

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

Item 7

MEMORANDUM

April 17, 2007

TO: Transportation Planning Board

FROM: Ronald F. Kirby
Director of Transportation Planning

SUBJECT: Review of Comments Received and Recommended Responses on Project Submissions for Inclusion in the Air Quality Conformity Assessment for the 2007 CLRP and FY 2008-2013 TIP

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 submitted by individuals, organizations, and business were posted as they are received on the COG web site at <http://www.mwcog.org/transportation/public/comments.asp>. All letters and post card comments, as well as voice-mail comments have been posted on the web site. This memorandum provides recommended responses to comments received through the close of the public comment period on April 14. The memorandum was e-mailed to Board members on April 17.

The Board will be briefed on the comments received and recommended responses at the April 18 meeting. Paper copies of all comments received and recommended responses will be available for review in the COG Board Room at 10:30 am on Wednesday April 18, immediately prior to the TPB meeting which will begin at 12 noon.

Summary of Comments Received

Over 340 comments were received. Below is a general categorization of the number of comments received through the close of business on April 14.

1. **Including the I-95/395 HOT lane project and/or the I-66 Spot Improvement project**
 - 88 comments in support
 - 1 comment in opposition
 - 4 public agency sets of comments on projects
2. **Including the I-95/395 HOT lane project**
 - 41 comments in support
 - 2 comments in opposition
3. **Including the I-66 Spot Improvement project**
 - 45 comments in support
 - 112 comments in opposition
4. **Including the Tri-County Parkway and the study of the Manassas National Battlefield Park Bypass**
 - 44 comments in opposition
5. **Other projects in Maryland, the District of Columbia, and/or transportation projects in general**
 - 5 comments.

Key Comments and Responses

Key comments received through the close of the public comment period and recommended responses are grouped and summarized below:

Public Agency Comments on The Proposed I-95/395 HOT Lane Project in Virginia

1. Comments: The following public agencies provided comments (in Attachment A) on the I-95/395 HOT lane project:
 - Potomac and Rappahannock Transportation Commission
 - Arlington County
 - Northern Virginia Transportation Authority
 - Northern Virginia Transportation Commission

Response: VDOT has summarized and grouped these agency comments, and provided responses in Attachment B. VDOT has also revised the CLRP project description form submitted March 15, 2007 to reflect its response to the comments. The revised project description form is included in Attachment B.

Arlington Comments on The Proposed I-66 Spot Improvements Project in Virginia

2. Comment: The CLRP project description form should be changed to specify that this project is a capacity increasing project because a lane is being added in three segments for a total length of four miles and thus capacity expansion is proposed.

Response: VDOT has made this change on the revised project description form found in Attachment C.

3. Comment: VDOT must demonstrate that the project improvements will fit within the existing right-of-way while maintaining the Custis tail and adjacent parkland.

Response: This comment and others were made when the TPB approved the preliminary engineering work for this project on January 18, 2006. VDOT has provided a comprehensive response to this comment under question 31 on the revised project description form found in Attachment C.

4. Comment: The Arlington Coalition for Sensible Transportation commented that VDOT must either complete its Idea66 feasibility study or a comprehensive environmental impact study to address several critical issues and also require that VDOT take four actions before the project be included in the CLRP.

Response: The TPB responded to comments and approved preliminary engineering work for this project on January 18, 2006, indicating six points of clarification that were needed on the project. VDOT has responded to all of these six points under question 31 on the revised project description form found in Attachment C.

Comments on The Tri-County Parkway Project, the Study of the Manassas National Battlefield Park Bypass in Virginia

5. Comment: The Tri-County Parkway should be removed from the CLRP, the study of the Manassas National Battlefield Park Bypass should not be included in the CLRP, and these or any part of a proposed "Outer Beltway" should not proceed.

Response: The detailed comments opposing both the Tri-County Parkway and the Manassas National Battlefield Park Bypass were submitted on the draft environmental impact statements (Draft EIS) prepared under the NEPA process. A portion of the Tri-County Parkway has been included in

the CLRP for several years. The study of the Manassas National Battlefield Park Bypass will provide the opportunity for assessing outstanding issues associated with this proposed project.

Comment on The Study of the US 301 Waldorf Bypass in Maryland

6. Comment: The Study of the US 301 Waldorf Bypass Tri-County Parkway should be not be included in the CLRP because it would damage the Mattawoman Creek, increase sprawl, traffic and air pollution.

Response: The study is on-going and will address the transportation and environmental impacts of widening US 301 through Waldorf and/or constructing an access-controlled bypass.

Comments on The 11th Street Bridge Project and Streetcars in the District of Columbia

7. Comment: We are disappointed that DDOT continues to advance the 11th Street Bridge project while its once proposed ambitious 50-mile streetcar network languishes.

Response: The comments by the Sierra Club on the 11th Street Bridge project reference the detailed 15 pages of comments it filed August 28, 2006 on the draft environmental impact statement (DEIS) prepared by DDOT for the project. DDOT has considered these comments and responded to them as part of the EIS process. DDOT submitted the 11th Street Bridge project for inclusion in the CLRP in March 2006, and it was included in the 2006 CLRP by the TPB on October 18, 2006.

This project is part of DDOT efforts to improve access to and within the District for residents and visitors alike which require that both transit and vehicular circulation be improved. District residents rely very heavily on buses which often get mired in general traffic congestion. This project, by reducing conflicts between local and regional traffic, will enhance Metrobus operations and create the possibility of a future streetcar line that would not be feasible if it were to be mixed with interstate traffic.

DDOT is pleased that the Sierra Club supports its goal of increasing surface transit options, including streetcars for District residents, workers, and visitors. The Draft District of Columbia Alternatives Analysis (DCAA) that was referenced identified a number of corridors for premium transit. Although the draft will not be finalized until later this year, DDOT has already begun the implementation process. On March 19, 2007, rapid bus service (Metro Extra) began on Georgia Avenue and construction of Phase 1 of the Anacostia streetcar project will begin later this year. In

addition, the CLRP includes studies of rapid bus service on other corridors and an expansion of the streetcar network. Once the DCAA has been finalized and additional funds are identified, additional surface transit options will be included in the CLRP.

ATTACHMENT A



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.

Ms. Catherine Hudgins

April 6, 2007

Page 2

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.

Ms. Catherine Hudgins
April 6, 2007
Page 4

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 ✓

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:

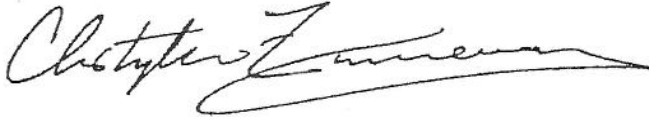
I am writing to follow-up on our September 28, 2006 letter to you regarding the I-95/395 HOT Lanes project ("the project"). As I noted in that letter, the NVTa was pleased to see the creation of the Transit Advisory Committee (TAC). Since then, the TAC has been working with the state and its private 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,

A handwritten signature in cursive script, appearing to read "Christopher Zimmerman". The signature is written in dark ink and is positioned above the typed name.

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.



TONI COPELAND
CLERK TO THE
COUNTY BOARD

ARLINGTON COUNTY, VIRGINIA
OFFICE OF THE COUNTY BOARD

#1 COURTHOUSE PLAZA, SUITE 300
2100 CLARENDON BOULEVARD
ARLINGTON, VIRGINIA 22201-5406
(703) 228-3130 • FAX (703) 228-7430
E-MAIL: countyboard@arlingtonva.us

April 10, 2007



MEMBERS

CHRISTOPHER ZIMMERMAN
CHAIRMAN

PAUL FERGUSON
VICE CHAIRMAN

BARBARA A. FAVOLA
JAY FISETTE
J. WALTER TEJADA

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 (NVTVA). 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,

A handwritten signature in black ink that reads "Paul Ferguson". The signature is written in a cursive style with a large initial "P".

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.

April 6, 2007

The Honorable Catherine M. Hudgins
Supervisor
Fairfax County Board of Supervisors
12000 Bowman Town Court
Reston, VA 20190-3307

Dear Ms. Hudgins:

At its meeting of April 5, 2007, the Northern Virginia Transportation Commission authorized me to send to you the attached list of concerns with the proposed inclusion of Virginia's I95/395 HOT lane project in TPB's Constrained Long Range Plan. The items on the list are being discussed among our jurisdictions' staffs and the project sponsors.

We request that the items on our list be effectively resolved before the TPB acts on this item.

Please feel free to contact me with any questions.

Sincerely,

David F. Snyder
Chairman

cc: NVTC Commissioners

Issues with I-95/395 HOT Lanes and CLRP & TIP Submission

1. There needs to 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.
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, 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 on the outcome of EIS.
10. Guarantees need to be in place that safety will not be degraded, but will be improved.
11. There must be adequate enforcement provisions in the event of failure to meet the performance measures.
12. The project should recognize the potentially significant trip generation/impact of BRAC and future Fort Belvoir growth.
13. Significant dollars need to be dedicated to traffic congestion mitigation during construction, both on the interstate itself and parallel facilities.
14. More information needs to be provided on federal funding/revenues to be leveraged, including whether they are funds specific for projects like the HOT lanes or would come out of Virginia's general share of federal transportation funds.



Northern Virginia Transportation Authority

c/o Northern Virginia Regional Commission 3060 Williams Drive, Suite 510 Fairfax, Virginia 22031
703-642-0700; fax 703-642-5077; www.novaregion.org

April 13, 2007

The Honorable Catherine Hudgins, Chairman
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002

Dear Chairman Hudgins:

I am writing to provide comment 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. The NVTA would like to provide comment on one project in particular, the I-95/395 HOT Lanes project.

In the past, the NVTA has written to Virginia Secretary of Transportation Pierce Homer regarding the I-95/395 HOT Lanes project in an effort to ensure that the concerns of the localities are being addressed. VDOT and Fluor/Transurban have made progress in addressing many of the points raised by the NVTA in those letters, including the establishment of a Transit Advisory Committee (TAC). However, several outstanding issues still remain. The issues are as follows:

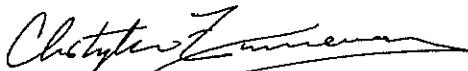
1. There must be a stronger commitment in the CLRP documentation that the Transit Service Plan developed by the TAC will be the transit service that is included in next year's CLRP and TIP as part of the I-95/395 HOT lanes project. Although there are concerns about funding constraints, since both DRPT and VDOT are actively participating in the development of this plan, they will have a strong role in shaping the transit service plan.
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. NVTA 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. NVTA is 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 transit 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.

The Honorable Catherine Hudgins
April 13, 2007
Page Two

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, the NVTA favors reinstating HOV/HOT between the Pentagon and Potomac River. The NVTA would also like consideration of extending the restricted lanes over the 14th Street Bridge, depending out the outcome of the EIS.
10. The submission needs to acknowledge that changes in the proposed ramp configuration may be necessary to address the impacts of the BRAC Recommendations.
11. The submission should include a better description of the "nine mile taper lane" that is proposed to handle the back-up at the southern terminus of Phase I of the HOT lanes in Prince William County.
12. The project must guarantee that safety will not be degraded, but will be improved.
13. The project must include adequate enforcement provisions to be used in the event of failure of the project to meet the performance measures.
14. The project submission should include significant funds to address the potential high cost of traffic mitigation during construction and the impact on the interstate itself and parallel facilities.
15. More information needs to be provided on federal funding/revenues to be leveraged, including whether they are funds specifically for projects like the HOT lanes or would come out of the share of federal transportation funding Virginia would otherwise receive.

I hope that the TPB will take these comments into consideration prior to approving the project submissions for the 2007 CLRP and FY 2008-2013 TIP. Please contact me should you have any questions.

Sincerely,



Christopher Zimmerman
Chairman

C: Members, NVTA

Julia Connally, CTB Member At-Large Urban
J. Douglas Koelemay, CTB Member Northern Virginia District
Dennis Morrison, VDOT Northern Virginia Administrator
Matthew Tucker, DRPT
Ron Kirby, TPB

ATTACHMENT B



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

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

April 16, 2007

DAVID S. EKERN, P.E.
COMMISSIONER

The Honorable Catherine Hudgins
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E, Suite 300
Washington, D.C 20002-4201

Dear Chairman Hudgins:

The Virginia Department of Transportation (VDOT) has been working with your TPB staff in reviewing the comments received on the proposed air quality conformity inputs for the 2007 CLRP and FY 2008-2013 TIP, in particular the proposed inclusion of the I-95/395 HOV/BUS/HOT lane project. As of today, the TPB's public comment Web site lists 121 comments on the I-95/395 HOV/BUS/HOT lane project. A majority of these comments are in support of including this project in the air quality conformity analysis and/or the CLRP, with two in opposition. VDOT notes that included in those comments supporting the proposed project are the Chambers of Commerce from each of the jurisdictions through which the proposed project traverses and the Greater Washington Board of Trade. Additionally VDOT understands that the TPB has received letters from the following Northern Virginia boards, commissions and/or local governments with specific suggestions on the scope and/or description of the HOV/BUS/HOT lane project: the Potomac and Rappahannock Transportation Commission (PRTC), Arlington County (ARL.CO.), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC).

VDOT thanks all of the commenters for their comments, questions and suggestions. Please find attached VDOT's response to these comments/suggestions for your consideration. Since many of the comments/suggestions shared common themes, VDOT has summarized and grouped these comments while responding. The CLRP description form, submitted earlier (March 15, 2007) has been revised to reflect our response to the comments/suggestions. With the inclusion of these responses as part of the CLRP documentation, we have answered the questions/suggestions posed in the comments and request the TPB include the I 95/395 HOV/BUS/HOT lane project in the air quality conformity analysis, the 2007 CLRP and the FY 2008-2013 TIP.

Ms. Catherine Hudgins
April 16, 2007
Page 2

Please contact Ms. Jo Anne Sorenson, Assistant District Engineer for Planning and Development, at 703-383-2461 with any questions and/or for any clarifications on the matter. Thank you for your consideration and action on this request.

Sincerely,



Dennis C. Morrison
District Administrator
VDOT Northern Virginia District

Cc – Commenter(s):

Mr. Christopher Zimmerman, Chair, Northern Virginia Transportation Authority
Mr. David Snyder, Chairman, Northern Virginia Transportation Commission
Mr. Paul Ferguson, Chair, Arlington County Board of Supervisors
Mr. Robert Gibbons, Chairman, Potomac and Rappahannock Transportation Commission

Cc: Ms. Julia Connally, CTB Member At-Large Urban
Mr. J. Douglas Koelemay, CTB Member Northern Virginia District
Mr. David Ekern, Commissioner, VDOT
Mr. Mathew Tucker, Director, VDRPT
Ms. Jo Anne Sorenson, Assistant District Engineer, VDOT

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

1. **Comment:** The transit plan developed by the project's Transit Advisory Committee (TAC):

- a. NVTA, NVTC, ARL.CO. – There must be a stronger commitment in the CLRP documentation that the service plan developed by the TAC will be include in the next CLRP update:

Response: The text in the earlier CLRP documentation form has been revised to state (new text underlined):

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. We anticipate that the TAC Transit/TDM plan will be a comprehensive study looking at various transit solutions that could be implemented in the I-95/395 corridor. The TAC plan, expected to be available in the fall of 2007, is contemplating exploring a number of options and alternative levels of transit service and thus may include additions, refinements and/or substitutions to the Project's Transit Plan features. The recommendation from the TAC will form the basis for the detailed service planning for the transit component of the Project. The detailed service plan will be developed to comply with the dedicated resources available to the project and decided by the Commonwealth Transportation Board, the Northern Virginia Transportation Authority and the Fredericksburg Area. Any additions, refinements and substitutions, pertaining to the bus service proposed by this Project, approved by the CTB and NVTA will be proposed for inclusion in the 2008 update to the CLRP and conformity analyses.

- b. PRTC: Amend the CLRP documentation to say that the service plan developed by the TAC “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.”

Response: The Transit Advisory Committee established by the Commonwealth of Virginia's Secretary of Transportation is currently in the beginning phases of conducting a detailed transit/TDM study. VDOT expects a comprehensive, collaborative effort among various existing transit service providers. The outcome of this VDOT funded study (\$885,000) and the Committee's task could involve not just the interim transit service plan proposed by this project, but also enhancement to transit services and infrastructure as planned or at least contemplated by other transit service providers. In the absence of a clear understanding of the scope of the recommendations coming from the TAC and in order not to presuppose the decision on those recommendations, VDOT's CLRP documentation has been revised as above.

With regard to characterizing the amount of funding proposed (about \$390M) for bus services by this project, VDOT notes that the amount is neither a minimum nor a maximum. It is, rather, what VDOT believes to be reasonably available based on the

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

current stage of project development and financial analyses. The total amount of funding for the proposed bus service is a combination of funds from the private consortium, toll revenues, funds recovered from the fare box of the proposed bus service, and US DOT transit capital grant funds. Changes to the scope of project will be included in the proposed 2008 air quality conformity analysis that will be reviewed and acted upon by the TPB.

2. **Comment:** Actions against degradation of service levels on the facility

- a. NVTA, NVTC, ARL.CO. – There must be a firm commitment that transit services (i.e., travel time and reliability) will not be degraded by this project.

Response: VDOT is committed to preserving HOV and transit operations in this corridor. Accordingly VDOT's fundamental principal for the Project is that traffic operations on the proposed HOV/Bus/HOT lanes will be free flowing at all times. Such free flowing conditions are critical for: the operational /financial success of this public-private investment, compliance with federal requirements to convert the existing HOV facility to HOT lanes, and the conformance with FTA's policy requirements to maintain the project's eligibility to be considered as a fixed guideway. The Consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations – which are either consistent with or higher than current levels. These target speeds, determined through the traffic modeling completed to date, correspond to a maximum lane flow of 1,600 vehicles per hour and meet the objective of maximizing travel time savings. VDOT is fully committed to ensuring free-flowing conditions for all road users. This commitment, provided in the CLRP documentation, is being further strengthened as follows (new text underlined).

HOT lanes will use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations. Prices will be adjusted in response to the level of traffic to ensure free flowing operations on the Bus/HOV/HOT lanes. There will be no price caps on the level of tolls.

SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOT lanes. The proposed HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with as a minimum. These requirements will be included in the Comprehensive Agreement. 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.

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

- b. PRTC – As in (a) above and would like to see a statement added to the project description signifying the (1) recognition that the average traffic speed in the existing HOV lanes is significantly higher than the minimum SAFETEA-LU standard.
Response: As in (a) above.

3. **Comment:** Continued eligibility of the facility to be considered as a fixed guideway for FTA funding.

- a. NVTA, NVTC, ARL.CO. The language committing to maintain the facility's status as a fixed guideway for federal formula funding must be stronger. 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.

Response: VDOT is committed to preserving HOV and transit operations in this corridor. FTA has published its policy on considering HOT lanes as fixed guideways in the 1/11/2007 Federal Register. One of the requirements for such consideration pertains to performance levels on the facility. VDOT is fully committed to ensuring that these performance levels are always complied with so as to be eligible to be classified as fixed guideway miles for the purposes of FTA funding. The project will have a monitoring and management plan that complies with all of the performance level related requirements of the current FTA policy. This commitment provided in the project's CLRP form is revised as below (new text underlined):

“Once the I-95/395 HOV lanes have been converted into HOV/Bus/HOT lanes, traffic operations will be monitored and managed such that they will continue to be classified as “fixed guideway miles” for purposes of the transit funding formulas, in accordance with FTA’s final policy statement on when 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 current FTA Policy references the performance standards and monitoring methods it will use in determining eligibility of HOT lanes to be classified as fixed guideway miles. The proposed project will implement plans to meet these standards and follow the prescribed methodology so as to preserve the facility’s current eligibility in accordance with the current FTA policy. The standards and monitoring requirements will be included in the Comprehensive Agreement.”

4. **Comment:** Use most recent hourly transit operating costs in estimating the operating cost of proposed bus service. (NVTA, NVTC, ARL.CO.)

Response: Currently available National Transit Database data for the various transit services in the region for 2005 was obtained. The weighted average hourly cost of all of these rates, adjusted to 2007 dollars was used for the purposes of estimating the operating costs of the proposed bus service.

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

5. **Comment:** The costs for new bus maintenance facility must be part of the capital costs and not operating costs (NVTA, NVTC, ARL.CO.)

Response: As suggested, the proposed maintenance facility cost has now been removed from the operating costs considerations and included as a capital cost of the project's transit component. While this change does not affect the scope and/or total cost of the proposed bus service plan, the revised distribution of the total cost between capital and operating components has been reflected in the project's revised CLRP form.

6. **Comment:** 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. (NVTA, NVTC, ARL.CO.)

Response: The project is not only going to provide a robust incident management plan, but using advanced technology, will have a very effective incident management system in place. Once an incident has been detected, a thorough review of what has occurred will be conducted and the incident response will be specifically tailored to the incident. This will allow for not only a faster response time, but also for a faster recovery time. To capture this commitment the following text has been added to the project's CLRP form:

A performance based, computer aided, incident management system will be used to provide 24/7 monitoring and surveillance of the facility. This system will allow for a rapid detection of incidents that occur in the Bus/HOV/HOT lanes. As transit is a significant component of the system, specific response procedures plans, including use of use of appropriate equipment will be in place for dealing with transit specific incidents.

7. **Comment:** The project submission must guarantee that safety will not be degraded. (NVTA, NVTC, ARL.CO.)

Response: Safety issues are not only paramount with VDOT, but also with the FHWA. All aspects of safety, including concerns regarding lane width and shoulder configuration will be evaluated in detail with safety experts from both VDOT and the FHWA. The FHWA has conditioned approval on the project's NEPA document on successfully undergoing this detailed review. By employing new technology, such as the performance based, computer aided incident management system and with dedicated safety service and motorists assistance patrols, the project will greatly improve incident response and the safety of the facility.

8. **Comment:** The project submission should address the potential high cost of traffic mitigation during construction and the impact on adjacent facilities. (NVTA, NVTC, ARL.CO.)

Response: The following text has been added to the CLRP form:

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts congestion management plans for its construction projects. The congestion mitigation

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

plan used for the Springfield Interchange project has been widely acclaimed as successful. VDOT and the consortium will similarly have a robust congestion management plan for the I-95/395 HOV/BUS/HOT lane project.

Recognizing that the construction of this project could overlap with the construction of other significant projects, such as the Beltway HOT lanes, Dulles Corridor Rail, Widening of I-95 (between Newington and Occoquan), VDOT/VDRPT will coordinate the implementation of all of these congestion management plans under a Regional Transportation Management Plan (TMP). VDOT is in the process of recruiting a full time Regional TMP manager.

9. **Comment:** Traffic flow at the Eads Street terminus 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. (NVTA, NVTC, ARL.CO.)

Response: VDOT and the Consortium partners fully recognize the particular importance of good operations at the northern terminus of the facility and are working closely with a number of different agencies (including the DoD at the Pentagon, WMATA, Arlington County) to consider the issue of service levels at this terminus and to develop design elements that will address the concerns with service levels. One of the outcomes of this effort to date is a proposal to provide a bus-only ramp into and out of the Pentagon at Eads Street. This coordination of VDOT and Consortium partners with the Department of Defense, Arlington County and others will continue and the findings of the project's upcoming operational analysis will inform further refinement of the treatment at this terminus.

10. **Comment:** Would like to see a consideration of reinstating HOV/HOT between the Pentagon and Potomac River and extending the restricted lanes over the 14th Street Bridge. (NVTA, NVTC, ARL.CO.)

Response: FHWA's Eastern Federal Lands (EFL) division is working on a detailed NEPA document examining improvements to the 14th Street Bridge and its vicinity. The Consortium partners and VDOT understand the need to coordinate with the FHWA's Eastern Federal Lands (EFL) division in its development of the EIS and the District Department of Transportation (DDOT). As stated in the project's CLRP form, VDOT's project team has been coordinating its work with EFL's project team. VDOT, along with FHWA, DDOT, DOD, Arlington County and the National Parks Service, is a member of the EIS project's Steering Committee and the Management Committee. Variations of HOV and HOT lane access across the bridge are considered by FHWA-EFL as alternatives in their EIS. Also, 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.

11. **Comment:** The submission needs to acknowledge that changes in the proposed ramp configuration may be necessary to address the BRAC Recommendations. (NVTA, NVTC)

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

Response: As noted in the project's CLRP form, VDOT's 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, including proposed ramp configurations impacted by the BRAC action.

12. **Comment:** NVTA would like to see a model run of a scenario where the third lane is used by transit vehicles only. (NVTA, NVTC, ARL.CO.)

Response: The project currently proposed for inclusion in the CLRP and conformity is consistent with the scope of the project considered and approved for further development by the panel convened by the Commonwealth of Virginia to review the PPTA proposals. The proposed project is also consistent with the preliminary demand modeling analysis performed by MWCOG staff for the Commonwealth's panel. The proposed project does include significant new transit service which is anticipated to provide considerable enhancement of the mobility and accessibility in this corridor. In response to the suggestions received, the Consortium partners have agreed to examine the scenario of reserving the new lane for buses only as part of their project development studies. The findings of the analysis will be shared with the Northern Virginia Transportation Authority and those who have suggested the analysis.

13. **Comment:** The submission should outline adequate enforcement measures if the project fails to meet performance measures. (NVTA, NVTC, ARL.CO.)

Response: A fundamental principal of the Project is that traffic operations on the proposed HOV/Bus/HOT lanes will be free flowing at all times. Such free flowing conditions are critical for the operational/financial success of this public-private investment, to comply with federal requirements to convert the existing HOV facility to HOT lanes, and to comply with FTA's policy requirements to maintain the project's eligibility to be considered as fixed guideway. VDOT will have the Consortium partners develop robust operations, incidence management, monitoring and enforcement plans before finalizing the project agreements and will include the plans features in the Comprehensive Agreement.

14. **Comment:** Federal transit capital funds assumed by the project.
- a. NVTC: More information needs to be provided on the source of these funds.
 - b. PRTC: How will pursuit of these funds impact funding for other transit providers in this region, and how will any shortfall in these assumed funds be handled.

Response: VDRPT and VDOT believe that the assumption of federal transit capital grant funds is reasonable since the basis of its assumptions is the well established federal funding grant programs (such as FTA's Sections: 5307 and 5309). These

Response to Comments / Suggestions Re: I 95/395 HOV/BUS/HOT Lane Project

federal funding programs have been available for all transit providers over the past years and the region's future long range financial plans assume this funding to be available. Funding from the FTA's program funds (e.g., 5307, 5309) are not subject to any regional limits, but is based on data submitted by eligible transit services. VDRPT and VDOT believe that the new bus service proposed by this project will be eligible to receive funding from such FTA programs and as such will add federal funding revenues to the funds that the regions has currently assumed in its CLRP. The total amount of new federal capital grant funds assumed by this project, \$38M over 40 years, represents a small portion (0.02%, based on FY 06 apportionment) of the total funds estimated to be available for FTA's section 5307 and 5309 programs, nationwide, over the same 40 year period. Also, the project proposes to use clean fuel vehicles and as such would be eligible to receive FTA's section 5308 grant funds (estimated at \$680M over 40 years). Additionally, based on discussions with the US DOT, VDRPT and VDOT believe that it is reasonable to expect this project to receive other federal discretionary funds aimed at promoting value priced projects including the Urban Partnership program.

15. **Comment:** The submission should include a better description of the "nine mile taper lane" that is proposed to handle the back-up at the southern terminus of Phase I of the HOT lanes in Prince William County. (NVTA)

Response: The project's CLRP documentation contains the following:

The Project also proposes to address traffic operational issues of 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).

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



BASIC PROJECT INFORMATION

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 Inclusion of this proposed modification in the project's final design is based on the outcome of the projects NEPA and operational studies.

CLRP PROJECT DESCRIPTION FORM

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

The region's CLRP and air quality conformity analyses have, for the past few years, assumed the addition of a third HOV lane along the I 95/395 facility. Under provisions of the Virginia Public-Private Transportation Act of 1995, Fluor Virginia, Inc. and Transurban (USA) Development Inc. (together "FTU") propose to construct this third lane on portions of I-95/395 and operate the entire three lane facility as 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

CLRP PROJECT DESCRIPTION FORM

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. We anticipate that the TAC Transit/TDM plan will be a comprehensive study looking at various transit solutions that could be implemented in the I-95/395 corridor. The TAC plan, expected to be available in the fall of 2007, is contemplating exploring a number of options and alternative levels of transit service and thus may include additions, refinements and/or substitutions to the Project's Transit Plan features. The recommendation from the TAC will form the basis for the detailed service planning for the transit component of the Project. The detailed service plan will be developed to comply with the dedicated resources available to the project and decided by the Commonwealth Transportation Board, the Northern Virginia Transportation Authority and the Fredericksburg Area. Any additions, refinements and substitutions, pertaining to the bus service proposed by this Project, approved by the CTB and NVTA will be proposed for inclusion in the 2008 update to the CLRP and 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 in 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.

CLRP PROJECT DESCRIPTION FORM

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, traffic operations will be monitored and managed such that they will continue to still be classified as "fixed guideway miles" for purposes of the transit funding formulas, in accordance with FTA's final policy statement on when 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 current FTA Policy references the performance standards and monitoring methods it will use in determining eligibility of HOT lanes to be classified as fixed guideway miles. The proposed project will implement plans to meet these standards and follow the prescribed methodology so as to preserve the facility's current eligibility in accordance with the current FTA policy. The standards and monitoring requirements will be included in the Comprehensive Agreement. 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~~ use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. , in accordance with Federal SAFETEA-LU regulations. The consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations. Prices will be adjusted in response to the level of traffic to ensure free flowing operations on the Bus/HOV/HOT lanes. There will be no price caps on the level of tolls.

SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOT lanes. The proposed HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with as a minimum. These requirements will be included in the Comprehensive Agreement. 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.

CLRP PROJECT DESCRIPTION FORM

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.

Incident Management

A performance based, computer aided, incident management system will be used to provide 24/7 monitoring and surveillance of the facility. This system will allow for a rapid detection of incidents that occur in the Bus/HOV/HOT lanes. As transit is a significant component of the system, specific response procedures plans, including use of use of appropriate equipment will be in place for dealing with transit specific incidents.

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.

Congestion Management Plan

As a matter of policy, practice and a reflection the agency's commitment to safety, VDOT adopts congestion management plans for its construction projects. The congestion mitigation plan used for the Springfield Interchange project has been widely acclaimed as successful. VDOT and the consortium will similarly have a robust congestion management plan for the I-95/395 HOV/BUS/HOT lane project.

Recognizing that the construction of this project could overlap with the construction of other significant projects, such as the Beltway HOT lanes, Dulles Corridor Rail, Widening of I-95 (between Newington and Occoquan), VDOT/VDRPT will coordinate the implementation of all of these congestion management plans under a Regional Transportation Management Plan (TMP). VDOT is in the process of recruiting a full time Regional TMP manager.

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

CLRP PROJECT DESCRIPTION FORM

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 Bridge 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 \$76M~~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 \$314M~~26M~~, 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

CLRP PROJECT DESCRIPTION FORM

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

CLRP PROJECT DESCRIPTION FORM

- 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 and as such will comply with the applicable requirements of rule 940).
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
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

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.
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: \$101.58 per vehicle hour (Weighted average costs from 2005 NTD, adjusted to 2007 dollars)

Funding Summary

- Capital: \$76.64 million
 - \$36.32 million from US DOT Transit program grants
 - \$36.32 million from Project's dedicated transit initiative fund
- Operating: \$314.26 million
 - \$157.63 million from Fare Box Recovery (50 % assumed)
 - \$157.63 million from Project's toll revenues/transit initiative fund
- Total Plan: \$390 million

ATTACHMENT C

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



BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT 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 **Idea66 Spot Improvements Inside the Beltway**
4. Facility:

	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; 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. This 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: Federal; State; Local; Private; Bonds; Other

CLRP PROJECT DESCRIPTION FORM

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

CLRP PROJECT DESCRIPTION FORM

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

This project is not an ITS project, however, this project will include ITS component and therefore the ITS component will comply with the applicable requirements of Rule 940.

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

VDOT has developed a User Guide and Rule 940 checklist which will be adhered to ensure compliance with applicable Rule 940 requirements.

30. Under which Architecture:

DC, Maryland or Virginia State Architecture

WMATA Architecture

COG/TPB Regional ITS Architecture

Other, please specify: VDOT Northern Region ITS Architecture
(<http://www.vdot-itsarch.com/Default.htm>)

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 DRPT and Dulles Rail project staff on the Dulles Rail project. DRPT exhibits show the proposed Dulles Rail location within the existing median of I-66. The proposed spot improvement is on the outside of the westbound lanes. (Dulles Rail Env. Conditions document - Sheet 1 of 6 (rev 03-17-06) and Rail Sections - K56-TW-001, 002,003 (rev 01/24/06)). 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. The design of a third rail may require portions of the roadway to be relocated and/or design exceptions for narrow shoulders. 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. VDOT recommended and FHWA concurred that a Categorical Exclusion (CE) is the appropriate level of level of NEPA document for the spot improvements. 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 the CE this documentation 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:

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. VDOT has verified the adequacy of the I-66

CLRP PROJECT DESCRIPTION FORM

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 mapping may be viewed at VDOT or Arlington County as listed below:

VDOT
14685 Avion Parkway, Plan Room
Chantilly, VA 20151
Theresa DeFore at 703-383-2150

Arlington County
2100 Clarendon Blvd, Suite 900
Arlington, VA 22201
Tamara Ashby at 703-228-3833

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.
 - 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 design of the proposed spot improvements fully considers the benefits that could be provided ~~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.