



I-95/395 HOV/Bus/HOT Lanes Project Overview

I-95/395 HOV/Bus/HOT Lanes Meetings Agenda

7 p.m. to 9 p.m. — Open House Information Stations and Q&A With Project Staff

7:30 p.m. and 8:30 p.m. — Project Overview Presentation Covering:

- Status of the northern section of the project currently under environmental review between Eads Street (near the Pentagon) and Garrisonville Road (Route 610) in Stafford County and an update on the southern section of the project between Dumfries and Massaponax
- Review of proposed transit improvements in the corridor
- Status of the I-95/395 Transit/Transportation Demand Management (TDM) Study

I-95/395 HOV/Bus/HOT Lanes Meetings Goals

- **Gather input on the northern section of proposed I-95/395 HOV/Bus/HOT lanes project for environmental review and provide an update on the southern section of the project**
- **Collect public feedback on both sections**
- **Gather public comments on Transit/Transportation Demand Management Study**
- **Provide information about other transportation projects in the corridor**
- **Provide subject-matter experts to answer your questions**

Background: A Public-Private Partnership

A public-private transportation project is one in which a public agency partners with a private firm to plan, finance, construct and/or operate a road, bridge or other facility.

I-95/395 HOT Lanes Partners

Virginia Department of Transportation (VDOT)

- Provides ownership of facility
- Oversees project development
- Manages the environmental review process

Department of Rail and Public Transportation (DRPT)

- Oversees Transit Advisory Committee and coordinates transit involvement in the project

Fluor Virginia and Transurban (USA) Development, Inc.

- Provides private funds for construction, operations and routine maintenance
- Completes construction
- Operates the HOT lanes and provides maintenance

What Are HOT Lanes?

- **High Occupancy Toll (HOT) lanes**
- **Next generation of the High Occupancy Vehicle (HOV) concept**
- **Use variable tolls to manage traffic levels and maintain free-flowing traffic conditions**
- ***Free* for buses, carpoolers/vanpools (HOV 3+), motorcycles and emergency vehicles**
- **Open to non-HOV motorists who choose to pay a toll**
- **Hybrid vehicles not carrying three or more passengers will pay a toll**

HOT Lanes At-A-Glance

- **Converts existing HOV lanes to HOV/Bus/HOT lanes, extends lanes to Massaponax**
- **New transportation choices — faster, more reliable travel in free-flowing lanes**
- **Free to carpools/vanpools (HOV 3+), buses, motorcycles and emergency vehicles**
- **Fully electronic tolling (E-ZPass), no stopping or slowing down to pay a toll**
- **Congestion pricing—tolls are based on real-time traffic demand to maintain free-flowing conditions**
- **Advanced technology monitors traffic, adjusts tolls automatically**
- **Electronic signs provide current toll prices and allow motorists to make informed choices**

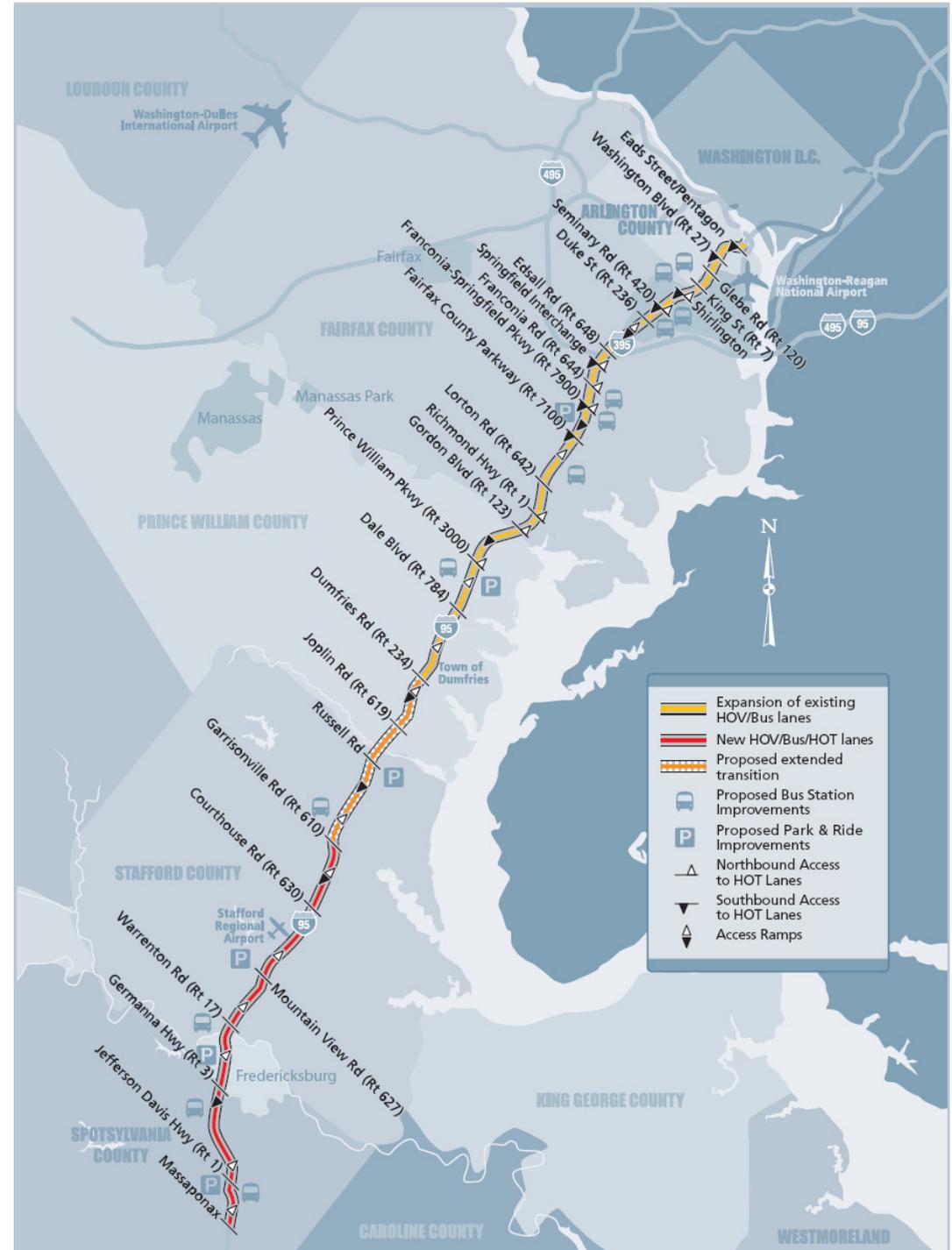
A Regional HOT Lanes Network

- **70-mile network of High Occupancy Toll (HOT) Lanes**
 - 14-mile I-495 Capital Beltway HOT Lanes
 - 56-mile I-95/395 Reversible HOT Lanes
- **Expands regional HOV system, creating more commuting options for motorists in the Northern Virginia and Fredericksburg regions**
- **Connects I-95/395 with Capital Beltway, I-66 and Dulles Toll Road**
- **Creates free-flowing network for buses**
- **Provides new options for faster, more reliable travel time**



I-95/395 Project Details

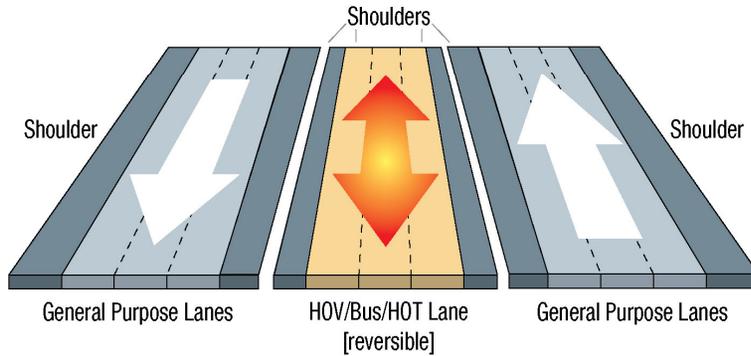
- 56-mile proposed project
- Expands existing 28 miles of HOV from 2 lanes to 3 lanes
- Extends existing HOV lanes 28 miles south to Massaponax
- Expands transit and carpool options in Northern Virginia and Fredericksburg regions
- 33 proposed entry and exit points for better access
- Part of transportation solution for BRAC



I-95/395 Lane Configuration

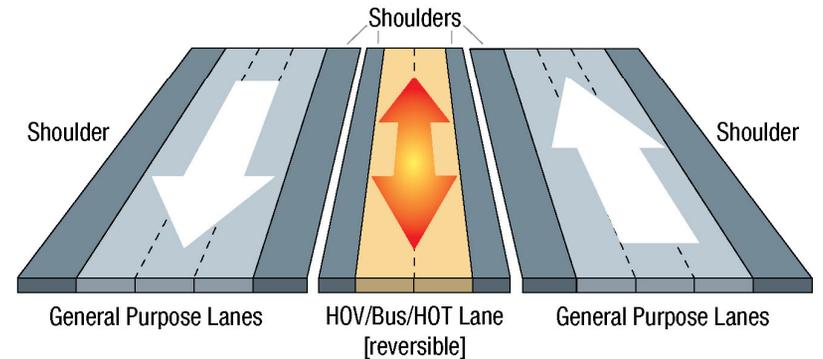
Northern Section: Interstates 95/395 HOV/Bus/HOT Lanes

*Eads Street (Arlington County) south to
Dumfries Road (Prince William County)*



Southern Section: Interstates 95/395 HOV/Bus/HOT Lanes

*Dumfries Road (Prince William County) to
Massaponax (Spotsylvania County)*



Enhancing Carpooling/Transit

- **Expands HOV network, adds capacity and provides connectivity to Tysons Corner and other key employment centers**
- **Reduces HOV-3+ violations and maintains lanes for legitimate users through increased enforcement**
 - **All plans and financial projects based on HOV 3**
- **Prevents future degradation of the existing HOV network with new standards to ensure traffic flow, faster incident response and design improvements**
- **Provides improvements to existing HOV “choke” points where current HOV lanes end near Dumfries**
- **Tolls provide new financial incentives for people to carpool**

Enhancing Public Transportation

- **Upgrades bus stations and Park & Ride facilities**
- **Creates bus-only ramps**
- **Coordinates with DRPT and Transit Advisory Committee**
 - **Resulting in project scope enhancements**
 - **Regional plan**
- **Integrates transit improvement package (as outlined in regional constrained long-range plan)**
 - **\$390 million package**
 - **Capital, operating and maintenance costs**
 - **Leverages project finances to secure new federal funding**

Where We Are Today

- **Late 2006, VDOT completes review of initial private-sector HOT Lanes proposals**
- **October 2006, VDOT signed Interim Agreement with Fluor-Transurban after competitive process to further develop this proposal**
- **Early stages of HOT Lanes proposal evaluation and input process**
 - **VDOT initiated federal environmental review process in November 2006**
 - **Constrained Long-Range Plan (CLRP) adoption**
 - **Continued stakeholder input and refinement of scope**
 - **Public information meetings July 2007**
 - **I-95/395 HOT lanes public hearings in 2008**
 - **Transit Advisory Committee and transit study ongoing through DRPT**
- **Projected construction milestones**
 - **Northern section scheduled to begin in late 2008**
 - **Southern section scheduled to begin in late 2009**

Environmental Reviews

- **Project subject to National Environmental Policy Act (NEPA) review**
 - Consider possible impacts to environment (noise, air quality, cultural resources)
 - Collect public comment
- **VDOT initiated federal environmental review process in November 2006**
- **Project split into two sections for environmental review**
 - Northern section converts existing HOV lanes, less complex review required
 - Southern section is new construction, more in-depth environmental review needed
- **Environmental analyses currently under way**
- **Public input is important**
 - Citizen information meetings in July 2007 to gather initial input on the northern section and the transit study
 - Additional citizen information meetings in mid-2008 to gather input on the southern section
 - Public hearings in 2008 to gather feedback before project moves to next stage of development



I-95/I-395 Transit/Transportation Demand Management Study

What is Transportation Demand Management (TDM)?

A collection of strategies to change travel behavior in order to reduce the demand on highways (such as, carpooling, vanpooling, Park & Ride facilities, parking management)

Transit/TDM Study

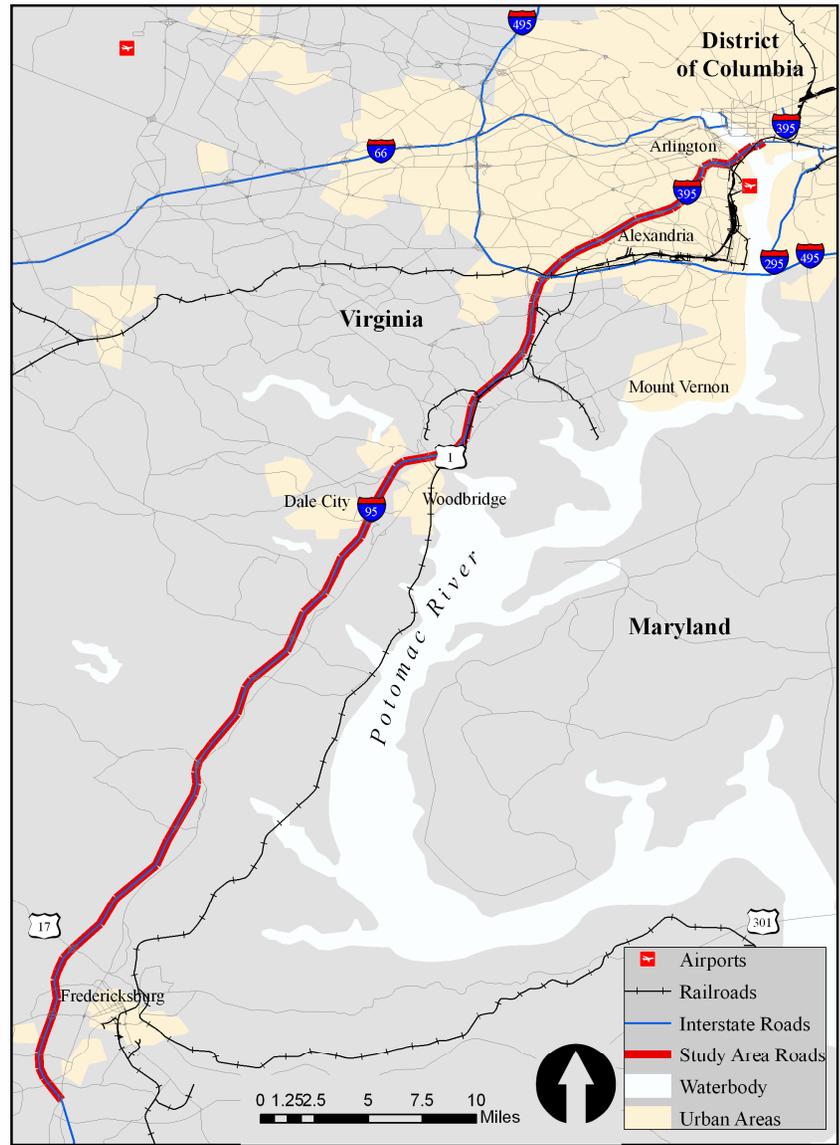
Objective

- **Develop a plan for enhancing transit and TDM services in the I-95/I-395 corridor.**

Goals

- **Preserve transit and HOV ridership (carpooling, vanpooling, slugging) while implementing HOT lane improvements**
- **Make use of HOV/Bus/HOT lanes improvements to attract new transit and HOV riders**

Study Corridor



Technical Advisory Committee

- **Arlington County**
- **City of Alexandria**
- **Fairfax County**
- **FRED**
- **Fredericksburg Area Metropolitan Planning Organization/George Washington Regional Commission**
- **Metropolitan Washington Council of Governments**
- **Northern Virginia Transportation Commission**
- **Department of Defense**
- **Potomac and Rappahannock Transportation Commission**
- **Virginia Railway Express**
- **Washington Metropolitan Area Transit Authority**
- **Stafford County**

Existing Transit Services in the Corridor (Peak Hour/One Direction)

- **90+ buses per hour operating in the northern portion of the corridor**
- **12 buses per hour operating in the southern portion of the corridor**
- **10 Metrorail trains per hour**
- **2 Virginia Railway Express (VRE) trains per hour**

Existing TDM Services in the Corridor

- **500 Vanpools**
- **21 Park-and-Ride Lots**
- **19 Slug Locations**
- **5 Rideshare/Employer Services**
- **2 Telework Centers in Fredericksburg and Woodbridge**
- **Telework!VA**
- **VanStart/VanSave**
- **Guaranteed Ride Home Program**
- **NuRide Carpool Incentives**
- **Commuter Stores**
- **Metrocheck Redemption Centers**

Principal Study Activities

- **Collect Existing Data**
 - **Collect data on current transit/TDM service levels, use, costs**
 - **Review transit/TDM elements of proposed HOT lanes facility**
 - **Review previous public opinion/attitudinal survey data for the corridor**
 - **Collect data on existing Park & Ride facilities**
 - **Examine future travel markets (population, employment and land use patterns)**

- **Develop Alternatives**
 - **Develop transit/TDM alternatives (including improvements to bus, vanpool, carpool, VRE, Metrorail, Amtrak, transit centers, transit stations, Park & Ride facilities and additional TDM strategies) that will enhance existing services**

Principal Study Activities (continued)

- **Evaluate Alternatives**
 - **Forecast travel behavior for 2015 and 2030 for each alternative using the regional travel model and local land-use projections**
 - **Test the performance of the alternatives with various changes to the system**
 - **Compare results of market research to the forecast results**

- **Develop Investment Strategy**
 - **Develop cost estimates (capital, operations, maintenance)**
 - **Develop revenue estimates and projections**
 - **Develop recommendation for resource allocation (use, subsidies, cost-sharing) among jurisdictions and operators**

- **Prepare Report/Findings**

Framework and Key Assumptions

- **The alternatives will be based on a 20-year investment horizon**
- **Three alternative transit/TDM scenarios with varied levels of service investment**
 - Based on projected HOT lane revenue contributions, fares and other potential funding sources
 - Low (\$250 million range)
 - Medium (\$500 million range)
 - High (Unconstrained)

Framework and Key Assumptions

- **Low**
 - Incentives for carpools/vanpools
 - Increased TDM marketing including signage, mass media and local outreach
 - Modifications to existing bus/rail services
 - Highest priority new express bus, shuttles and rail improvements
 - Capital and parking improvements to support high priority services being implemented

Framework and Key Assumptions

- **Medium**

- Additional assistance for capital and insurance costs for vanpooling
- Expansion of TDM and marketing programs
- In-line stations on HOT/Bus/HOV facility to create a corridor-wide Bus Rapid Transit system
- Additional service modifications to utilize new stations
- Additional new express bus, shuttle, rail improvements
- Additional capital and parking improvements to support new services

Framework and Key Assumptions

- High
 - Expansion of TDM and marketing programs inside and outside (for example, Tysons Corner) of the corridor
 - Capital improvements including rail extensions
 - Adjustments to bus services as new rail services come on-line
 - Additional capital and parking improvements to support new services being implemented

Next Steps

- **Complete alternatives development (*September 2007*)**
- **Evaluate alternatives (*October 2007*)**
- **Develop cost/revenue projections and investment plan (*October 2007*)**
- **Prepare finding and final report (*Early December 2007*)**

Tonight's Information Stations

- **Project Overview / About HOT Lanes**
- **Transit / Transportation Demand Management**
- **Environmental Review**
- **Other Regional Transportation Initiatives**
- **Civil Rights**

For More Information

VDOT/DRPT Web Sites

www.VirginiaDOT.org/HOTLanes

www.DRPT.virginia.gov

To provide feedback:

- Fill out comment forms at tonight's meeting
- Submit comments via e-mail by Aug. 10 to hotlanes@vdot.virginia.gov or on the transit study to drptpr@DRPT.Virginia.gov
- On line response form on Web pages listed above

Contacts

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