

Virginia Express Lanes

Resilient Counties Forum
NACO Annual Meeting

July 22, 2017



Express Lanes snapshot

Commuters

- 3.5 hours maximum time savings for one trip (Springfield to Stafford)
- 52% of DC area drivers have used the Express Lanes

Economic

- \$6.3B generated in economic activity
- 28,000 jobs supported
- \$765 million in DBE/SWaM contracts

Partnership

- Key risks transferred to private sector
- State receives direct returns of 29 times its investment on the 495 project and 110 times its investment on the 95 project



Development projects

- 395 Express Lanes project –extension of the Express Lanes 8 miles north on I-395 to the DC line
- 95 Express Lanes Southern Extension – construction underway to extend the 95 Lanes approximately 2 miles at southern end

Community

- Grant programs have awarded almost three quarters of a million dollars to organizations in Northern Virginia
- More than 3,000 meetings in corridor

Throughput

- 17.5 minutes average time savings per trip on I-95 regular lanes
- HOV and toll revenue travel increasing in parallel

Safety

- 6 minutes average response time for our dedicated Express Assist
- Focus on incident management as density and volumes grow

How the Express Lanes work

Express Lanes Operations Center

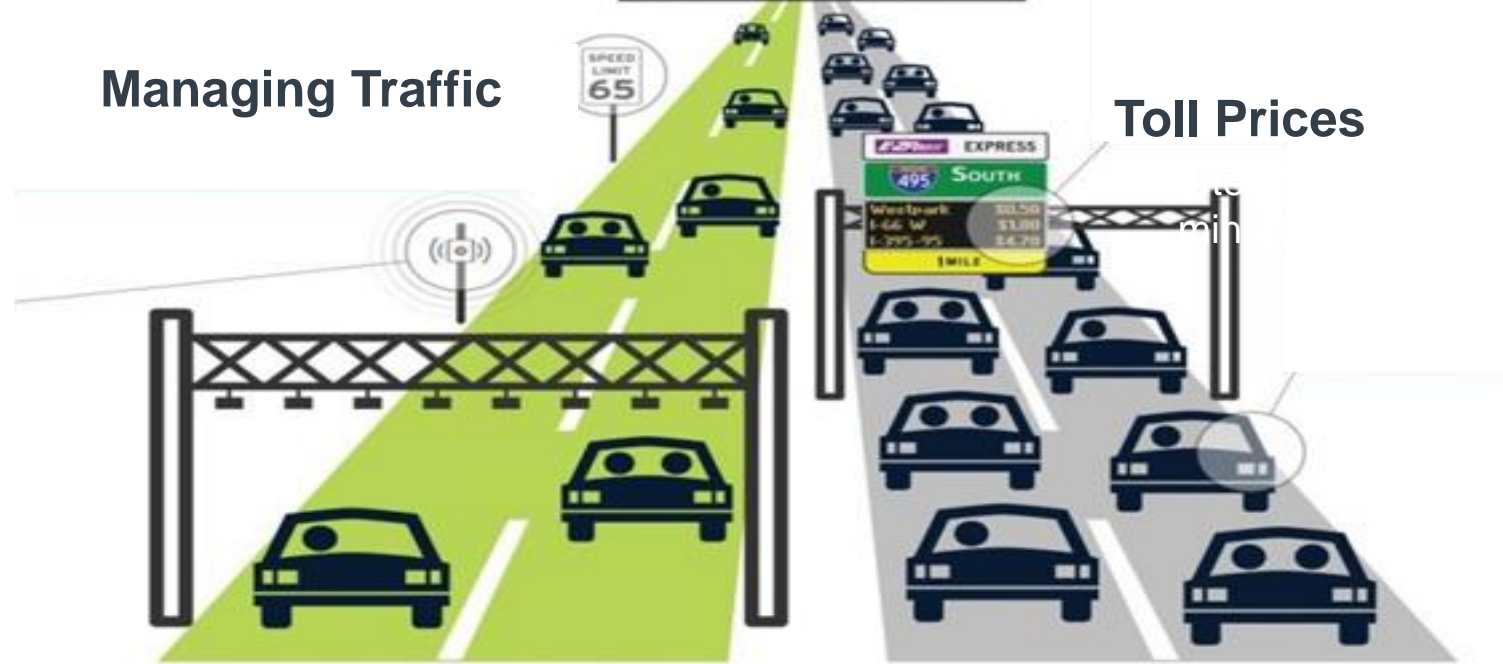


Managing Traffic



Toll Prices

Sensors



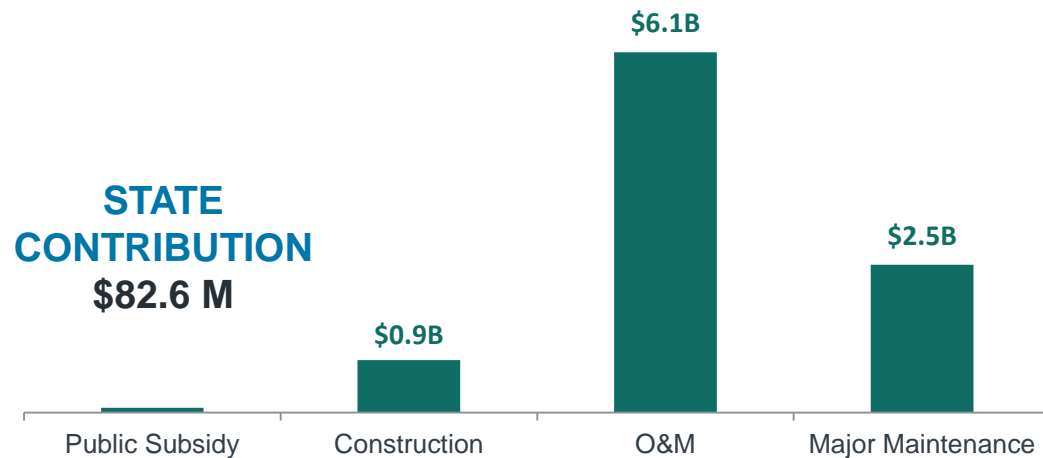
Express Lanes

Regular Lanes

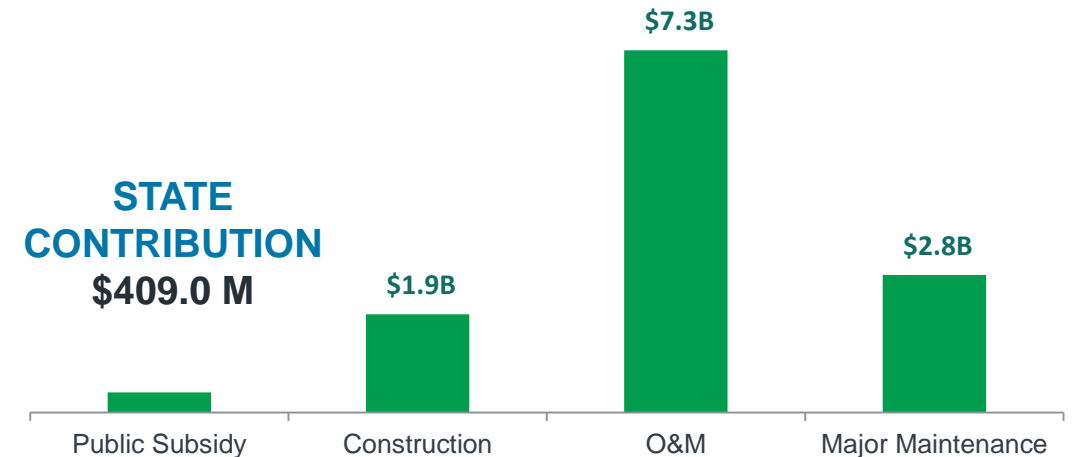
P3 purchasing power creates value for the state



Total Project Benefits¹
Direct returns >110 times state investment



Total Project Benefits²
Direct returns >29 times state investment



Key risks transferred to the private sector

- No public sector risk of construction cost overruns
- Private partner faces significant penalties if completion is late
- Full apportionment of revenue risk to private partner – with potential for State to share in upside revenue benefits

1. Dr. Stephen Fuller, George Mason University, "Economic Impact of Construction Outlays for the 95 Express Lanes on the Commonwealth of Virginia, the Washington Metropolitan Area, and the Local Jurisdictions", August 2012.

2. Operations, Maintenance and Major Maintenance values represent sum of budgeted future expenditures (nominal) over the remaining Concession term

Safer and more efficient



- Active roadway monitoring on Express Lanes network
- Maximized throughput on 495 and 95 Express Lanes
- Increased carpooling

Parallel travel benefits

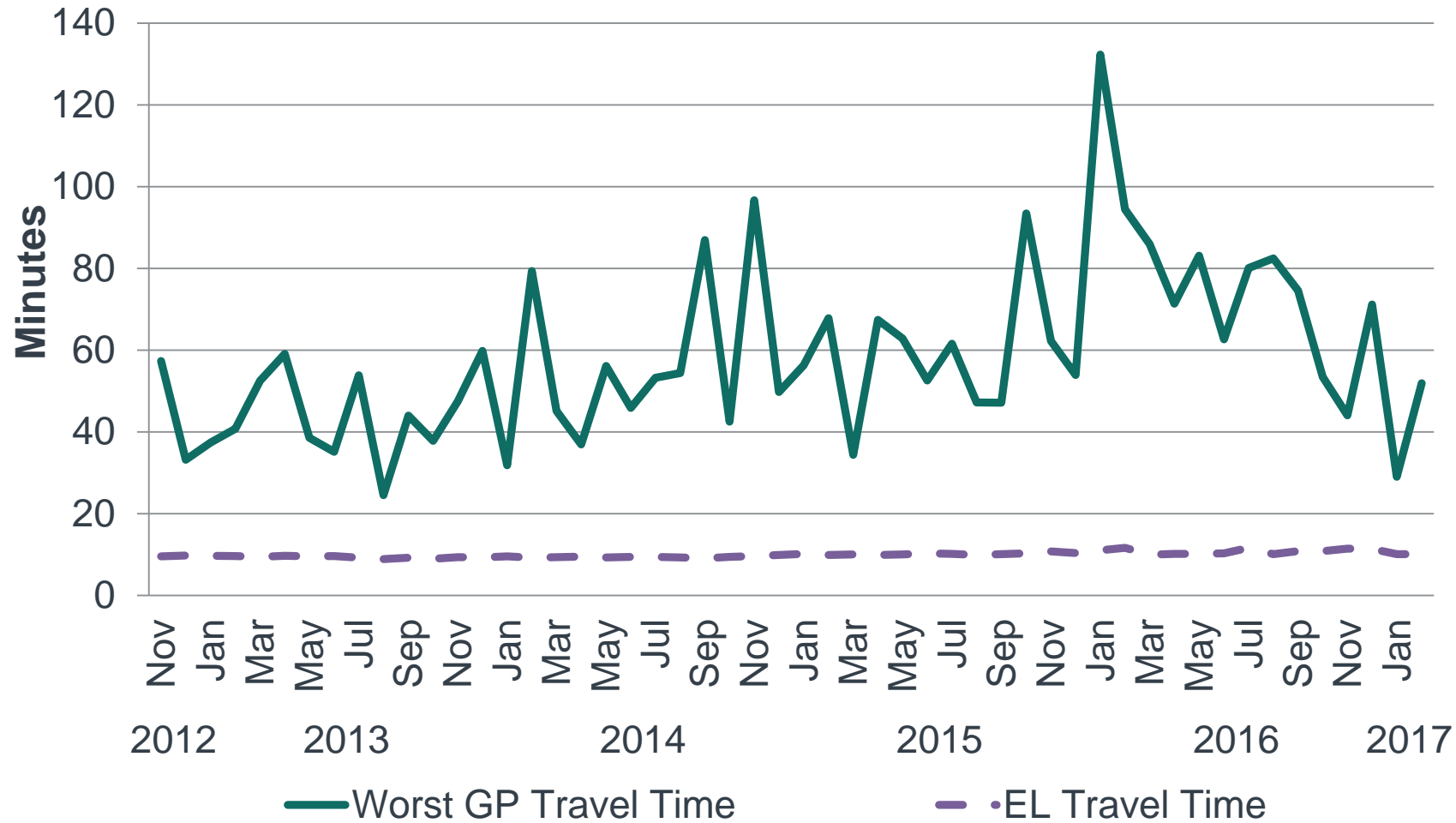


- Travel time savings in adjacent general purpose lanes
- Improvements on arterial routes such as Route 1 corridor



Strengthened HOV and transit



- More than 100,000 carpoolers per weekday on the Express Lanes
- 34% of weekday trips on 95 Express Lanes are HOV carpools
- 24/7 incentive to slug has introduced evening demand originating from Pentagon outside of the HOV-restricted period
- Transit providers have returned to the Beltway to serve Tysons via the Express Lanes
- Historic investment in area transit through transit subsidy on 395 Express
- 940 bus trips per weekday across both assets



Full length peak 495 Southbound Express and general purpose lanes

	Daily time saved in January 2017 during workdays	User delay costs saved
	3,150 hours	\$77,606 per workday
	7,120 hours	\$175,415 per workday

In January 2017
the **Express Lanes** network in Virginia
saved its customers
225,940 hours
and over **\$5.5 million in delay costs**

- Covers 22 workdays in January 2017
- Does not factor in additional backups that would be caused if these cars were added to traffic in regular lanes
- \$23.62 is the regional median value of time for the DC area; 2015\$ escalated by CPI (regional) to 2017\$
- Assumes 100% passenger vehicles

Case Study 1

A construction manager heading to his job travels northbound on 495 Express Lanes in the morning peak hour from Alexandria, VA to Bethesda, MD rather than taking the alternative general purpose I-495 lanes.

45 min.

Estimated time saving

\$46.88

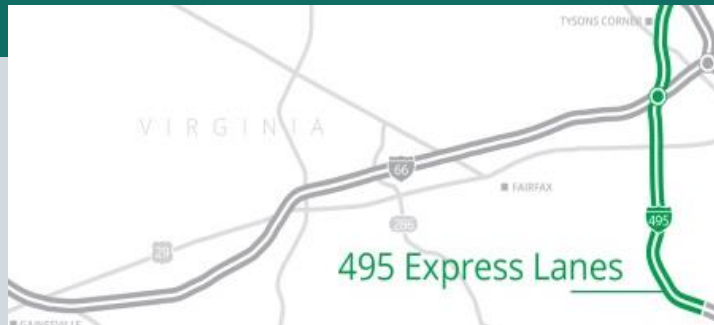
Construction worker's hourly rate

\$18.00

Average toll

\$17.16

Potential productivity gain



Case Study 2

A working parent living in Stafford, VA with a job in Alexandria is running late picking up his children from a child care center near home, which charges \$10 every 15 minutes he is late, and takes the 95 Express Lanes.

90 min.

Estimated time savings

\$25.00

Estimated toll

\$35.00

Savings of late fees



Customer satisfaction rating



Pulse check of all area drivers

495 Express Lanes



95 Express Lanes



Toll-paying customer snapshot

Demographics



- **51% to 49%** slightly more males
- **68%** ages 25-35, no children

Top reasons for using the Express Lanes

- Appointments **40%**
- Visit friends and family **36%**
- Travel for vacation **38%**



Approximately **50%** of customers check traffic apps or sites when deciding to choose Lanes

The logo for Transurban features a stylized green icon on the left, consisting of three horizontal bars of increasing length from top to bottom, resembling a staircase or a signal. To the right of this icon, the word "Transurban" is written in a dark grey, sans-serif font.

Transurban

Giving back to the community

Key characteristics

- Construction begins summer 2017
- \$480 million project
- Converts 2 HOV lanes to 3 reversible HOT lanes
- Extends Express Lanes benefits to the vicinity of the DC line
- Improves access to the Pentagon with enhancements at the project's most northern section
- Projected to support more than 600 jobs during construction
- Dedicated transit funding of \$15 million per year



“The agreement we have reached with Transurban clearly meets the Commonwealth’s requirements and will give Virginia travelers and taxpayers the value they deserve for a project of this scope.”

Governor of Virginia Terry McAuliffe

The study

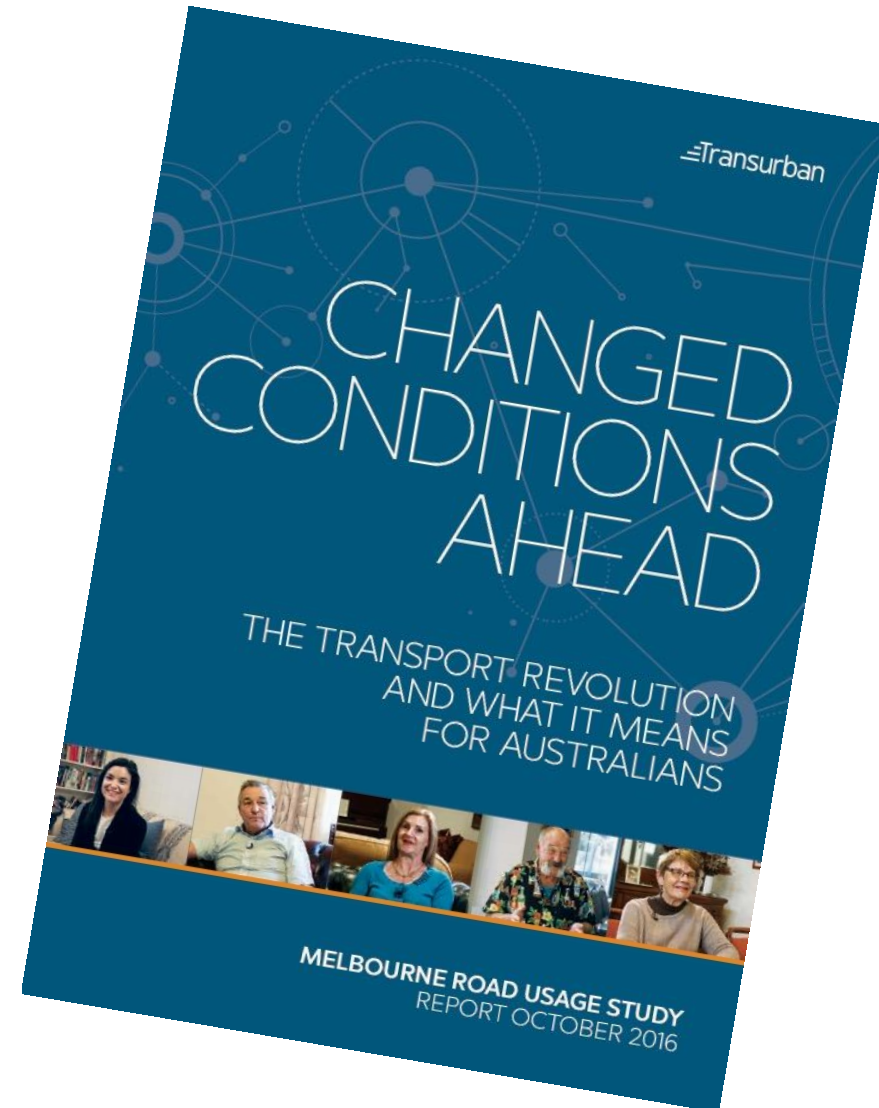
- First real-world test of user-pays system in Australia
- Captured the responses of 1,635 drivers using two road-charging models over a 17-month period

The situation

At the start of the study, 85 percent of participants said they were comfortable with the current funding system

The results

- 60% of participants preferred the user-pays system over the current system
- 47% of participants reported becoming more aware of their road use, while 30% of participants reported changing their road usage



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Transurban