



## RESOLUTION #2301

**SUBJECT:** Integrated Transportation Solutions for I-95/I-395

**WHEREAS:** The Northern Virginia Transportation Commission (NVTC) recognizes that increasing travel options – to include 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;

**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;

**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);

**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;

**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;

**WHEREAS:** In 2009, the Commonwealth eliminated transit and other multimodal improvements from its proposal;

**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;

**WHEREAS:** The Commonwealth will collaborate with NVTC and the Potomac and Rappahannock Transportation Commission (PRTC) 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;

**WHEREAS:** Successful transit operations require a reasonable and sustained financial investment;

**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 carpooling 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 NVTC 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 NVTC and PRTC.

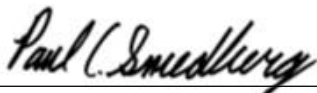
**BE IT FURTHER RESOLVED** that, as part of the I-395 Express Lanes Northern Extension Project and over the course of the agreement, NVTC and PRTC shall receive a reasonable, guaranteed, annual transit payment sufficient to expand existing transit and other travel options in the corridor, plus a set portion of any profits from the facility in excess of the modeled projections. 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.

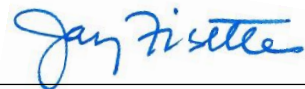
**BE IT FURTHER RESOLVED** that Virginia's Transportation Secretary designate NVTC and PRTC to coordinate and select multimodal improvements to be made as part of the I-395 Express Lanes Northern Extension Project. Such designation shall include the authority to plan potential multimodal improvements; 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.

**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 NVTC and PRTC as the region's lead agencies in order to ensure representation of all localities in the region.

Approved this 3<sup>rd</sup> day of March 2016.



Paul C. Smedberg  
Secretary-Treasurer



Jay Fisette  
Chairman