ITEM 7 - Action

April 18, 2007

Review of Comments Received and Approval of Project Submissions for the 2007 Financially Constrained Long Range Plan (CLRP) and FY 2008-2013 Transportation Improvement Program (TIP)

Staff Recommendation: Receive briefing on the comments received and and recommended responses, and if the recommended responses are accepted, adopt Resolution R21-2007 to approve the submissions for inclusion in the air quality conformity analysis for the 2007 CLRP and the FY 2008-2013 TIP.

Issues: None

Background: At the March 21 meeting, the Board was briefed on the project submissions for the 2007 CLRP and the FY 2008-2013 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. This public comment period closed on April 14.

Public comments are posted as they are received on the COG web site at http://www.mwcog.org/transportation/public/comments.asp Board members are invited to review these comments on the web. Staff will prepare draft responses to comments received through the close of the public comment period on April 14, and e-mail them to Board members by close of business on April 17. The Board will be briefed on the comments received and recommended responses at the April 18 meeting.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

M E M O R A N D U M

April 11, 2007

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Status Report on Comments Received through April 10, 2007 on Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2007 CLRP and FY 2008-2013 TIP

At the March 21 meeting, the Board was briefed on the project submissions for the 2007 CLRP and the FY 2008-2013 TIP, which were released for public comment and agency review at the TPB Citizens Advisory Committee (CAC) meeting on March 15. This public comment period will close on April 14.

Public comments are posted as they are received on the COG web site at http://www.mwcog.org/transportation/public/comments.asp Some letters and post card comments have been received and their information also has been posted on the web site. Board members are invited to review these comments on the web. Staff will prepare draft responses to comments received through the close of the public comment period on April 14, and e-mail them to Board members by close of business on April 17. The Board will be briefed on the comments received and recommended responses at the April 18 meeting.

Below is summary of the number of comments submitted by individuals, organizations, and business received through the close of business on April 11.

125 comments in support of including the I-95/395 HOT lane project and/or the I-66 Spot Improvement project in the 2007 CLRP.

77 comments in opposition to including the I-66 Spot Improvement project in the 2007 CLRP.

2 general comments on the proposed project submissions

1 comment with suggestions for the draft Coordinated Human Service Transportation Plan

In addition, comments submitted by the following public agencies are posted on the COG web site and are provided as attachment A.

- the Potomac and Rappahannock Transportation Commission
- Arlington County

TPB R21-2007
April 18, 2007

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 NORTH CAPITOL STREET, N.E.,
WASHINGTON, D.C. 20002-4239

RESOLUTION ON INCLUSION IN AIR QUALITY CONFORMITY ANALYSIS OF SUBMISSIONS FOR THE 2007 CONSTRAINED LONG RANGE PLAN (CLRP) AND FY2008-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the metropolitan planning organization for the Washington Metropolitan area, has the responsibility under the provisions of 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, the Joint Planning Regulations issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require that the long range transportation plan be reviewed and updated at least every four years; and

WHEREAS, the transportation plan, program and projects must be assessed for air quality conformity as required by the conformity regulations originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in the Federal Register on July 1, 2004; and

WHEREAS, on October 18, 2006, the TPB adopted resolution R7-2007 determining that the 2006 CLRP and the TIP for FY 2007-2012 conform with the requirements of the Clean Air Act Amendments of 1990, and on October 18, 2006 adopted resolution R8-2007 approving the 2006 CLRP and resolution R9-2007 approving the FY2007-2012 TIP; and

WHEREAS, the transportation implementing agencies in the region have provided submissions for 2007 CLRP and inputs to the FY2008-2013 TIP, which are in response to the December 2006 solicitation document issued by the TPB, and the Technical Committee has reviewed these submissions at its meetings on March 2, March 9 and April 6, 2007; and

WHEREAS, at the TPB Citizens Advisory Committee (CAC) meeting on March 15, 2007 the submissions for the 2007 CLRP and FY2008-2013 TIP were released for public comment and interagency consultation; and

WHEREAS, on April 18, 2007, the TPB was briefed on the project submissions for the 2007 CLRP amendments and FY2008-2013 TIP, the public comments received on the submissions, and the recommended responses to the public comments were accepted; and

WHEREAS, the air quality conformity analysis, the 2007 CLRP and the FY2008-2013 TIP are scheduled to be released for public comment on October 11, 2007 and approved by the TPB at its November 121, 2007 meeting; and

WHEREAS, the submissions have been developed to meet the financial plan requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues;

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves for inclusion in the air quality conformity analysis of the 2007 Constrained Long Range Plan and FY2008-2013 TIP the project submissions as described in the attached memorandum of March 15, 2007 and its supporting materials.

National Capital Region Transportation Planning Board
777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

M E M O R A N D U M

March 15, 2007

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Proposed Significant Changes for the Air Quality Conformity Analysis of the 2007 CLRP and FY 2008-2013 TIP

The attachment describes the proposed significant changes reflected in the air quality conformity inputs for the 2007 CLRP and the FY 2008-2013 TIP. Significant changes are those relating to facility types 1, 2 and 5 (interstates, principal arterials, and other limited access parkways and roadways).

Descriptions of the projects proposed for construction begin on page 1, followed by the projects proposed for study on page 5. The changes proposed to selected existing major projects are presented on page 8. The detailed CLRP description forms for these projects begin on page 9.

Appendix A, which is bound separately, provides a table listing all projects to be included in the air quality conformity analysis for the 2007 CLRP and FY 2008-2013 TIP, with shading to highlight proposed changes from the approved 2006 CLRP and FY 2007-2012 TIP.

Attachment

This document provides a summary of significant changes for the new 2007 Constrained Long-Range Transportation Plan (CLRP). For information on the projects that are already included in the 2006 CLRP, visit http://www.mwcog.org/clrp. Comments may be submitted at http://mwcog.org/TPBPublicComment.

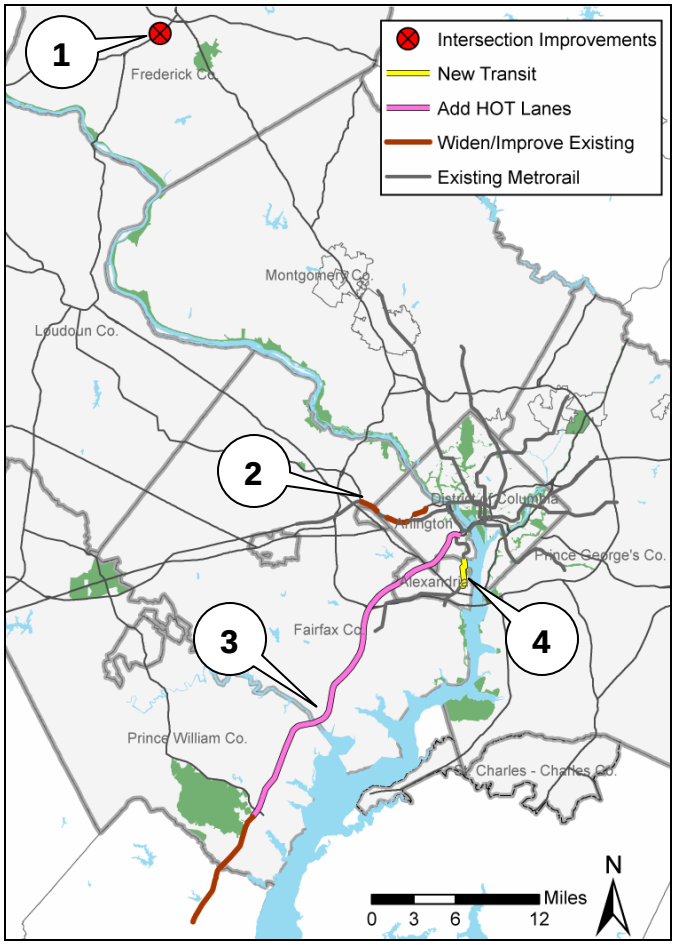
PROJECTS PROPOSED FOR CONSTRUCTION

MARYLAND

1. **US 340 – Jefferson National Pike**
   Interchange at Jefferson Technology Park

VIRGINIA

2. **I-66 Spot Improvements**
   Westbound, Inside the Beltway
3. **I-95/I-395 HOT Lanes Project**
   From Eads St. in Arlington County to
   Garrisonville Road (VA 610) in Stafford County
4. **Potomac Yard Transitway**
   Alexandria Segment from Four Mile Run
   to Braddock Road Metro Station

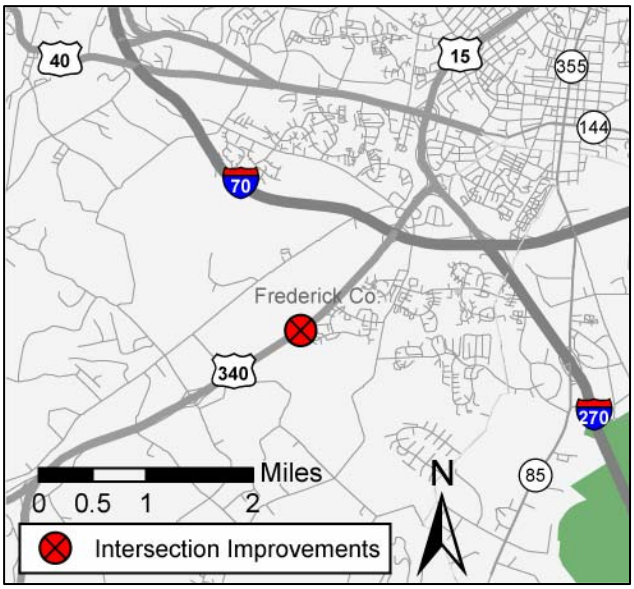


1. **US 340 – Jefferson National Pike**
Interchange at Jefferson Technology Park

Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.

Complete: 2009
Cost: $11 million
Funding: Developer

See Project Description Form on page 10 for more information.



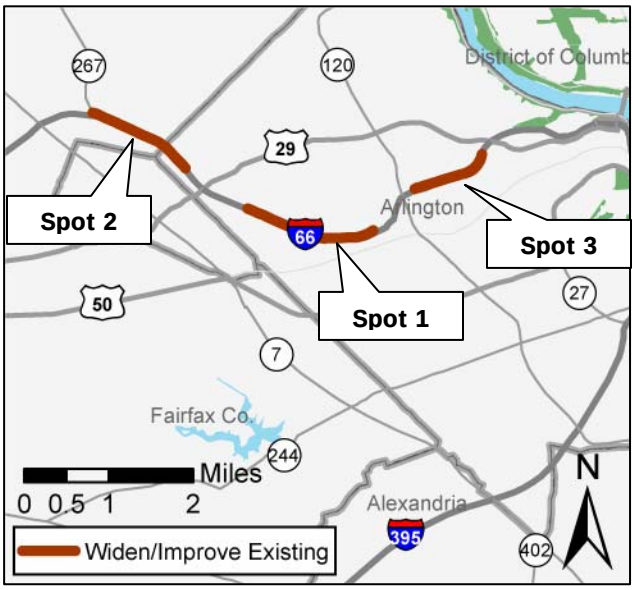
2. **I-66 Spot Improvements**
Westbound, Inside the Beltway

Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:

- Spot 1 – Fairfax Drive to Sycamore Street, from 2 to 3 lanes,
- Spot 2 – Washington Boulevard to the Dulles Airport Access Road from 3 to 4 lanes, and
- Spot 3 – Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes.

Length: 4 miles (total)
Complete: 2013
Cost: $75.6 million
Funding: Federal, State
http://www.idea66.com

See Project Description Form on page 12 for more information.

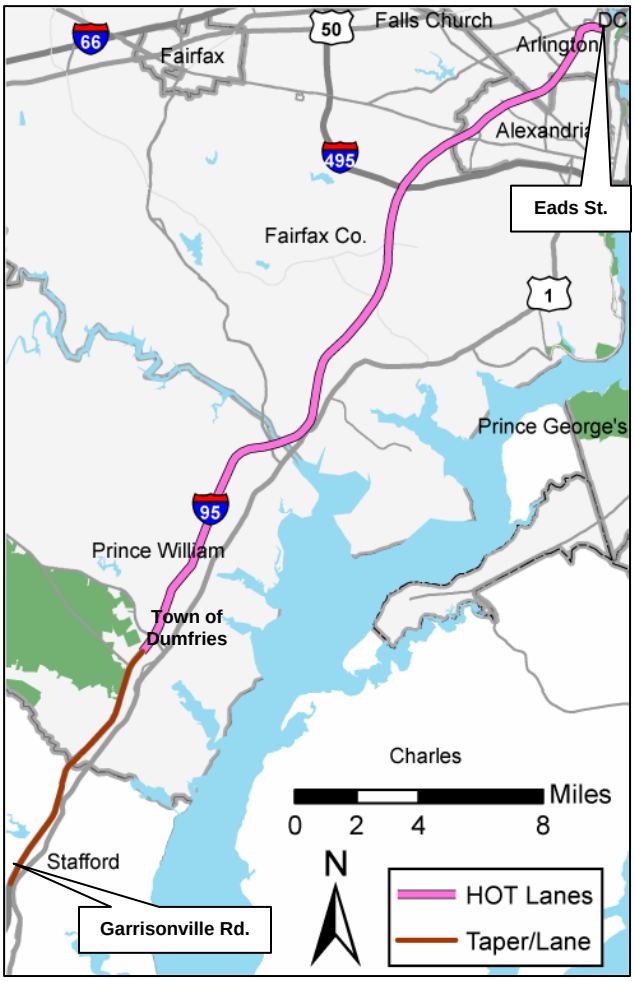


3. **I-95/I-395 HOT Lanes Project**
Eads Street to Garrisonville Road

Reconfigure the existing HOV facility between Eads Street in Arlington County and just south of the Town of Dumfries from 2 to 3 lanes. Convert HOV to High Occupancy Toll (HOT) lanes.

- HOV-3, transit and emergency response vehicles will use these lanes free of charge.
- Other vehicles may use the facility by paying an electronic toll.
- Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.

In the southbound direction, construct an extended transition lane and a new fly-over ramp, from the HOV/BUS/HOT lanes to ease congestion as traffic merges into the general purpose lanes. Create or modify a number of connections to the existing HOV lanes to improve access to the HOT lane system for HOV and transit users.



Transit Service Plan

The following enhancements to transit services are included as a part of the project:

- 13 new bus routes
- Increased frequency of bus service on existing and new routes incrementally in 2010, 2020 and 2030.
- Addition of bus-only ramps in and out of the Pentagon at Eads St., an in-line bus station near the Lorton VRE station, and a bus-only access ramp at Seminary Rd.
- 6 new Park & Ride facilities with a total of 3,000 additional parking spaces.

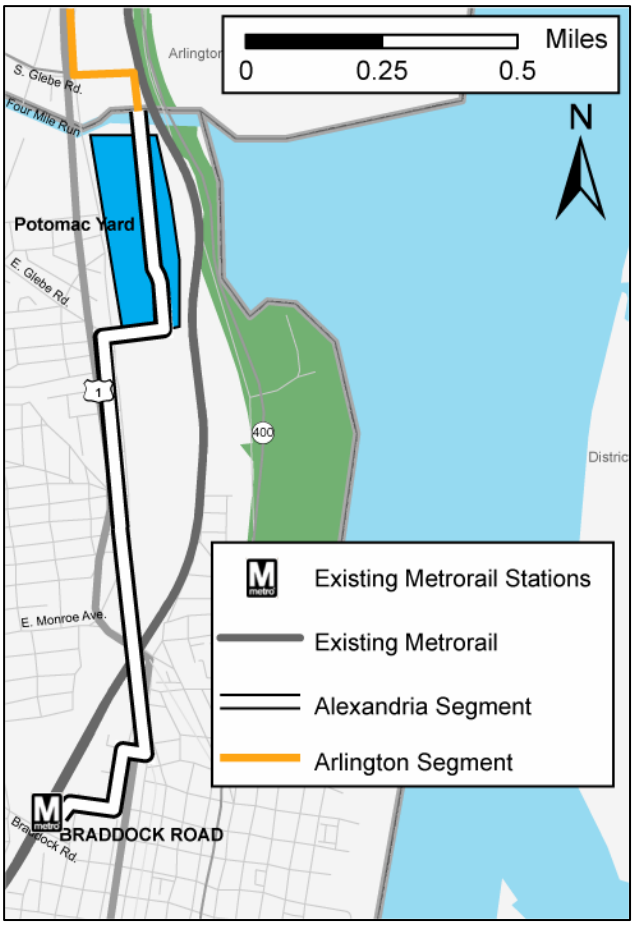
Total capital, operating, maintenance and maintenance facility costs for the Transit Service Plan are $390 million. The proposed transit element is likely to be refined based on the findings of a detailed Transit/TDM Plan being developed by the Transit Advisory Committee (TAC).

Length: 36 miles
Complete: 2010
Capital Cost: $882 million
$492 million – Preliminary engineering, right-of-way acquisition, and construction
$390 million – Transit Service Plan capital and operating costs
Funding: Private Equity, Debt (including bonds), Tolls, Federal Transit Capital and Transit Farebox Revenues

http://www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp

See Project Description Form on page 16 for more information.

4. **Potomac Yard Transitway**
Four Mile Run to Braddock Road Metro Station



Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to the Potomac Yard Town Center and on to Four Mile Run where it will connect with the Arlington County segment that runs to the Pentagon.

Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Avenue Bridge. From Monroe Ave. to E. Glebe Rd., buses will travel on a dedicated transit right-of-way. From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.

Length: 2.5 miles
Complete: 2011
Cost: $18.1 million
Funding: Federal, State, Local & Private

See Project Description Form on page 27 for more information.

PROJECTS PROPOSED FOR STUDY

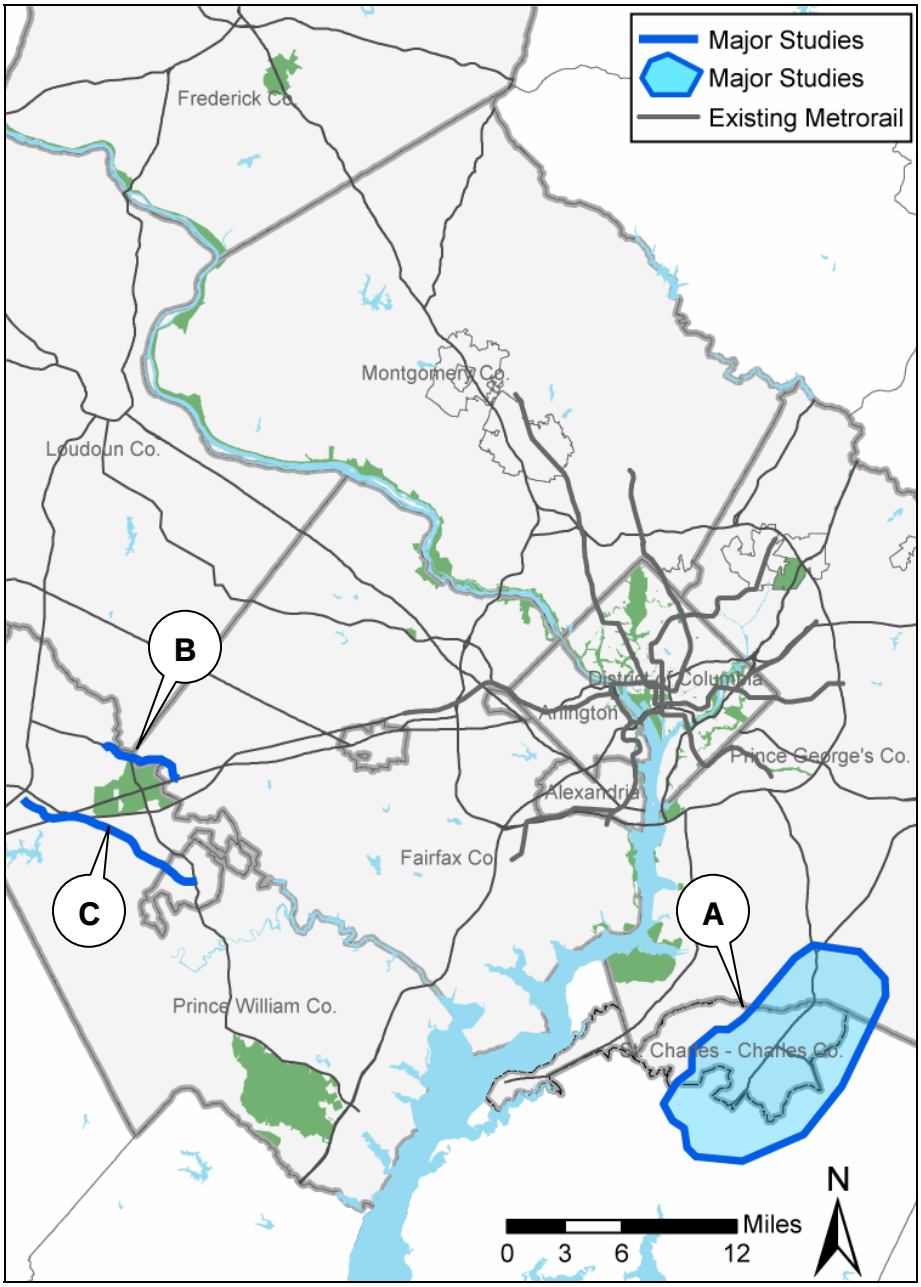
MARYLAND

A. **US 301 – Waldorf Bypass**
Washington Avenue/Turkey Hill Road to
North of the MD 5 Interchange at T.B.

VIRGINIA

B. **Manassas National Battlefield Bypass**
US 29 to the Planned Tri-County Parkway/VA 234

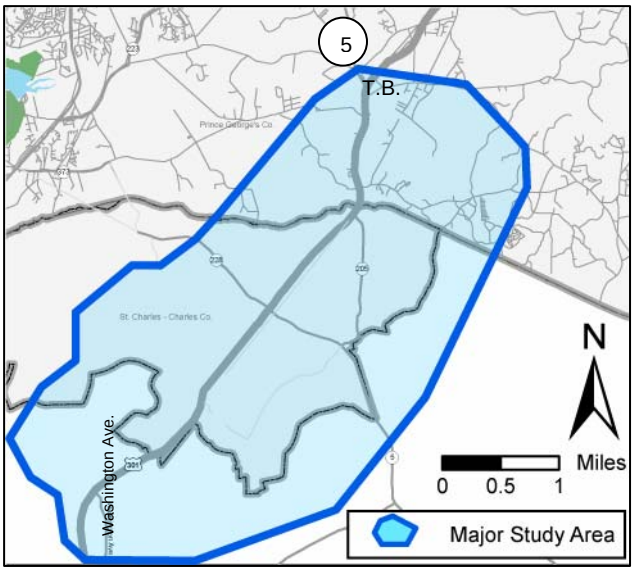
C. **VRE Expansion**
From the City of Manassas to Gainesvile/Haymarket



A. **US 301 – Waldorf Bypass**
Washington Avenue/Turkey Hill Road to North of the MD 5 Interchange at T.B.

Study alternatives for upgrading and widening US 301 through Waldorf and/ or constructing an access-controlled bypass.

Complete: 2030
Cost: $1.48 billion (Charles County/TPB area)
$2.78 billion (total)
Funding: Not identified
http://www.us301waldorf.org



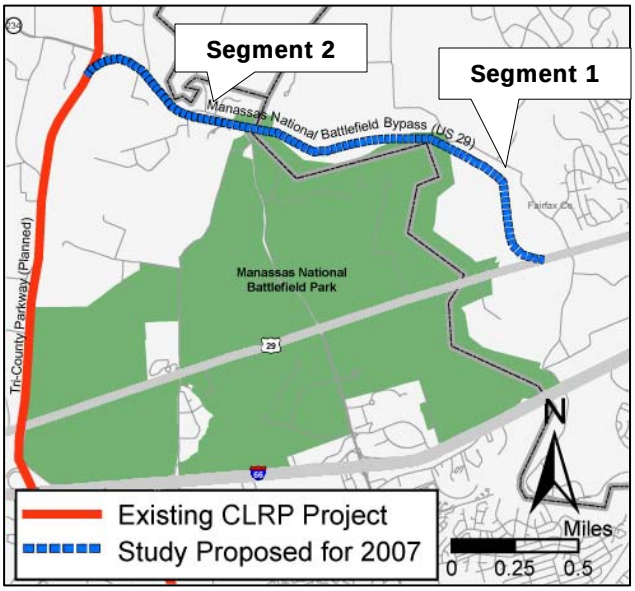
See Project Description Form on page 29 for more information.

B. **Manassas National Battlefield Bypass**
US 29 to Planned Tri-County Parkway/ Route 234

Close Routes 29 and 234 through the Manassas Battlefield Park to through traffic. Construct a bypass north of the park in the following segments:

- Segment 1 – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park
- Segment 2 – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.

Length: 8.9 miles (total)
Complete: 2020
Cost: $133 million
Funding: Not identified
http://www.battlefieldbypass.com

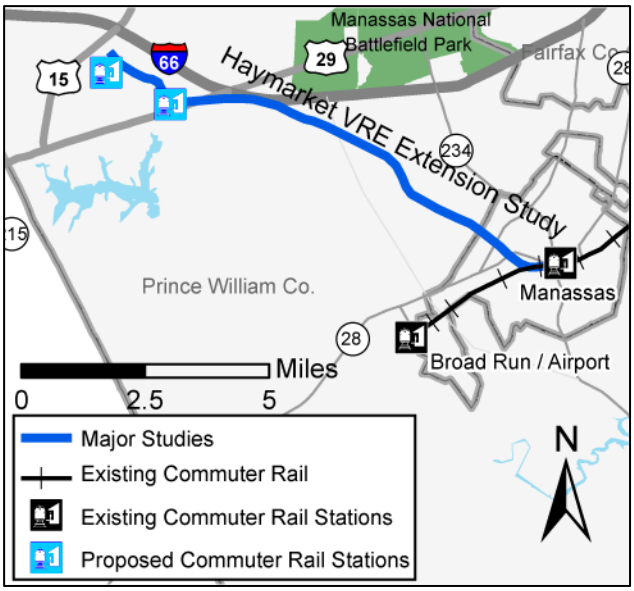


See Project Description Form on page 31 for more information.

VRE Expansion
City of Manassas to Gainesville and Haymarket

Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket and Gainesville

Length:	11 miles
Complete:	2018
Cost:	$280 million
Funding:	Not Identified



See Project Description Form on page 33 for more information.

CHANGES TO SELECTED EXISTING MAJOR PROJECTS

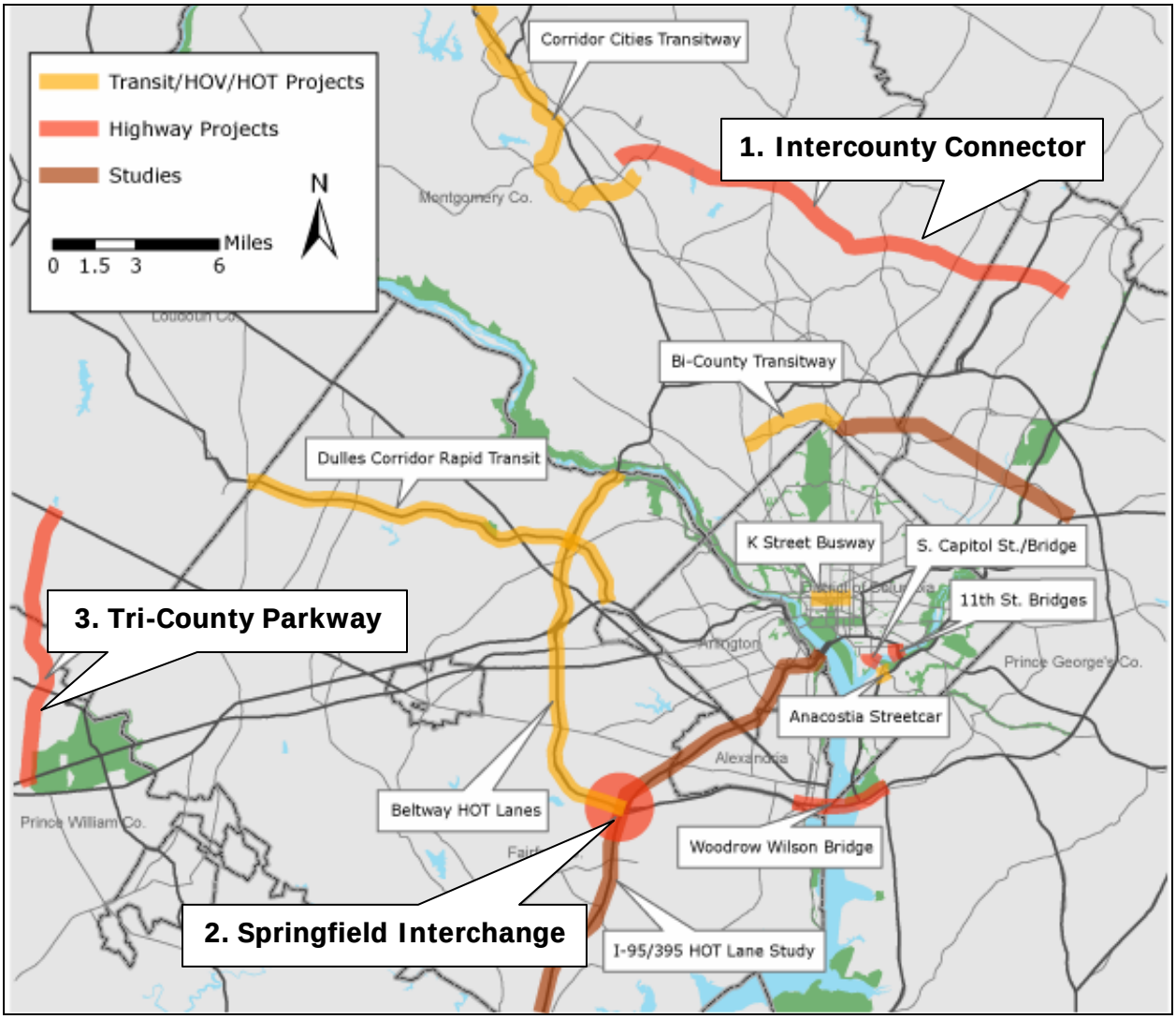
The following changes were made to three of the region's highlighted existing major projects.

MARYLAND

1. Intercounty Connector (ICC) – Completion date changed from 2010 to 2012

VIRGINIA

2. Springfield Interchange – Completion date changed from 2007 to 2008
3. Tri-County Parkway – Alignment changed (revised alignment below) and completion date changed from 2020 to 2012.



CLRP PROJECT DESCRIPTION FORMS

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030
PROJECT DESCRIPTION FORM

Interchange at US 340 and Jefferson Tech Park

1. Agency: MDOT/State Highway Administration Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; X Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Interchange at US 340 and Jefferson Tech Park

	Prefix	Route	Name	Modifier
4. Facility:	US	340	Jefferson National Pike	
5. From (X at):			Jefferson Tech Park	
6. To:				

7. Jurisdiction(s): Frederick County
8. Description: Grade-separated interchange at US 340 at mile-point 9.94.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: N/A
11. Project Manager: 12. E-Mail:
13. Project Information URL:
14. Projected Completion Year: 2009
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $11,000
18. Remaining cost (in Thousands):
19. Funding Sources: _ Federal; _ State; _ Local; X Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; X No
21. If so, describe those conditions: _ Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; X No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    - _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    - _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    - _ The project consists of preliminary studies or engineering only, and is not funded for construction
    - _ The project received NEPA approval on or before April 6, 1992
    - _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    - _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; X No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X Increase accessibility and mobility of people and freight.

_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; _No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

Idea66 Spot Improvements Inside the Beltway

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type: _System Expansion; _ System Maintenance; **X** Operational Program; _ Study; _ Other
   (check all that apply) **X** Freeway; _Primary; _ Secondary; **X** Urban; _ Bridge; **X** Bike/Ped; _ Transit; _ CMAQ; **X** ITS; _ Enhancement; _ Other
3. Project Title Idea66 Spot Improvements Inside the Beltway

	Prefix	Route	Name	Modifier
4. Facility:	I	66 WB	Spot 1 Fairfax Dr to Sycamore St	Extend accel/decel la.
5. From (_ at):	I	66 WB	Spot 2 Washington Blvd to Dulles Airport Access Connector (DAAR)	Add accel/decel la.
6. To:	I	66 WB	Spot 3 Lee Hwy/Spout Run to Glebe Road	Extend accel/decel la.

7. Jurisdiction(s): Arlington/Fairfax
8. Description:

   Spot 1 Arlington County– Extend existing westbound acceleration / deceleration lane (1.5 miles) from Fairfax Drive on-ramp to existing deceleration lane at Sycamore Street off ramp to reduce congestion and improve safety by reducing short distance weave and merge movement.

   Spot 2 Arlington and Fairfax Counties– Add a continuous acceleration /deceleration lane from Sycamore St/Washington Blvd on ramp to existing Dulles Airport Access Ramp Rte 267 (1.6 miles).

   Spot 3 Arlington – Extend existing acceleration lane from Lee Hwy/Spout Run on-ramp to existing deceleration lane at Glebe Road off ramp to create a continuous acceleration / deceleration lane (0.9 miles).

   Work on all three projects will be within existing ROW, including any required retaining and sound walls relocations or additions. All the proposed spot improvements encompass design evaluation of enforcement areas / safety pull offs, sight distance improvements, ramp metering, signing, traffic management systems, and reconstruction of the shoulder to provide for emergency evacuation.

9. Bicycle or Pedestrian Accommodations: _ Not Included; **X** Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: Three improvements totaling approximately 4 miles
11. Project Manager: L&D Project Manager – Jeff Daily 12. E-Mail: Jeff.Daily@VirginiaDOT.org
13. Project Information URL: www.virginiadot.org/projects/const-project.asp?ID=404
14. Projected Completion Year: 30% design plans completed 2008, 100% design plans completed 2010 or Design Build construction beginning 2010
15. Actual Completion Year: N/A ____Project is ongoing. Year refers to implementation.
16. his project is being withdrawn from the Plan as of: N/A
17. Total cost (in Thousands): Spot 1 – $31.6M (PE$3.6M, CN $28M), Spot 2 – $29.9M (PE $3.4M, CN $26.5M), Spot 3 – $14.1M (PE $1.6M, CN $12.5M): Total construction costs for all three improvements – $75.6M
18. Remaining cost (in Thousands):
19. Funding Sources: **X** Federal; **X** State; _ Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? **X** Yes; _ No
21. If so, describe those conditions: **X** Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _Yes; **X** No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _Yes; **X** No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    X The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    X Increase the safety of the transportation system for all motorized and non-motorized users.

    a. Is this project being proposed specifically to address a safety issue? X Yes; _ No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _Other
       _ Truck or freight safety; X Engineer-identified problem

    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

       Existing levels of congestion is exacerbated by the intense weaving and merging movements happening over a short distance along with inadequate sight distance. The recurring congestion and associated operational/safety effects poses concerns on the corridor's ability to serve as an efficient emergency evacuation route.

    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    _ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    _ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    X Promote efficient system management and operation.
    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; **X** No
27. If yes, what types of mitigation activities have been identified?
    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; **X** No
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete
30. Under which Architecture:
    _ DC, Maryland or Virginia State Architecture
    _ WMATA Architecture
    _ COG/TPB Regional ITS Architecture
    _ Other, please specify:

31. Other Comments:
    The National Capital Region Transportation Planning Board (TPB) in approving the preliminary engineering work for the proposed project on January 18 2006 (resolution No. TPB R11-2006), indicated six points of clarification that were to be incorporated into the study. The following notes how these points have been incorporated into the overall agency's activities.

    1. Coordination with the planned extension of Metrorail to Tysons so as to not preclude a third Metrorail track: VDOT is a member of the planning team working directly with VDRPT and Dulles Rail project staff on the Dulles Rail project. The proposed spot improvements on westbound I 66 do not preclude a third Metrorail track and any express bus operations. The proposed projects are interim improvements to address operational and safety issues in the near term. The long term solutions for the corridor include a detailed NEPA study comparing all modal alternatives. Funding for a long term study has yet to be identified.
    2. Certify that project complies with NEPA: VDOT is in full compliance with all requirements of NEPA. VDOT conducted a State Environmental Review Process (SERP) to determine the level of NEPA document to recommend for completion. A Categorical Exclusion (CE) was recommended by VDOT as the NEPA document type and FHWA concurred with a CE for the spot improvements. Work on this document is underway. The public will have the opportunity to review and comment on this document at the Public Hearing to be scheduled later this year.
    3. Clarify if all proposed construction can occur within existing right of way and adjacent parkland and Custis trail will be maintained: VDOT has verified the adequacy of the I-66 right-of-way to accommodate the spot improvements that are being designed and constructed during this phase of the study. An exhaustive review of courthouse records of deeds, titles and property plats along the corridor has been completed. The plat description and features, including property lines and corners, were verified using a project coordinate system and field instruments during an actual on-the-ground survey. The right of way boundaries were validated by a detailed land survey and the finding was that the proposed construction can occur within the existing Commonwealth right of way. Proposed construction will maintain adjacent parkland and trails.
    4. Evaluation of HOV enforcement areas, a continuous 12-foot shoulder, signing, TMS and ramp metering has been included in the current PE work and where validated as needed will be included in the design and construction. This work includes coordination with the VA State Police to identify locations for enforcement areas, improvements to the signing and the variable message signs, and

redesign and upgrade of the ramp metering in the westbound direction within the project limits.

5. Coordination with ongoing efforts to develop a regional emergency evacuation plan: VDOT is an active participant in the state's and MWCOG's efforts in developing regional emergency coordination plans. Working with the state of Maryland, the District and MWCOG staff. the Virginia emergency coordination includes Virginia Department of Emergency Management (VDEM), Virginia Department of Transportation (VDOT), Virginia State Police (VSP) Department of Rail & Public Transportation (DRPT) American Red Cross, Department of Health Services (DHS), Department of Corrections (DOC), Department of Military Affairs (DMA), Local Jurisdictions, and National Park Service (NPS). The basic framework for an operational evacuation plan include:

    a. Provides a basic plan that could be implemented in the interim should an event occur prior to completion of a more detailed plan.
    b. Synchronizes the efforts of all State agencies during a major evacuation within this area.
    c. Provides a Virginia evacuation plan to synchronize mutual supporting plans of local jurisdictions within Region VII (Northern Virginia).
    d. Provides basic concepts which can be incorporated into plans being developed by other organizations within the NCR and the National Park Service.

   The proposed spot improvements fully considers the benefits it could provide for efficient traffic movement along westbound I 66 in events of emergency as anticipated by the regional emergency plans.

6. Safety (along westbound I 66)will not be degraded: The proposed spot improvements will improve safety due to the enhanced access and egress conditions, improved signage, improved sight distance and other project evaluations and designs. Specific safety issues that will be addressed with the spot improvements include lengthening weaving and merging areas, decreasing speed fluctuations, improving level of service (LOS) to reduce "stop and go" crashes, increasing additional storage capacity for incidents on the mainline and reducing travel time for emergency responders.

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

1. Agency Project ID: Secondary Agency:
2. Project Type: ✓ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) ✓ Freeway; _ Primary; _ Secondary; ✓ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-95 / I-395 HOV / Bus / HOT Lanes Project
4. Facility: I-95 / 395
5. From (_ at): Eads Street, Arlington County
6. To: Route 610 (Garrisonville Road), Stafford County

No.	Route	Location	New Connections / Modifications to existing connections		
		Connection Location:	**Morning connections:**	**Evening connections:**	**Type of Modification:**
1	I 395	Eads Street	NB HOT Lanes to Eads Street	Eads Street to SB HOT Lanes	Expanded
2	I 395	Between South Hayes Street and Washington Blvd.	SB Express Lanes to SB general purpose lanes	SB Express Lanes to SB general purpose lanes	Deleted (to accommodate No. 1 above) [1]
3	I 395	VA 402 (Shirlington Circle)	NB HOT Lanes to Shirlington Circle	Shirlington Circle to SB HOT Lanes	New
4	I 395	VA 420 (Seminary Road)	NB HOT Lanes to Seminary Road	Seminary Road to SB HOT Lanes	New [1] (Bus only access)
5	I 95	Between VA 236 (Duke Street) and VA 648 (Edsall Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
6	I 95	VA 7100 (Fairfax County Parkway)	N/A	Fairfax County Parkway to SB HOT Lanes	New
7	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 638 (Pohick Road)	N/A	SB HOV Lanes to SB general purpose lanes	Deleted (to accommodate No. 6 above) [1]
8A	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
8B	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to new bus station, back to NB HOT lanes (Buses only)	SB HOT lanes to new bus station, back to SB HOT lanes (Buses only)	New, reversible bus-only ramp
9	I 95	Between VA 123 (Gordon Road) and VA 3000 (Prince William County Parkway)	NB HOT Lanes to NB general purpose lanes	SB HOT Lanes to SB general purpose lanes	New
10	I 95	Between VA 610 (Cardinal Drive) and US 234 (Dumfries Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
11	I 95	Between US 234 (Dumfries Road) and VA 610 (Garrisonville Road)	N/A	SB HOT Lanes to SB general purpose lanes	Expanded

[1] Integration of this proposed modification in the project design is currently under evaluation.

7. Jurisdiction(s): Arlington County, City of Alexandria, Fairfax County, Prince William County, Town of Dumfries, Stafford County
8. Description:

Under provisions of the Virginia Public-Private Transportation Act of 1995, Fluor Virginia, Inc. and Transurban (USA) Development Inc. (together "FTU") propose to construct and operate a system of High Occupancy Vehicle/Bus/High Occupancy Toll Lanes ("HOV/Bus/HOT") on portions of I-95/395. In October 2006, VDOT and FTU signed an Interim Agreement to commence development activities on the Project.

The Project entails expanding the existing reversible High Occupancy Vehicle ("HOV") lanes between Eads Street and south of the Town of Dumfries from two to three lanes, and converting the lanes to include High Occupancy Toll ("HOT"), bus and HOV traffic. New entry/exit points into and out of the HOV/Bus/HOT lanes, as listed in Items 5 and 6 above, will be added along the corridor. The design of the proposed new entry/exit points will continue to be refined through the traffic operational analysis and the environmental review ("NEPA") process.

The Project also proposes to address traffic operational issues noted with the existing HOV system. During peak pm periods, traffic traveling in a southbound ("SB") direction in the current HOV system is often congested at the point where the HOV lanes terminate and merge into the general purpose ("GP") lanes at Dumfries. This Project proposes to relieve the current congestion problem by both expanding the current merge point, and providing for the extension of lanes south of the current merge to Route 610 (Garrisonville Road) in Stafford County. Under the proposed design, vehicles exiting at Route 234 would be merged into the GP lanes north of the exit. The remaining two HOV/Bus/HOT lanes would extend south of Quantico Creek. At a point south of Quantico Creek, one of two lanes would branch off on a new, single-lane fly-over from the SB HOT lanes to the SB GP lanes. This fly-over would service vehicles exiting to Route 619 (Joplin Road) and Russell Road. The fly-over lane would merge into a newly constructed GP auxiliary lane running between the ramp and Route 619. The remaining HOT lane would continue south as a separated lane, merging into the SB GP lanes just south of Route 610 (Garrisonville Road).

The Project also proposes to make improvements at Eads Street, the proposed northern termination point (for tolling purposes) of the HOT lanes. Improvements at Eads Street would affect both am and pm peak traffic, and provide for additional lanes for HOV/Bus/HOT lane traffic exiting at Eads Street, including a ramp dedicated exclusively for use by buses exiting into/out of the Pentagon reservation. The exact configuration of the northern and southern termini will be refined through the traffic operational analysis and the NEPA process. If such refinements affect conformity, the changes would be proposed in future conformity analyses.

Access to the HOT lanes would be available to automobile, motorcycles, light truck, bus and transit vehicles only. Vehicles with three or more occupants would travel on the HOT lanes for free, as per current law. Buses, transit vehicles, and emergency response vehicles would also travel on the HOT lanes for free. Other vehicles not meeting the occupancy requirement would pay a toll, using electronic toll collection equipment, at a rate that would vary by time of day, day of week and level of congestion, to insure the level of free-flow conditions as specified by Federal SAFE-TEA-LU regulations at a minimum.

Transit Service Plan

There are numerous transit elements integrated into this Project, including a proposed increase in bus service along the I-95/395 corridor, expansion of HOV capacity from two lanes to three lanes, an increase or expansion of access points between the HOV/Bus/HOT lanes and the general purpose lanes, and other infrastructure additions and improvements along the corridor.

The transit service plan proposed by the Project provides for additional bus services in the I-95/395 corridor in the form of new and expanded bus services. This is a preliminary

transit plan that has been developed for the conformity analysis, and is based on what is reasonably expected to be funded by this Project. The Transit Advisory Committee ("TAC"), a group established by the VA Secretary of Transportation to facilitate coordination between the transit service providers in the corridor and the Project, is developing a detailed Transit/TDM Plan. This detailed Transit/TDM Plan is anticipated to be available in the fall of 2007, and will assist in refining the preliminary transit service plan. If such refinements affect conformity, the changes would be proposed in future conformity analyses.

The proposed new and expanded bus service in the I-95/395 corridor will add about 40,000 hours of bus service in 2010, about 80,000 hours of bus service in 2020 and about 88,000 hours of bus service is 2030. Compared to the bus services assumed for the base year (2006) in the CLRP these additional hours of bus service represents an increase of approximately 11% in 2010, 22% in 2020 and 25% in 2030. These increases in bus operating hours in the corridor will be realized via addition of new routes and reducing headways of services currently assumed in the CLRP in the respective years. Compared to the bus services assumed, in the CLRP, for future years the additional hours of bus service represents an increase of approximately 10% in 2010, 16% in 2020 and 16% in 2030.

The proposed transit service plan will in 2010 reduce the CLRP maximum headways to no more than 40 minutes on all routes. Additionally the new service plan will in 2020 reduce the CLRP maximum headways to no more than 30 minutes on all routes. Also the new service plan will reduce the CLRP maximum headways to no more than 22 minutes on all routes along the I 95/395 corridor and within Fairfax County, Arlington County and the City of Alexandria. The Project provides funding for capital, operating and maintenance facilities of the proposed new bus service. Attachment A shows the current (2006) bus service in the corridor and the new bus service proposed, by the Project, for 2010, 2020 and 2030.

The Project team will continue working with the TAC in the conduct of the planning study and coordination between the HOV/Bus/HOT lane Project and local transit agencies and service providers.

In addition to the new bus service, the seamless, free-flowing network of the HOV/Bus/HOT lanes, park & ride lots and access points along the corridor will create the opportunity for current public, private regional/local service providers to expand their existing services, or provide new services to key activity and employment centers in the I-95/395 and I-495 corridors beyond that which is included in this Project.

Beyond the addition of the above high quality bus service and the opportunities afforded to existing transit providers through the addition of new/expanded infrastructure, the Project also proposes to provide a bus-only ramp into and out of the Pentagon at Eads Street (part of the northern terminus of the HOT lanes), a transit-only access ramp at Seminary Road in the City of Alexandria, and a reversible bus-only ramp from the HOT lanes into and out of a new bus station located adjacent to the Lorton VRE Station. A pedestrian bridge would provide access between the proposed bus station and the VRE station.

The Project also proposes to add six (6) park & ride facilities, an equivalent of 3,000 additional parking spaces, to the network of park & ride lots along the corridor. The Project has proposed one facility be located in Fairfax County, two in Prince William County, two in Stafford County and one in Spotsylvania County. The location plans for these lots are being developed in consultation with the local jurisdictions and the TAC. The Project also proposes to provide enhancements to several existing bus stations/stops along the corridor. The current plans for the park & ride facilities and the bus station enhancements will be assessed further within the TAC's detailed Transit/TDM Plan.

Once the I-95/395 HOV lanes have been converted into HOV/Bus/HOT lanes, they will still be classified as "fixed guideway miles" for purposes of the transit funding formulas, in accordance with FTA's final policy statement on when HOV lanes converted to HOT lanes

shall be classified as fixed guideway miles, published in the January 11, 2007 Federal Register (Vol. 72, pages 1366-1372) ("FTA Policy"). The HOT lanes will be continuously monitored and continue to meet performance standards that preserve free flow traffic conditions in accordance with the FTA Policy, such that the lanes are capable of being classified as "fixed guideway miles".

The project team believes initiating the enhanced transit services at the same time as the works to convert the HOV lanes into HOV/Bus/HOT lanes should be considered. This transit enhancement could form part of the Project's Congestion Management Plan and will allow direct stakeholder and community outreach to promote transit services.

Tolling Policy

HOT lanes will remain free-flowing for all users, even during rush hour, in accordance with Federal SAFE-TEA-LU regulations. Dynamic pricing will be used to maintain these free-flow conditions. Prices will be adjusted by the time of day, by the day of the week and in response to the level of traffic. Federal requirements to insure free-flowing conditions mandate significant and continuous monitoring of traffic flow conditions on the HOT lanes. To facilitate compliance with this Federal requirement, there will be no price caps on the level of tolls. These requirements for monitoring the HOT lanes exceed any such requirements on the existing HOV lanes.

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the HOV/Bus/HOT lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to insure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

Schedule

Construction for the Project is projected to begin in early 2008, with an estimated construction completion time of two and a half years. The facility is expected to enter operations in mid to late 2010. The current schedule calls for environmental review in compliance with Federal (NEPA) and state regulations. The FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

Federal Environmental Review ("NEPA") Process

At the end of August 2006, the FHWA signed the NEPA documentation concurrence form for pursuing the environmental review for the Project, with a Categorical Exclusion as the suggested level of NEPA Document. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. The NEPA guidelines require the Project to be part of a conforming CLRP prior to receiving environmental clearance. Subsequent to receiving environmental clearance on an approved scope, the Project team will pursue the final engineering design of the Project.

Coordination with Other Projects in the Corridor

BRAC Actions

The project team is working with the Army, the Marines, and their respective teams of consultants to coordinate the transportation project needs related to the BRAC action with the HOV/Bus/HOT Lanes Project. The proposed elements for this Project reflect the latest discussions with the Army relative to their planned transportation-related activities at the Engineering Proving Ground in Fairfax County. Close coordination with the BRAC consultants will continue as they further develop their road improvement plans, and reasonable transportation needs related to this Project are not precluded.

14th Street Bridge Corridor Project

The project team will continue to coordinate with Eastern Federal Lands of FHWA ("FHWA-EFL") relative to the northern terminus of the HOV/Bus/HOT Lanes Project. FHWA-EFL is

currently working on the Draft Environmental Impact Statement ("EIS") for the 14th Street Brdige Corridor Project, which is scheduled for completion in May 2008. The final EIS is expected to be complete by May 2009, It is expected that variations of HOV and HOT lane access across the bridge will be considered by FHWA-EFL as alternatives in their EIS. Based on the TPB's update to the 2007 CLRP, FHWA-EFL will assume the I-95/395 HOV/Bus/HOT Lanes Project as part of the pre-existing environment for the purposes of their Draft EIS. More information on the 14th Street Bridge Corridor Project may be found at www.14thstreetbridgecorridoreis.com.

Financial Plan

Construction cost for the proposed Project is estimated to be $492M (PE-$60M, ROW-$4M and CN-$428M). This estimate includes the cost of constructing the third HOV/Bus/HOT lane, all additional entry/exit connections, the nine mile southbound extension at the southern terminus, proposed park and ride lots, and enhancement to several existing bus stations/stops. Funding sources for the Project includes a combination of private equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, FTU will explore all avenues of funding to ensure the lowest cost of capital for the Project. The Project will not require Commonwealth or Federal funds for the construction component.

FTU will be fully authorized to toll the facility, which will serve to pay debt service, operating costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with FTU, which will authorize FTU to raise the necessary funds to construct the Project.

The Project also estimates to incur additional costs of about $390M to fund the capital, operating and maintenance expenses of the proposed transit service. Attachment B summarizes the bus service plan cost estimate. The capital cost component of this is estimated to be about $64M. Funding is assumed to be derived, equally, from US-DOT transit capital funding program grants (including section 5308, section 5309) and a dedicated transit initiative fund provided by the project sponsor.

The operating and maintenance costs are estimated to be about $326M, including provision of maintenance facilities for the new buses. Funding for the operating and maintenance expense is assumed to be derived from the fare box of the service (approximately 50%), toll revenues and a dedicated transit initiative fund provided by the project sponsor. The above estimates of the capital and operating costs and the relative distribution of the two within the total cost may change when the current transit service plan is refined with the advice of the TAC and the findings of its detailed Transit/TDM Plan.

Stakeholder Outreach

FTU, in conjunction with VDOT, has and will continue to put a great deal of effort into communicating with local stakeholders. The stakeholder outreach program provides the opportunity for direct engagement with various groups along the corridor, including all the local political leadership, transit service providers, the Transit Advisory Committee, various special interest groups, and business and community leaders. There are also opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

As a prerequisite to submitting the NEPA documentation, FHWA requires the Project to conduct a series of Citizen Information Meetings and a Public Hearing. The Citizen Information Meetings are scheduled to be held in spring 2007. The dates for the meetings will be communicated to stakeholders along the corridor through various channels, including area publications, postings via the website, and direct interface with the leadership within the local jurisdictions. A date for the Public Hearing will be identified as the Project advances through the process.

FTU has also conducted a series of meetings with transit stakeholders operating in the corridor. Starting in June 2006, FTU met with these operators to solicit input on how transit services in the corridor might change as a result of the addition of the HOT Lanes system. The recommendations resulting from this outreach are contained in FTU's Transit Opportunity Study, which was provided to the TAC in December. FTU maintains active participation with the TAC.

9. Bicycle or Pedestrian Accommodations: _ Not Included; ✓ Included; _ Primarily a Bike/Ped Project; _ N/A
Design work for the proposed Project, in accordance with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations, will be initiated with the presumption that the Project shall accommodate the bicycle and pedestrians needs, as appropriate.
10. Total Miles: 36
11. Project Manager: Larry Cloyed - VDOT 12. E-Mail: larry.cloyed@VDOT.Virginia.gov
13. Project Information URL: www.virginiadot.gov
14. Projected Completion Year: 2010
15. Actual Completion Year: N/A ✓ Project is ongoing. Year refers to implementation.
16. N/A_ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $882 million (PE-$60M, ROW-$4M, Construction-$428M, Other-$390M)
18. Remaining cost (in Thousands): N/A
19. Funding Sources: _ Federal; _ State; _ Local; ✓ Private; ✓ Bonds; ✓ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? ✓ Yes; _ No
21. If so, describe those conditions: ✓ Recurring congestion; _ Non-site specific congestion;
_ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? ✓ Yes; __ No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? ✓ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
_ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
_ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
_ The project consists of preliminary studies or engineering only, and is not funded for construction
_ The project received NEPA approval on or before April 6, 1992
_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
✓ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
✓ Increase the safety of the transportation system for all motorized and non-motorized users.
a. Is this project being proposed specifically to address a safety issue? _ Yes; ✓ No
b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem
c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

✓ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

✓ Increase accessibility and mobility of people and freight.

✓ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

✓ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

✓ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; ✓No (Currently being investigated)
27. If yes, what types of mitigation activities have been identified?

    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? ✓_ Yes; _ No
    (Although the I 95/395 HOV/BUS/HOT Lane project itself is not an ITS project, the operations and toll collection components of the project are assumed to be considered as ITS).
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; ✓__ Ongoing, not complete; _ Complete N/A
    The operations concept for the HOT lanes (HOT-OC), including the Traffic Management and Tolling systems, have been described in a draft Concept of Operations, along with a System Interface Specification that details interaction between NRO ATMS and HOT-OC. As part of the ongoing project development activities, coordination of the HOT-OC with the VDOT Northern Region Architecture and COB/TPB Regional architecture will be addressed.
30. Under which Architecture: N/A

    _ DC, Maryland or Virginia State Architecture

    _ WMATA Architecture

    ✓_ COG/TPB Regional ITS Architecture

    ✓_ Other, please specify: VDOT Northern Region Architecture

31. Other Comments

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE PLAN DETAILS FOR CLRP & CONFORMITY

No.	Origin	Destination	2006	2010	2020	2030
EXISTING ROUTES:			Base Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.
1	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
2	SOUTHERN TOWERS	PENTAGON STA	30	30	30	22
3	PARK CENTER	PENTAGON STA	20	20	20	20
4	PENTAGON STA	SOUTHERN TOWERS	30	30	30	22
5	SOUTHERN TOWERS	PENTAGON STA	7	7	7	7
6	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
7	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
8	PENTAGON STA	PARK CENTER	20	20	20	20
9	LANDMARK(LINC-QUANTRELL)	PENTAGON STA	8	8	8	8
10	LINCOLNIA (SOUTHLAND&WINGATE)	PENTAGON STA	15	15	15	15
11	PENTAGON STA	QUAKER LN. & OSAGE ST.	20	20	20	20
12	SEMINARY RD. & LIBRARY LANE	PENTAGON	20	20	20	20
13	QUAKER LANE & OSAGE ST.	PENTAGON	20	20	20	20
14	QUAKER LANE & OSAGE ST.	PENTAGON	10	10	10	10
15	ANNANDALE	PENTAGON STA	30	30	30	30
16	PENTAGON STA	SHIRLINGTON	30	30	30	22
22	WEST SPRINGFIELD	PENTAGON STA	30	30	30	30
23	PENTAGON STA	ROLLING VALLEY MALL	30	30	30	30
24	OAK LTHR/BURKE CTR PKWY	PENTAGON STA	30	30	30	30
25	LANDMARK(STEVE&WHIT W/B)	PENTAGON STA	30	30	30	22
26	LANDMARK(STEVE&WHIT W/B)	PENTAGON STA	15	15	15	15
27	PENTAGON STA	LANDMARK(STEVE&WHIT W/B)	30	30	30	22
28	PENTAGON STA	LANDMARK(6295 EDSALL RD)	30	30	30	22
29	BALLSTON STA	PENTAGON STA	20	20	20	20
30	PENTAGON STA	BALLSTON STA	20	20	20	20
31	BALLSTON STA	PENTAGON STA	20	20	20	20
32	NOVA-ALEXANDRIA	PENTAGON STA	60	40	30	22
33	N. EARLY ST & BRADDOCK RD.	PENTAGON STA	20	20	20	20
34	PENTAGON STA	SKYLINE (SEMINARY RD & G.MASON)	30	30	30	22
35	SKYLINE (SEMINARY RD & G.MASON)	PENTAGON STA	20	20	20	20
36	PENTAGON STA	NOVA-ANNANDALE	30	30	30	30
37	AMERICANA DR & HERITAGE	PENTAGON STA	12	12	12	12
38	HERITAGE & DONNYBROOK	PENTAGON STA	15	15	15	15
39	NOVA-ANNANDALE	PENTAGON STA	30	30	30	30
40	PENTAGON CITY METRO	PENTAGON CITY METRO	15	15	15	15
41	28TH & QUINCY ST.	PENTAGON CITY METRO	60	40	30	22
42	SPRINGFIELD METRO	HUNTINGTON METRO	30	30	30	30
43	HUNTINGTON METRO	SPRINGFIELD METRO	30	30	30	30
44	KING & FAIRFAX STREETS	PENTAGON METRO	20	20	20	20
45	PENTAGON METRO	KING & FAIRFAX STREETS	20	20	20	20
46	KING & FAIRFAX STREETS	PENTAGON METRO	30	30	30	30
47	PENTAGON METRO	HUNTINGTON TOWERS	15	15	15	15
48	CHALFONTE & GUNSTON	PENTAGON METRO	60	40	30	30
49	SPRINGFIELD METRO	PENTAGON METRO	15	15	15	15
50	PENTAGON METRO	SPRINGFIELD METRO	15	15	15	15
51	DALE CITY PNR	INDEPENDENCE&7TH ST	60	40	30	30
52	LINDENDALE PNR	21ST & VA AVE (STATE DEPT)	12	12	12	12
53	LINDENDALE PNR	12TH & OLD JEFF DAVIS	20	20	20	20
54	LINDENDALE PNR	SCAP & MALCOLM X (BOLLING AFB)	30	30	30	30
55	FESTIVAL AT OLD BRIDGE	21ST & VA AVE (STATE DEPT)	20	20	20	20
56	FESTIVAL AT OLD BRIDGE	12TH & OLD JEFF DAVIS	30	30	30	30
57	SAVANAH & MINNIEVILLE RD	9TH & D STREETS NW. (GSA/HUD)	30	30	30	30

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE PLAN DETAILS FOR CLRP & CONFORMITY

No.	Origin	Destination	2006	2010	2020	2030
EXISTING ROUTES:			Base Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.
58	CARDINAL DR & BONNIEVILLE	21ST & VA AVE (STATE DEPT)	30	30	30	30
59	PFITZNER STADIUM PNR	FFX. DR 7 N. TAYLOR (BALLSTON)	30	30	30	30
60	QUANTICO WOODS/FOX LAIR	9TH & D STREETS NW. (GSA/HUD)	30	30	30	30
61	TRIANGLE (WENDY'S)	21ST & C ST (STATE DEPT)	60	40	30	30
62	RT 17 PNR (STAFF)	NAVY YARD	60	40	30	30
63	RT 208 PNR (SPOTS)	PENTAGON - CRYSTAL CITY	60	40	30	30
64	RT 17 PNR (STAFF)	CRYSTAL CITY	60	40	30	30
65	RT 17 PNR (STAFF)	ARLINGTON CEMETARY	60	40	30	30
66	RT 630 PNR	MARK CENTER (COLUMBIA PIKE)	60	40	30	30
67	RT 3 PNR (SPOTS)	9TH & H STREET NW	60	40	30	30
68	RT 630 PNR	CRYSTAL CITY	60	40	30	30
69	RT 3 PNR (SPOTS)	NORTH CAPITOL & E ST	60	40	30	30
70	RT 610 PNR	12TH & INDEPENDENCE AVE SW	60	40	30	30
71	RT 3 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
72	RT 3 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
73	RT 208 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
74	RT 208 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
75	RT 3 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30

NEW / MODIFIED ROUTES:*

* New routes assumed in the CLRP originally assumed for 2030.

1	Bethesda	McLean Bible Church via Tysons	NA	NA	15	15
2	McLean Bible Church	Bethesda via Tysons	NA	NA	15	15
3	Lakeforest Mall	McLean Bible Church via Tysons	NA	NA	15	15
4	McLean Bible Church	Lake Forest Mall via Tysons	NA	NA	15	15
5	Pentagon	Kings Park West	20	20	20	15
6	George Mason University	Pentagon	30	20	20	15
7	Kings Park West	Pentagon	20	20	20	15
8	Kings Park West	Pentagon	30	20	20	15
9	Kings Park West	Pentagon	30	20	20	15
10	Dale City PNR	Tysons Central	NA	30	15	10
11	Stafford (US 1 & VA 630)	Tysons Central	NA	20	10	8
12	Franconia Springfield Metro	Tysons Central	NA	NA	15	15
13	Huntington Metro	Tysons Central	NA	NA	15	15
14	Fair Oaks	Landmark Shopping Center	NA	NA	20	15
15	Fair Oaks	Franconia Springfield Metro	NA	NA	20	15
16	Annandale	Tysons Central	NA	NA	15	15
17	Chantilly	Tysons Central	NA	NA	15	15
18	Fredericksburg	Tysons Central	NA	NA	15	15

TOTAL OPERATIONAL HOURS OF BUS SERVICE: (In Thousands)	435	585	626
Total Additional Operational Hours Of Bus Service Proposed: (Over 2006 Baseline - In Thousands)	79	229	270
Total Additional Operational Hours Of Bus Service Proposed: (Over CLRP - In Thousands)	40	80	88

Summary of Proposed Bus Service Plan:

In 2010: Add 40,000 additional operational hours of bus service in the I 95/395 Corridor

Reduce maximum headways to 40 minutes on all existing routes.
Maintain 2006 headways for all other routes with lower headways.

In 2020: Add 80,000 additional operational hours of bus service in the I 95/395 Corridor *

Reduce maximum headways to 30 minutes on existing routes.

In 2030: Add 277,000 additional operational hours of bus service in the I 95/395 Corridor*

Reduce maximum headways to 30 minutes for existing routes and to 22 minutes for new routes with termini in Fairfax County, Arlington County and the City of Alexandria.

* Incremental service improvements occur every 5 years.

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE FINANCIAL PLAN FOR CLRP

Proposed Bus Service Addition Metrics

Year	Increase in Annual Bus Service Hours	% Increase Over Existing Service*	% Increase Over CLRP Service Assumptions**
2010	40,000	11 %	10 %
2020	80,000	22 %	16 %
2030	88,000	25 %	16 %

* 2006 Service Assumption: 356,000 Annual Vehicle Hours

** Current CLRP's 2010 Service Assumption: 395,000 Annual Bus Hours
Current CLRP's 2020 Service Assumption: 505,000 Annual Bus Hours
Current CLRP's 2030 Service Assumption: 538,000 Annual Bus Hours

Costs assumptions (for new service proposed by the project)

- The above new services equates to the following improvements
  - Capital: 184 new/replacement Clean Fuel Buses
  - Operating: 3.1 million vehicle hours
  - New/expanded facility for 54 new buses

- The following unit rates were used (based on 2007 dollars)
  - Capital: New Clean Fuel Bus cost $350,000 per bus.
  - Operating: $105.39 per vehicle hour (WMATA's 2004 NTD plus maintenance facilities cost)

Funding Summary

- Capital: $64 million
  - $32 million from US DOT Transit program grants
  - $32 million from Project's dedicated transit initiative fund

- Operating: $ 326 million
  - $163 million from Fare Box Recovery (50 % assumed)
  - $163 million from Project's toll revenues/transit initiative fund

- Total Plan: $391 million

Location plans for the bus station improvements and Park & Ride improvements are being developed in consultation with the local jurisdictions and the Transit Advisory Committee

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030
PROJECT DESCRIPTION FORM

Potomac Yard Transitway – Alexandria Segment

1. Agency Project ID: Secondary Agency:
2. Project Type: X System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; X Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Potomac Yard Transitway

	Prefix	Route	Name	Modifier
4. Facility:			Construct a transitway in the Route 1 Corridor	
5. From (_ at):			Braddock Road Metro Station	
6. To:			Four Mile Run (Alexandria) Pentagon (Arlington)	

7. Jurisdiction(s): Alexandria, Arlington County

8. Description: The City of Alexandria, together with Arlington County, is developing a transitway to travel from the Braddock Road Metro station to the Pentagon. Stations, amenities, travelways, and vehicles will need to be acquired to implement this service in the U.S. 1 Corridor, from the Braddock Road Metro to Four Mile Run in Alexandria, with the service progressing north to the Pentagon in Arlington County.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X_ Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 2.5 Alexandria 2.5 Arlington County
11. Project Manager: Jim Maslanka 12. E-Mail: Jim.Maslanka@Alexandriava.gov
13. Project Information URL:
14. Projected Completion Year: 2011
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $18.1 Million
18. Remaining cost (in Thousands):
19. Funding Sources: _X Federal; _X State; X_ Local; _X Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X_ Yes; _ No
21. If so, describe those conditions: _ Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; X_ No Only increase in capacity is for transit vehicles.
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    - _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    - _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    - _ The project consists of preliminary studies or engineering only, and is not funded for construction
    - _ The project received NEPA approval on or before April 6, 1992

_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X_ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; _ No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X_ Increase accessibility and mobility of people and freight.

X_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

X_ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; X_No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X_ No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments:

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030
PROJECT DESCRIPTION FORM

US 301 Waldorf Bypass Study

1. Agency Project ID: Secondary Agency:
2. Project Type: _ System Expansion; _ System Maintenance; _ Operational Program; **X** Study; _ Other
   (check all that apply) _ Freeway; **X** Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: US 301 Waldorf Bypass

	Prefix	Route	Name	Modifier
4. Facility:	US	301	Waldorf Bypass	
5. From (_ at):			Washington Avenue/Turkey Hill Road	
6. To:	MD/US	5/301		Interchange at T.B.

7. Jurisdiction(s): Prince George's County, Charles County
8. Description: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Avenue in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.
9. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; **X** N/A
10. Total Miles:
11. Project Manager: 12. E-Mail:
13. Project Information URL: http://www.us301waldorf.org
14. Projected Completion Year: 2030
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $1,485,679
18. Remaining cost (in Thousands):
19. Funding Sources: **X** Federal; **X** State; _ Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; _ No
21. If so, describe those conditions: _ Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; **X** No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.

_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

X Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; **X** No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X Increase accessibility and mobility of people and freight.

_ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; **X** No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; **X** No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments: This portion of Charles County is in the TPB plannng area. This project costs $1.48 billion. The source project costs $2.78 billion.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030
PROJECT DESCRIPTION FORM

Manassas National Battlefield Bypass

1. Agency Project ID: Secondary Agency:
2. Project Type: _ System Expansion; _ System Maintenance; _ Operational Program; **X** Study; _ Other
   (check all that apply) _ Freeway; **X** Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: Manassas National Battlefield Bypass

	Prefix	Route	Name	Modifier
4. Facility:	US	29	Manassas National Battlefield Bypass	
5. From (_ at):	US	29	West of Centreville	
6. To:	US	29	East of Gainesville, via VA 234	

7. Jurisdiction(s): Prince William and Fairfax Counties
8. Description: Close Routes 29 and 234 through the Manassas National Battlefield Park to through traffic and provide alternative means to accommodate the traffic displaced due to these closings. The preferred alternative, in the draft environmental impact statement, proposes a four lane bypass in three segments. These segments are described in item 31 below.
9. Bicycle or Pedestrian Accommodations: _ Not Included; **X** Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: 8.9 miles
11. Project Manager: Jack Van Dop 12. E-Mail: jack.j.vandop@fhwa.dot.gov
13. Project Information URL: http://www.battlefieldbypass.com
14. Projected Completion Year: 2020
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost: $133 million
18. Remaining cost (in Thousands):
19. Funding Sources: **X** Federal; _ State; _ Local; _ Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; **X** No
21. If so, describe those conditions: _ Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; X No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? X Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

_ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

X Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; **X** No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X Increase accessibility and mobility of people and freight.

X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

_ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? **X** Yes; _No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

X National Park Presesrvation and Use

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; **X** No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments: This project will join with the planned Tri-County Parkway and Route 234 North that are already included in the CLRP. Cost for Segment 1: $85 million, Cost for Segment 2: $48 million.

FINANCIALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN FOR 2030
PROJECT DESCRIPTION FORM

VRE Expansion from Manassas to Gainesville and Haymarket

1. Agency Project ID: **VRE** Secondary Agency:
2. Project Type: _ System Expansion; _ System Maintenance; _ Operational Program; **X** Study; _ Other
   (check all that apply) _ Freeway; _ Primary; _ Secondary; _ Urban; _ Bridge; _ Bike/Ped; **X** Transit; **X** CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: **VRE Gainesville/Haymarket Expansion**

	Prefix	Route	Name	Modifier
4. Facility:			**Rail Lines**	
5. From (_ at):			**City of Manassas VRE Station**	
6. To:			**Gainesville/Haymarket**	

7. Jurisdiction(s): **Prince William County**
8. Description: **Project would extend VRE commuter rail service to Haymarket. The initial phase is for preliminary engineering and environmental work.**
9. Bicycle or Pedestrian Accommodations: _ Not Included; _ Included; _ Primarily a Bike/Ped Project; **X** N/A
10. Total Miles: **11 Miles from Manassas to Haymarket**
11. Project Manager: **Sirel Mouchantaf** 12. E-Mail:
13. Project Information URL: **www.vre.org**
14. Projected Completion Year: **2018**
15. Actual Completion Year: _ Project is ongoing. Year refers to implementation.
16. _ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): **$280,600 K**
18. Remaining cost (in Thousands): **$278,000 K**
19. Funding Sources: **X** Federal; **X** State; **X** Local; **X** Private; _ Bonds; _ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? _ Yes; **X** No
21. If so, describe those conditions: _ Recurring congestion; _ Non-site specific congestion; _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? _ Yes; **X** No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _ Yes; _ No
24. If not, please identify the criteria that exempt the project here:
    - _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    - _ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    - _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    - _ The project consists of preliminary studies or engineering only, and is not funded for construction
    - _ The project received NEPA approval on or before April 6, 1992
    - _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    - _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

_ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; _ No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

_ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

X Increase accessibility and mobility of people and freight.

X Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

X Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

_ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; **X** No

27. If yes, what types of mitigation activities have been identified?

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;
_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; **X** No

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; _ Ongoing, not complete; _ Complete

30. Under which Architecture:

_ DC, Maryland or Virginia State Architecture

_ WMATA Architecture

_ COG/TPB Regional ITS Architecture

_ Other, please specify:

31. Other Comments

ATTACHMENT A

PRTC
Potomac and Rappahannock
Transportation Commission

April 6, 2007

Ms. Catherine Hudgins
Fairfax Board of County Supervisors
Transportation Planning Board Chair
12000 Government Center Parkway
Fairfax, VA 22035-0065

Dear Ms. Hudgins:

On behalf of the Potomac and Rappahannock Transportation Commission (PRTC), I am writing to submit comments for the Transportation Planning Board's (TPB) consideration related to one of the projects the TPB is contemplating for incorporation in the upcoming conformity analysis and the constrained long-range plan (CLRP) thereafter. That project – the so-called northerly segment of the I-395/I-95 HOT lanes proposal – is indeed regionally significant, with implications for all of PRTC's member governments.

At the outset, the PRTC Board would like to make it clear that its comments are not meant to be either an endorsement or rejection of the proposed project. The PRTC Board understands that the looming TPB action is simply a decision whether the project should be included in the upcoming conformity analysis, and thus the comments that follow are in that context. The PRTC Board recognizes that the scope of this proposed project may change based not only on the findings of the conformity analysis (assuming the TPB decides to include it in that analysis), but also as a result of parallel analyses that are either in progress or soon beginning, including: environmental studies in compliance with National Environmental Policy Act (NEPA); a toll and revenue study to confirm the financial viability of the proposed project; and a transit service planning study to produce a more comprehensive description of the transit service improvements warranted as a complement to the project.

For many of the PRTC Board members, the findings of these ongoing or soon-to-begin studies will shape their views on the merits of the project, since many important questions (as described in a recent letter sent by Northern Virginia Transportation Authority Chairman Chris Zimmerman to Virginia Transportation Secretary Homer; copy enclosed for your ease of reference) remain unanswered. Nonetheless, the description of the I-395/I-95 HOT lanes proposal is a matter of importance to the PRTC Board, and thus the PRTC Board would like to see changes made to the description as written, either voluntarily by the project sponsors before the scheduled TPB Board action or as conditions established by the TPB for the project's inclusion in the conformity analysis, in order to remedy the concerns described below.

Our comments/concerns follow:

1. The standard used for defining free flow. A fundamental tenet of this proposed project is that toll-paying vehicles would be permitted in the HOT lanes only if the lanes are free-flowing. The project description acknowledges that federal enabling legislation (SAFETEA-LU) defines a minimum standard for traffic flow (i.e., movement in the lanes must be no less than 45 mph during the peak periods on a sustained basis), and it goes on to say that this standard will be respected at a minimum, but it does not signal whether the sponsors expect the standard to be more exacting (better) than this minimum. Since by VDOT's telling, traffic in the existing HOV lanes is currently flowing at speeds that are materially higher than this SAFETEA-LU prescribed minimum standard, the present project description that can be read to mean that the SAFETEA-LU standard may end up becoming the chosen standard which is objectionable to PRTC, because the PRTC Board is unwilling to accept a materially lower level of service in the HOV lanes than users of these lanes currently experience.

   The PRTC Board also recognizes that setting a standard like this is a complex undertaking, requiring as it does a full understanding of the implications of varying standards on traffic demand, traffic flow, and financial viability, all of which require completion of the studies underway or soon beginning. Consequently, the PRTC Board does not propose to specify a substitute standard in the project description – it simply would like to see a statement added to the project description signifying the sponsors': (1) recognition that the average traffic speed in the existing HOV lanes is significantly higher than the minimum SAFETEA-LU standard; and (2) expectation that the standard ultimately adopted for measuring "free flow" and establishing toll rates will be higher than the SAFETEA-LU minimum in order to insure that average traffic speed in the lanes is not significantly reduced by the allowance of toll paying vehicles.

2. The portrayal of the transit service plan and park-ride accommodations appearing as part of the project description. The project sponsors acknowledge in the description that the "transit service plan" element of the project is preliminary, and also acknowledge that a transit planning effort will soon be launched at the instigation of the Virginia Secretary of Transportation to define a more comprehensive service plan (and associated park-ride needs).

Left unsaid in the description as written is whether the product of the transit planning effort now beginning will assuredly become the substitute for the preliminary plan and the 3,000 park-ride spaces called for by the project description, as the PRTC Board believes it should. The description as written also implies that the expenditure required to implement the preliminary plan constitutes all that the project can financially support, which the PRTC Board believes is a premature assertion since the toll and revenue study that the private sector partner is doing has not been completed as yet. While the PRTC Board has no quarrel with the assertion that the expenditure required by the preliminary plan is financially supportable, a more apt description of this expenditure level at this point in time is that it is a minimum rather than a maximum.

Accordingly, the PRTC Board believes the project description should be amended to clearly say that the product of the transit service planning effort now beginning will become a substitute for the preliminary plan, and that the expenditure for improved transit services and park-ride facilities will amount to at least the expenditure presently appearing in the description.

3. Reliance on federal discretionary funds for half the estimated capital cost of the transit service plan. The "transit service plan" element of the project description calls for half of the sponsors' currently estimated $64 million capital cost of the transit service plan to be funded by "USDOT transit capital funding program grants (including sections 5308 and 5309)". The pursuit of federal discretionary funds as a source of $32 million raises two issues: (1) what do the sponsors plan to do if their discretionary funding pursuit is for naught or ends up with less than the amount sought; and (2) how will this pursuit impact on the discretionary funding prospects of the individual transit providers in the corridor for projects independent of the HOT lanes initiative? The first of these questions is clearly one that the sponsors should be compelled to answer, since it goes directly to the question of whether the project as proposed is financially feasible.

Before concluding, I also want to underscore the importance the PRTC Board attaches to the principle the sponsors have embraced in the event this project is implemented, namely that HOV users permitted to use the HOV lanes would have "free usage" privileges. PRTC applauds the sponsors' recognition of this principle, since it is in the public interest to encourage HOV use and "free use" privileges in the HOT lanes for HOV users furthers this aim.

Thank you for the opportunity to comment.

Sincerely,

Robert Gibbons

Robert Gibbons
Chairman

Enclosure: As stated

cc: (w/enclosure)
Ron Kirby, TPB Transportation Planning Director

Enclosure

Northern Virginia Transportation Authority

c/o Northern Virginia Regional Commission
3060 Williams Drive, Suite 510
Fairfax, Virginia 22031

January 11, 2007

The Honorable Pierce Homer
Secretary of Transportation
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, Virginia 23219

Dear Secretary Homer:

I am writing to follow-up on our September 28, 2006 letter to you regarding the I-95/395 HOT Lanes project ("the project"). As I noted in that letter, the NVTA was pleased to see the creation of the Transit Advisory Committee (TAC). Since then, the TAC has been working with the state and its private partners, Fluor/Transurban ("the project partners") on the development of a transit/TDM plan to take full advantage of the opportunities that the project presents and to insure that transit and high-occupancy vehicle (HOV) service quality is enhanced, not degraded, by it. My intention with this letter is to share our on-going concerns regarding the project and facilitate an opportunity to discuss those issues with you.

While progress is being made, the recent disclosure that the project partners are planning to include the construction component of the I-95/395 HOT lanes project in the region's FY 2008-2012 Transportation Improvement Program (TIP), is arousing concerns. Such action, before many serious questions posed by the TAC and other stakeholders have been satisfactorily addressed, is difficult to understand.

As I mentioned in my last letter, the I-95/395 HOV lanes are one of the most successful facilities in the state at moving people during the peak periods. This project is an opportunity to improve on this success, but only if we continue to prioritize its function as a transit and HOV facility. To help you more fully appreciate our concerns about this project, I have attached a summary of the issues that remain unresolved at this time, many of which have been communicated to you, or your staff, before.

Without satisfactory answers to the questions outlined in the attachment, the NVTA would hard-pressed to endorse the actions being sought by the project partners. Therefore, I would like to propose a meeting between members of the NVTA and you and your staff to discuss these issues, as well as the appropriate next steps for the project. We will be contacting you to arrange this meeting.

Sincerely,

Christopher Zimmerman
Chairman

Cc: Members, NVTA
Julia Connally, CTB Member At-Large Urban
J. Douglas Koelemay, CTB Member Northern Virginia District
Cord A. Sterling, CTB Member At-Large Urban
Dennis Morrison, VDOT Northern Virginia Administrator
Matthew Tucker, DRPT
Rick Taube, NVTC
Al Harf, PRTC

I-95/395 HOT Lanes Project Outstanding Issues as of 1/11/07

1. First, the traffic analysis and demand forecasts, necessary for several reasons, remain undone. The analysis results and forecasts are essential to satisfy stakeholders that traffic entering and exiting the HOT lanes will not pose local traffic problems, and are also essential to assess where and what transit services are warranted. We know this is work in progress, but it is essential for making important determinations throughout the project.

2. These same traffic analysis and demand forecasts will have a major shaping influence on decisions about where to locate access and egress points throughout the corridor. Eads Street in Arlington County is a particularly sensitive issue, because it is both an access to a major transit transfer facility and the proposed terminus of the HOT lanes project. Transit and HOV traffic flow must be facilitated without compromising the service levels of the ramps.

3. Along those same lines, the project partners must demonstrate that the northern improvements do not overburden the roadway network at either termini, forcing additional improvements be made beyond the scope of the project. Should problems be identified, the project should be redesigned to mitigate the impacts.

4. The size, number, and location of transit center and park-and-ride facilities must be supported by the traffic and demand forecasts. The TAC has repeatedly objected to the notion that preliminary determinations made by the private partners at the "concept plan" stage -- six lots and 3,000 spaces -- are a limiting condition, since these preliminary determinations were without the benefit of traffic analysis or demand forecasts. In addition, connections to park and ride lots with existing capacity, like the Rt. 123 lot in Prince William County, should be examined. The ability of existing bus facilities at the Pentagon and Franconia-Springfield Metrorail stations and the proposed Lorton VRE transfer facility to cope with the additional bus and passenger demand must be considered as well. This cannot be ascertained without the traffic analysis and demand forecasts, and a transit plan consistent with the resources and requirements of the regional transit providers.

5. Questions remain about the viability of a continuous third lane in the existing HOV facility, given the variations in the overall width and lateral constraints of the existing barriers on outward expansion. More comprehensive engineering work must be completed to satisfy everyone that the third lane is feasible with sufficient shoulder width for safety considerations. We know that safety is a paramount concern of VDOT as well, and that VDOT will be going to great lengths to insure that there is no degradation, but the fact remains that this issue is unresolved.

6. There must be a detailed incident management plan that takes into account enforcement issues, automobile incidents, and transit vehicle emergencies. The

plan should also take into account mainline incidents and their impact on transit service in the HOT Lanes (deadhead buses, for example), and the diversion of traffic onto the HOT Lanes.

7. There must be a plan to ensure no service degradation specifically to transit and HOV, including the impact of dynamic tolling and incident management. The plan should have clear thresholds for service degradation for transit and vehicular traffic (that are more demanding than the thresholds embedded in SAFETEA-LU), and should address the procedures and thresholds for moving from HOV-3 to HOV-4.

8. The question of how much net toll revenue is expected and how much of this net revenue will be available for transit capital and operating costs is fundamentally important for determining how much transit service expansion is financially feasible. Work completed by the private partners to identify "transit opportunities" identifies gross costs of such service expansion, but not the level of subsidy required or its sources. Thus representations about how much transit service expansion is in the offing are not yet grounded in financial reality.

9. Questions about the compatibility of the HOT lanes project and traffic needs resulting from BRAC remain unanswered.

10. Questions about the compatibility of the HOT lanes project and plans under consideration as part of the 14th St. Bridge EIS remain uncertain, including the exploration of the continuation of HOT and/or HOV lanes over the 14th Street Bridge.

11. Opportunities for continued public interaction as the project evolves have not been clearly spelled out, and there are concerns that if the TIP action (and associated conformity determination) happens, stakeholders will be less able to hold the project partners accountable for insuring that the project is executed in a manner that addresses legitimate concerns. There needs to be a timeline spelling out the information flow, decision points, and opportunity for interaction with the project team. The TAC does provide some mechanism for participation; however the PPTA process is not a transparent one, and needs to be more specifically defined for this project.

12. Finally, the project partners must make a compelling case that the proposed Northern/Southern construction phasing makes the most sense for the region and the facility.

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TONI COPELAND
CLERK TO THE
COUNTY BOARD

April 10, 2007

Ms. Catherine Hudgins, Chair
Transportation Planning Board
Metropolitan Washington COG, Suite 300
777 North Capitol Street, NE
Washington, DC 20002

Dear Ms. Hudgins:

I am writing on behalf of the Arlington County Board to provide comments on the Transportation Planning Board's (TPB) 2007 CLRP and FY 2008-2013 TIP. As you know, the TPB will be asked to approve the project submissions and the scope of work for the air quality conformity assessment for the TIP and CLRP. Because of the significant potential impact on our community, we very much hope you will give careful consideration to our comments on two projects in particular, the I-95/395 HOT Lanes project and the I-66 Spot Improvements.

In the past, Arlington has provided comments to the state regarding the I-95/395 HOT Lanes project, both directly and through the Northern Virginia Transportation Authority (NVTA). VDOT and Fluor/Transurban have made progress in addressing many of the points raised in those letters, including the establishment of a Transit Advisory Committee (TAC). However, several outstanding issues still remain, which are outlined in **Attachment A**.

The I-95/395 express lanes provide a very successful transit and HOV facility today. With the conversion to HOT lanes, it is crucial that we build on the success by expediting and encouraging transit ridership and HOV use. The comments provided here should be fully addressed before this project is included for construction in the CLRP and TIP.

The second submission we would like to provide comment on is the I-66 Spot Improvements project. Our first comment regarding this submission relates to Question 22 of the CLRP document, which asks if this is a capacity-increasing project. The current submission for the I-66 Spot Improvements project provides an answer of "no" to this question, which we do not believe is correct. This project would add a lane in three segments for a total length of four miles. Extending acceleration and deceleration lanes to ensure safe entry and exit should not require four miles of widening, and it's clear to us that capacity would be expanded. The CLRP submission should be changed to specify that capacity expansion is proposed.

Secondly, as you know, when the TPB approved the inclusion of the preliminary engineering (PE) phase of this project into the TIP, certain stipulations were attached to the submission. One such condition was that VDOT, "Clarify if all proposed construction can

occur within the existing right of way and adjacent parkland and that Custis trail will be maintained." A right-of-way survey has been shared with the public but, as of yet, there are no visual depictions of how the spot improvements would be implemented. This current submission states that "the finding was that the proposed construction can occur within existing Commonwealth right of way," and that "proposed construction will maintain adjacent parkland and trails." While this may be an internal VDOT finding, since the engineering plans are not complete, it has not been demonstrated that the improvements will fit in the existing boundaries while maintaining the trail or parkland. We believe that this must be demonstrated before the project is included for construction in the CLRP and TIP.

Thank you for the opportunity to provide input to this very important document. We hope that the TPB will take these comments on the I-66 Spot Improvements and I-95/395 HOT Lanes projects into consideration when making its submissions for the 2007 CLRP and FY 2008-2013 TIP. Please do not hesitate to contact me should you have any questions.

Sincerely,

Paul Ferguson
Chairman

C: J. Walter Tejada
Barbara Favola
Jay Fisette
Christopher Zimmerman
Julia Connally, CTB
Douglas J. Koelemay, CTB
Dave Snyder, NVTC
Ron Kirby, TPB staff

Attachment A:
Arlington County Comments on I-95/395 TIP and CLRP Submission

1. There must be a stronger commitment in the CLRP documentation that the Transit Service Plan developed by the TAC will be the transit service that is included in next year's CLRP and TIP as part of the I-95/395 HOT lanes project. I realize that there are concerns about funding constraints, but since both DRPT and VDOT are actively participating in the development of this plan, this should not be an issue.
2. There needs to be a firm commitment that transit service (i.e. travel time and reliability) will not be degraded by this project. These lanes were originally constructed as a transit facility and should continue to function effectively in that capacity.
3. In order to ensure the transit service benefits from the project, the project team should consider operating the additional lane as transit-only. We would like to see a model-run of this scenario, so that it can be compared to the current assumption of all modes in all lanes.
4. There should be language regarding the development of a robust incident management plan for all traffic that takes into consideration the special needs of transit.
5. The language committing to maintain the facility's status as a fixed guideway for federal formula funding must be stronger. We are looking for a commitment to adhere to the federal guidelines as they are stated today, or to replace the funding that is lost should the facility lose its fixed guideway status as a result of the HOT Lanes project.
6. The maintenance facility costs should be included as part of the capital costs of transit rather than operating. This is not an operating cost and including it there presents an unrealistic picture of what the federal funding assumptions are. Additionally, it is not realistic to expect farebox recovery to cover half the operating costs AND half the costs of a maintenance facility.
7. The most recent Metrobus operating costs should be used, or a justification for using the 2004 costs should be included in the documentation.
8. Currently, Eads Street in Arlington County is a particularly sensitive issue, because it is both an access to a major transit transfer facility and the proposed terminus of the HOT lanes project. Traffic flow must be facilitated without compromising the service levels of the ramps, or affecting the operations of the surrounding local streets. Transit in particular must receive priority in this already congested area.
9. Although Eads Street is currently the proposed terminus for the HOT Lanes as mentioned above, Arlington County favors reinstating HOV/HOT between the Pentagon and Potomac River. We would also like consideration of extending the restricted lanes over the 14th Street Bridge, depending out the outcome of the EIS.
10. The project submission must guarantee that safety will not be degraded.
11. The submission should outline adequate enforcement measures should the project fail to meet performance measures.
12. Finally, the project submission should address the potential high cost of traffic mitigation during construction and the impact on adjacent facilities.