Transit/TDM Alternatives

- **High Alternative (unconstrained)**

145% increase in existing bus service, 130% increase in VRE service and Metrorail extension

Definition - Baseline, Low and Medium Alternatives plus:

- Metrorail extension (Franconia-Springfield to Potomac Mills Mall)
- Increase VRE/Amtrak Fredericksburg Line trains from 20-32 trains, 2 new stations and storage
- New BRT Route
- TDM Improvements (vanpool financial assistance, statewide Guaranteed Ride Home program, pilot facilitated rideshare)
- Park-n-Ride Improvements

Snapshot of Baseline and Tiered Enhancements at I-95 Cut-Line South of Springfield Area

Alternative	Bus	VRE	Metrorail
Existing	40/hour	14/day	---
CLRP	66/hour	14/day*	---
Low	82/hour	14/day** (+6 cars)	---
Medium	97/hour	20/day	---
High	98/hour	32/day	10/day***

* CLRP indicates a non-specific increase in service.

** Low alternative adds railcars but does not change number of trains.

*** Adds Metrorail service in the South.

Key Findings from Travel Forecasting

- CLRP Baseline Alternative has significant service additions and is already a very strong performer
- Most difference among tested alternatives was in the competition among transit modes
- HOT lanes generally did not adversely impact transit or carpool mode share versus today
- The transit/TDM alternatives maintain high mode share in the corridor even with significant increases of travel in the corridor
- Many of the new proposed transit routes show strong ridership

Key Findings from Market Research

- Awareness of HOT lanes is high. Nearly all sluggers (94%) are aware of the HOT lanes vs. 75% of SOV users.
- Sluggers are especially likely (71%) to believe that HOT lanes will discourage drivers from picking up sluggers.
- However, most transit and HOV commuters say they would not change their commute in any way when the HOT lanes are open and functional.
 - 53% of SOV
 - 81% of Carpoolers
 - 82% of Sluggers
 - 95% of Vanpoolers
 - 91% of Bus Riders
 - 86% of Train Riders
- Likelihood of using HOT lanes is highest among commuters from Spotsylvania, Stafford and Prince William
- 34% of SOVers say there is no park-and-ride lot located along their commute to catch express bus or there is a lot but it is usually full (12%). 24% say they don't know.
- Of those who do not have such a park-and-ride lot, 11% of SOVers say they would use one if it were available.

Refined Alternative

\$230 million (Capital) / \$417 million (Operating – 20 yrs)

- Carried forward strong performers and dropped elements that did not test well in the three tiered alternatives
- Strong performers included:
 - Service modifications to existing bus service
 - Selected new services
 - BRT concept
 - Transit centers and park-and-ride expansion

Fiscally Constrained Alternative

Investment Strategy Objectives

- Prioritize and phase the proposed improvements from the Refined Alternative
 - Productivity and rapid impact
 - Ease of implementation
 - Long-term regional network effects
- Identify and leverage all reasonably available funding sources for the proposed improvements
- Protect and respect currently planned and programmed transit improvements and associated funding sources
- Identify services and facilities that require further design work

Fiscally Constrained Alternative

Funding Assumptions

- Funding Assumptions:
 - \$195 million HOT lanes lump sum
 - \$40 million in Federal discretionary funding
 - \$63 million in farebox recovery\$298 million TOTAL
- Farebox recovery figure is derived from the actual services proposed
- Greater level of facility improvements in recommended program provides less revenue for operating than in original CLRP submission

Fiscally-Constrained Alternative

Recommended Services/Facilities

\$137 million (Capital) / \$161 million (Operating – 20 yrs)

- Service Modifications
 - Bus frequency increases
 - Bus service extensions
 - Increase VRE train length to eight cars
- New Services
 - Shirlington to Rosslyn
 - Central Prince William to Downtown Alexandria
 - Kingstowne to Shirlington to Pentagon
 - Woodbridge to Lorton/Tyson's to Merrifield
 - Lake Ridge to Seminary Road Area
 - Fredericksburg to Pentagon/Crystal City
 - Fredericksburg to Washington, DC
 - Massaponax to Washington, DC
 - Lorton VRE Station to EPG/Ft. Belvoir (new shuttle)

Fiscally-Constrained Alternative

Recommended Services/Facilities

- Facility Improvements
 - New and Improved Transit Centers:
 - Pentagon Metrorail station
 - Franconia-Springfield Metrorail station
 - Massaponax Transit Center
 - Five in-line BRT stations along HOT lane corridor
 - VRE Fredericksburg Line platform extensions at four stations
 - Increased overnight parking for VRE trains in Fredericksburg
 - Additional park-and-ride spaces and/or lots
- TDM Program Elements
 - Capital assistance for vanpools
 - Enhanced Guaranteed Ride Home program
 - Financial incentives for vanpools and carpools
 - Rideshare program operational support
 - TDM program marketing support
 - Telework program assistance

- January - February 2008
 - Revise CLRP Submission
 - Final Report Issued
 - Advance necessary environmental and preliminary engineering work on Bus Rapid Transit



Virginia Department of Rail and Public Transportation

The Smartest Distance Between Two Points



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