



COMMONWEALTH of VIRGINIA

Office of the Governor

P.O. Box 1475
Richmond, Virginia 23218

Pierce R. Homer
Secretary of Transportation

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

September 19, 2006

TO: Mr. Matthew O. Tucker, Director DRPT
FROM: Pierce R. Homer *PH*
RE: Transit / HOV Stakeholder Committee I-95/395 PPTA

At a recent regional meeting of elected officials in Northern Virginia, questions were asked about how the Commonwealth of Virginia would provide local jurisdictions and transit providers with opportunities for direct feedback into the feasibility and NEPA processes during the evaluation the I-95/395 Public Private Transportation Act (PPTA) proposal from Fluor/Transurban. The feasibility and NEPA studies will inform and determine provisions of any agreement with the applicant for the construction and operation of the project. Citizen information meetings and public hearings will be scheduled once the processes are underway, but there was interest from the local elected officials in having greater opportunity for input into the processes.

To provide assurance to stakeholders that they will have multiple opportunities to provide input and feedback, I am asking you to chair a committee of stakeholders that will include representatives from local jurisdictions, transit providers, BRAC/Ft. Belvoir, and others. The committee will provide feedback to the Secretary, DRPT, and the Virginia Department of Transportation on information and analyses undertaken during the feasibility and environmental studies so that the products of these studies reflect the input of the concerned stakeholders. DRPT will staff the committee and assist the chair and the committee members to insure that questions, concerns, issues, and recommendations are addressed in the information and decision making processes.

Please extend invitations and set up the first meeting quickly so that the feasibility and environmental processes will have the benefit of these critical stakeholders.

Copy: Mr. David A. Ekern
Mr. Mal Kerley
Ms. Barbara Reese
Mr. Dennis Morrison

{Retyped for readability}

The state and Fluor/Transurban should work collectively with the jurisdictions and transit providers in the corridor to develop a transit service plan to ensure that the HOT lanes continue to function effectively as a transit facility. The plan should be integrated with the access/egress accommodations that are being contemplated as part of the project, so the “transit service benefits” that are a hallmark of the concept plan VDOT embraced are realized. The plan should define transit service enhancements, capital and operating cost requirements, and funding arrangements. Other areas that must be addressed in the project agreements are:

- An adequate incident management plan, specifically with regard to transit.
- Third lane viability in the existing HOV lanes, and related safety concerns.
- Eads St. access and egress issues – insuring capacity for HTO, HOV and transit traffic.
- Access and egress points in the southern part of the corridor, connecting the HOT lanes to existing and planned park and ride lots.
- *Transit center and* Park and Ride facility capacity and location.
- Access/Service as it relates to BRAC
- Plan to ensure no service degradation, including the impact of dynamic tolling and incident management
- Role of the jurisdictions, including a transparent process with all stakeholders
- Interaction with the 14th St. Bridge EIS and steps to ensure that the processes are coordinated

Per Mr. David Snyder's recommendation add:

- *No degradation of safety of facility.*

Approved

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letter