

**ITEM 8 - Action**  
September 20, 2006

Approval of Amendment to the FY 2006-2011 TIP that is Exempt from the Air Quality Conformity Requirement to Include Funding for a Feasibility and NEPA Study of the I-95/395 Public Private Transportation Act (PPTA) High Occupancy Toll (HOT) Lane Project as Requested by the Virginia Department of Transportation (VDOT)

**Staff**

**Recommendation:**

- Receive briefing on the feasibility and NEPA study of the I-95/395 PPTA HOT Lane project
- Adopt Resolution R5-2007 to include funding for the study in the FY2006-2011 TIP.

**Issues:**

None

**Background:**

VDOT has requested that the FY 2006-2011 TIP be amended to include \$8.369 million in federal advance construction funding for a feasibility and NEPA study of a HOT lane facility on 56 miles of I-95/395 from Eads Street (Arlington County) south to US 1 at Massaponax (Spotsylvania County). This study was approved by the TPB on April 19, 2006 as a project submission for the 2006 CLRP and FY 2007-2012 TIP which are scheduled to be adopted at the October 18, 2006 meeting.

TPB R5 - 2007  
September 20, 2006

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002**

**RESOLUTION ON AMENDMENT TO THE FY 2006-2011 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR A FEASIBILITY AND  
NEPA STUDY OF THE I-95/395 PUBLIC PRIVATE TRANSPORTATION ACT (PPTA)  
HIGH OCCUPANCY TOLL (HOT) LANE PROJECT AS REQUESTED BY THE  
VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, on October 19, 2005 the TPB adopted the 2005 CLRP and the FY 2006-2011 TIP; and

**WHEREAS**, in the attached letter of September 12, 2006, VDOT has requested that the FY 2006-2011 TIP be amended to include \$8.369 million in federal advance construction funding for a feasibility and NEPA study of a HOT lane facility on 56 miles of I-95/395 from Eads Street (Arlington County) south to US 1 at Massaponax (Spotsylvania County) as described in the attached materials; and

**WHEREAS**, this study was approved by the TPB on April 19, 2006 as a project submission for the 2006 CLRP and FY 2007-2012 TIP which are scheduled to be adopted at the October 18, 2006 meeting; and

**WHEREAS**, a feasibility and NEPA study is exempt from the air quality conformity requirement, as defined as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2006-2011 TIP to include \$8.369 million in federal advance construction funding for a feasibility and NEPA study of a HOT lane facility on 56 miles of I-95/395 from Eads Street (Arlington County) south to US 1 at Massaponax (Spotsylvania County), as described in the attached materials.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

GREGORY A. WHIRLEY  
ACTING COMMISSIONER

September 12, 2006

National Capital Region  
Transportation Improvement Program Amendment

The Honorable Michael Knapp  
Chairman, National Capital Region  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E.; Suite 300  
Washington, DC 20002-4201

Dear Chairman Knapp:

VDOT's Northern Virginia District Office requests amending the FY 2006-2011 Transportation Improvement Program (TIP) to add funding for a feasibility and environmental study. Additionally, we ask that the description for this study that is contained in the 2006 Constrained Long Range Plan (CLRP) be revised based on the information in this letter. The study was included in the CLRP update via TPB Resolution R18-2006 (April 19, 2006), by which the Transportation Planning Board adopted projects and studies to be included in the air quality conformity analysis. State and Federal funds will be used by VDOT in overseeing a consultant study to ensure that it meets Federal, state, and local requirements.

- The I-95 PPTA Hot Lane Feasibility Study. The I-95 / 395 PPTA HOT Lane conceptual project envisions the creation of a 56-mile managed lane corridor along I-95 / 395 from Eads Street (Arlington County) south to US 1 at Massaponax (Spotsylvania County). The project seeks to deliver improved transportation options in the corridor, and is consistent with Federal and state efforts to use value pricing to maximize the efficiency of existing infrastructure and reduce congestion. Such a project, if pursued, will finance a nearly \$1 billion transportation improvement complementing the Capital Beltway HOT lane project and providing a system of managed lanes for Northern Virginia. This study will aid in determining the financial feasibility and operational

requirements of this proposed project as well as identify and document citizen and local jurisdiction concerns that need to be addressed.

This feasibility / NEPA study, which was an item in the April, 2006, input for the CLRP, will examine the feasibility of 1) adding a third lane to expand the capacity of the existing HOV system on I-95 and I-395, 2) increasing the number of access points along the existing system, 3) extending the HOV / HOT lanes in a 28-mile segment to the south of the current system, and 4) adding new park-and-ride capacity in the corridor. The study will also examine the ability of existing transit services to provide enhanced services based on the expanded and extended system, including integration with the proposed I-495 HOT lanes. Additionally, the study will seek to identify opportunities to assist transit operations by reducing travel times and travel time variability. A series of public information meetings and a public hearing will be held during the study to both inform citizens about the HOT lane project and identify their concerns. Amendment of this study into the FY06 TIP in September is critical in order for VDOT to obtain Federal agreement, before the end of Federal Fiscal Year 06, for financial participation in the study in order to obligate FY06 funds. A more detailed scope for this proposed study is attached, along with a spreadsheet showing the breakout of funds.

VDOT requests that this amendment be approved by the TPB at its meeting on September 20, 2006. The proposed study is exempt from the conformity determination requirements. We understand that a similar amendment will be considered by FAMPO at its September meeting. This study will be coordinated with the District of Columbia as well as affected jurisdictions and FAMPO.

Please call Jo Anne Sorenson at (703) 383-2461, if you need further information on this amendment. Upon approval of this amendment, please furnish copies of the approval to Ms. Sorenson and to Mr. Ben Mannell in VDOT's Transportation and Mobility Planning Division. Thank you for your consideration of this request.

Sincerely,

  
Asst. Dist. Engr.  
for

Dennis C. Morrison  
District Administrator  
VDOT - Northern Virginia District

cc: Ms. Diane Mitchell, VDOT-PD	(w/ attach.)
Ms. Deborah Grant, VDOT-PD	“
Ms. Emma Robinson, VDOT-PD	“
Mr. Ben Mannell, VDOT-TMPD	“
Ms. Jo Anne Sorenson, VDOT-NoVA	“
Mr. Jay Loftus, PE, VDOT-Innovative Project Delivery	“
Mr. Larry Cloyed, VDOT-NoVA	“



## Proposed Study Scope I-95 / 395 PPTA HOT Lanes

The team of Fluor and Transurban has proposed to the Virginia Department of Transportation (VDOT) building a High Occupancy / Toll (HOT) lane facility under the provisions of the Public Private Transportation Act (PPTA). If implemented, the proposed project will consist of a 56-mile long managed lane (HOT lane) facility on I-95 / 395 between Eads Street (Arlington County) and US 1 at Massaponax (Spotsylvania County) as well as construction of park-and-ride lots and improvements to transit facilities. Such a managed lane project will complement the I-495 Capital Beltway HOT lane project and provide an expanded system of managed lanes for Northern Virginia motorists. A mix of public and private funding will be used on this \$1 billion transportation improvement. The Fluor / Transurban team will design, construct, and operate the project in return for the right to charge tolls on these managed lanes. The proposal envisions using an electronic toll system compatible with the system proposed for the Capital Beltway HOT lanes, with buses and vehicles having three or more occupants (HOV-3+) continuing to ride free of charge. The proposed southern segment of the project (VA 234 south to Massaponax) will provide carpoolers and "slugs" with opportunities to use extended HOV lanes that do not presently exist, as well as take advantage of additional park-and-ride capacity. The project envisions a public outreach component including a 24-hour telephone "hot line", e-mail access, a Web-based contact link, and public meetings to explain project specifics and address community concerns.

Prior to embarking on design or construction of this proposed project, its feasibility needs to be determined in order to project its financial viability as well as identifying environmental impacts. The proposed consultant feasibility / NEPA study will include traffic modeling to predict future traffic volumes and revenue on the managed lane facility. Such data will be useful in determining design requirements and identifying traffic flow operational issues. Environmental impacts, including projected right-of-way needs, will also be identified. This study will provide a forum to receive public comments and concerns, particularly those of "sluggers". The study will also examine transit needs and propose a transit component. Surplus revenue available for use in the corridor, as determined by the Commonwealth Transportation Board, will also be projected. If the feasibility / NEPA study is begun in October, 2006, it is expected to be completed in calendar year 2007.

The proposed study will have a public outreach component in order to identify concerns that need addressing. Initial information briefings have already been conducted with elected officials in Arlington County, Fairfax County, Prince William County, Spotsylvania County, Stafford County, and the City of Alexandria. Such briefings are being scheduled for officials in the City of Fredericksburg, and the Town of Dumfries. A series of public information meetings will be held in the corridor to present the project to the public and solicit their input. Additionally, a public hearing will be part of this NEPA study.

The study will be coordinated with officials and staff of the District of Columbia and the Fredericksburg Area Metropolitan Planning Organization (FAMPO).

**NORTHERN VIRGINIA  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL COSTS (in \$1,000)**

PROPOSED TIP AMENDMENT - 08/31/2006

**FY 2006-11**

Changes to existing entries are noted in **bold**.

Agency Project ID	Facility, Location, Description	Phase	FY05 TIP Entry	Carry Over	Annual Element FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	Program Total FY 06-11	Funding Source	Funding Shares Fed/st/lo		
<b>VDOT INTERSTATE</b>															
70849	Facility: <b>I-95 / 395- PPTA Hot Lane Proposal</b>	P.E.	0	0	<b>\$7,703</b>	<b>\$666</b>	0	0	0	0	<b>\$8,369</b>	<b>Fed - AC</b>	<b>90%</b>	<b>10%</b>	
	From: <b>Eads Street (Arlington County)</b>	ROW	0	0	0	0	0	0	0	0					
	To: <b>VA 234 (Dumfries)</b>	Const	0	0	0	0	0	0	0	0					
	Jurisdiction: <b>NoVA Districtwide</b>	Restripe two existing HOV lanes on I-95 and I-395 to three HOV/HOT lanes between the Virginia Stateline (Arlington Co.) and VA 234 in Dumfries. Construct two new HOV/HOT lanes on I-95 between VA234 in Dumfries south to Massaponax exit													
	Reason for Amendment	Update funding amounts and sources for FY06 and 07													
	Air Quality	An air quality conformity analysis is not required at this time because the funding is for a study only.													

**Note:** The following funding definitions apply:

Fed AC (Advance Construction) is a funding tool that provides a promise of future Federal financial participation. State funds are used until Federal funds are identified and obligated.