

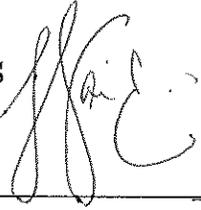
# City of Alexandria, Virginia

## MEMORANDUM

**DATE:** MAY 13, 2013

**TO:** THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

**THROUGH:** RASHAD M. YOUNG, CITY MANAGER 

**FROM:** RICHARD J. BAIER, P.E., LEED AP, DIRECTOR, T&ES 

**SUBJECT:** EXPRESS LANES (A.K.A. HOT LANES)

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This memo is to provide you with additional information as contained within the May 3, 2013 Mayor/Manager Meeting notes.

On April 26, Mayor Euille, Fairfax County Board Sharon Bulova, VDOT Secretary Sean T. Connaughton, members of their respective staff, and thirty members of the community (primarily Fairfax Residents of the Overlook community with a few Landmark residents) met to discuss the Concerned Residents of Landmark (CROL) concerns relating to the Express Lanes (aka HOT Lanes) Project Terminus. Maureen Barrett, an air modeling expert and consultant to the CROL, reviewed her analysis of the VDOT Project Air Model. After much discussion, Secretary Connaughton raised potential solutions, which seemed to focus on the construction of additional Express Lanes Project Terminus points.

The Mayor was asked by Secretary Connaughton at this April 26 meeting if the Alexandria City Council would support an additional exit at the "to be constructed" Seminary Road HOV/Transit Ramp or at other locations within Alexandria along the I-395 border. The response given to Secretary Connaughton and meeting attendees was that the Alexandria City Council had on two occasions transmitted many project issues/questions relating to air quality, the environment, cut-through traffic, etc. (see attached), when the Express Lanes Project was in the initial scoping phase. These questions went unanswered by VDOT despite numerous attempts to get VDOT to answer the questions. As a result, and after a subsequent public hearing, the Council took a position that it was opposed to any terminus within Alexandria.

I raised the potential solution of additional points of access south of the current Turkey Cock location, perhaps near the Fullerton Road exit within Fairfax County. VDOT responded that a potential southern exit at that location could not geometrically fit within the existing right-of-way. The question of an additional northern access was then put forth again by the Secretary, and the City responded in the same vein as it had done previously. Subsequent to the meeting, Ms. Barrett explained her air modeling methodology to VDOT. It is anticipated from the oral meeting summary that Fairfax County and VDOT may pursue an additional northern terminus point(s) within Alexandria City limits for this Express Lanes Project.

Since the meeting, I have transmitted to VDOT the issues and project concerns previously sent to VDOT in 2010 and 2011. Further, I have contacted both VDOT and Fairfax County staff in order to ascertain the status of the Project Terminus.

They have confirmed that:

1. The I-395 project work on the Fairfax and Alexandria border continues without stoppage.
2. Options of additional terminus points remain on the table.
3. Maureen Barrett is to address several air modeling issues for VDOT's review prior to subsequent VDOT discussions.

If you have any questions, please contact me at 703-746-4025.

Attachments:

1. 2011-12-09 LTR Mayor Euille to Secretary Connaughton
2. 2011-08-25 LTR Mayor Euille to Secretary Connaughton
3. 2011-08-11 LTR Mayor Euille to Secretary Connaughton
4. 2011-07-11 LTR Secretary Connaughton to Mayor Euille
5. 2011-05-11 LTR Mayor Euille to Commonwealth Transportation Board
6. 2011-03-21 LTR Mayor Euille to Secretary Connaughton
7. Issues of Concern for Fairfax County, City of Alexandria, and Arlington County
8. 2010-08-12 Regional I-95/395 HOT Lanes Discussion
9. 2010-05-04 LTR Richard Baier to Secretary Connaughton
10. 2009-07-16 LTR ARL Chairman Favola to Secretary Homer
11. 2009-02-03 LTR ARL Chairman Favola to Secretary Homer
12. Arlington County Data Request, I-95/395 HOT Lanes

cc: Mark Jinks, Deputy City Manager  
Bernard Caton, Legislative Director  
A. Jerome Fletcher II, Special Assistant to the City Manager  
Joel Marcuson, Deputy Director, T&ES Transportation



*William D. Ewille*  
*Mayor*

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December 9, 2011

The Honorable Sean T. Connaughton  
Secretary, Virginia Department of Transportation  
Office of the Governor  
Patrick Henry Building  
1111 East Broad Street  
Richmond, Virginia 23219

Dear Secretary Connaughton:

The City of Alexandria greatly appreciates your efforts in securing the funding being provided by the Commonwealth for the HOV/Transit Ramp at I-395 and Seminary Road. We recently learned that at the same time this project will be built, VDOT will also be procuring the design and construction of the auxiliary lane on northbound I-395 connecting the Duke Street on-ramp and the Seminary Road off-ramp.

In order to construct that additional lane, the I-395 Bridge over Sanger Avenue will need to be widened in part. Because of this needed modification to the Sanger Avenue Bridge, the City of Alexandria is requesting that you direct VDOT staff to enter into discussions with the City about the possibility that the entire Sanger Avenue Bridge be reconstructed with VDOT funds to provide a wider Sanger Avenue under I-395 capable of accommodating dedicated transit lanes for the City of Alexandria's funded Van Dorn/Beauregard Transitway Project. Because of the restricted width of the current tunnel underneath the bridge, which only exists in this section of Sanger Avenue along the entire proposed transitway route, the current transitway design will require buses when entering this tunnel to use the general purpose lanes and run in mixed traffic on Sanger Avenue. Dedicated transit only lanes are planned on much of the rest of this transit route. The provision of dedicated transit lanes on Sanger Avenue would greatly enhance the efficiency of transit vehicles, helping to reduce the numbers of Single Occupant Vehicles by making dedicated transit a better travel option.

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The Honorable Sean T. Connaughton  
Secretary, Virginia Department of Transportation  
December 9, 2011  
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We would appreciate your consideration of discussing and funding this I-395 bridge modification that would certainly enhance transit efficiencies along the I-395 corridor.

Sincerely,



William D. Euille  
Mayor

cc: The Honorable Members of City Council  
Members, High Capacity Corridor Work Group  
Bruce Johnson, Acting City Manager  
Mark Jinks, Deputy City Manager  
Michele Evans, Deputy City Manager  
Richard J Baier, P.E., LEED AP, Director, T&ES  
Abi Lerner, P.E., Deputy Director, T&ES  
Tom Fahrney, VDOT Statewide BRAC Coordinator  
John Lynch, Chief Construction Engineer for VaMegaProjects  
David Grover, AICP, Principal Transportation Planner



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August 25, 2011

The Honorable Sean T. Connaughton  
Secretary of Transportation  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219

Dear Secretary Connaughton:

Given the recent public meetings sponsored by VDOT concerning the proposed HOT lanes project where some of the public recommended that the HOT lanes in Alexandria terminate north of Turkey Cock, enclosed is documentation that reflects the City of Alexandria City Council's continued opposition to the I-95/I-395 HOT Lanes Project as originally proposed. While the VDOT proposed current revised plan for the HOT lanes now ends south of the City, moving the end of the HOT lanes northward into the City, as some have suggested, would be inconsistent with City Council's previously adopted position. While this position has already been transmitted to you and VDOT, we want to be sure that it is entered into the official record during this latest public review process. Further, Alexandria continues to look to VDOT for analysis addressing traffic concerns on how HOT lanes ending at Turkey Cock will impact our proximate arterial roadways in the City.

We look forward to continuing to work with VDOT on solutions which benefit both Northern Virginia and the City of Alexandria.

Sincerely,

  
William D. Euille  
Mayor

Enclosure

cc: Gregory A. Whirley, Sr., Commissioner, VDOT  
John Lynch, Regional Transportation Program Director, VDOT  
Bruce Johnson, Acting City Manager  
Mark Jinks, Deputy City Manager  
Richard J. Baier, P.E., LEED AP, Director, T&ES

*"Home Town of George Washington and Robert E. Lee"*

August 18, 2011

The Honorable Sean T. Connaughton  
Secretary of Transportation  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Dear Secretary Connaughton:

Enclosed is documentation that reflects the City of Alexandria City Council's continued opposition to the I-95/I-395 HOT Lanes Project as proposed. I want to reiterate the City continues to oppose proposal relating to an extension of the HOT lanes north of Edsall Road.

Sincerely,

William D. Euille  
Mayor

Enclosures

cc: Bruce Johnson, Acting City Manager  
Mark Jinks, Deputy City Manager  
Richard J. Baier, P.E., LEED AP, Director, T&ES



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**COMMONWEALTH of VIRGINIA**

Office of the Governor

Sean T. Connaughton  
Secretary of Transportation

July 11, 2011

The Honorable William D. Euille  
Mayor City of Alexandria  
Alexandria City Hall  
301 King Street  
Alexandria, VA 22314

Subject: I-395/Seminary Road HOV/Transit Ramp

Dear Mayor Euille:

Thank you for your March 21, 2011 letter regarding the I-395/Seminary Road HOV/Transit ramp. I am also in receipt of the City's BRAC-133 Advisory Group's March 21, 2011 letter to you on the same subject. I apologize for the delay in responding.

On April 7, 2011 the Federal Highway Administration (FHWA) announced that an Environmental Assessment (EA) would be required for the ramp project. Since FHWA's decision, the Virginia Department of Transportation (VDOT) and FHWA met to discuss and determine the requirements of the EA. Based upon those discussions, the attached NEPA Documentation Concurrence Form and Purpose and Need were approved by FHWA.

VDOT and FHWA agreed the EA will study alternatives that concentrate on addressing forecasted severe traffic congestion and delays at the following locations:

- The on-ramp merge from Seminary Road to southbound I-395 general purpose lanes (PM Peak)
- The off-ramp diverge from northbound I-395 to Seminary Road (AM Peak)

Further, FHWA and VDOT agreed the following alternatives will be considered to address the traffic congestion and delay issues cited above:

- No-build;
- I-395 HOV/Transit Ramp with left and right-turn options onto Seminary Road;

The Honorable William D. Euille  
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Page Two

- I-395 HOV/Transit Ramp with a restricted left-turn only onto Seminary Road.

As you know, many transit/transportation demand management (TDM) studies have been performed on the I-95/I-395 corridor over the past few years. These studies include: the I-95/I-395 Bus Rapid Transit study (April 2010), the Army Transportation Management Plan for Mark Center (July 2010) and the I-95/I-395 Transit/TDM Study (February 2008). Additionally, the Virginia Department of Rail and Public Transportation recently began an update of the I-95 Transit and TDM Study. These studies represent a comprehensive effort by the Commonwealth to study the effectiveness and benefit of transit and TDM alternatives in the I-95/I-395 corridor and will be referenced in the I-395 HOV/Transit Ramp EA.

In your April 8, 2010 letter to me, you pledged the City's utmost cooperation to work with VDOT to determine the best interchange alternative. We appreciate the City's support of VDOT's request of the Regional Transportation Planning Board to amend the 2010 Constrained Long Range Plan to include the I-395 HOV/Transit ramp in the recent air quality conformity analyses.

However, in order for this project to be successful, I am requesting a City Council resolution stating your support of the NEPA approach agreed upon by VDOT and FHWA as outlined in this letter and attachments. City Council support of and commitment to this approach to design and construct the I-395 HOV/Transit ramp, including resisting requests to continually perform costly and time consuming studies, is paramount. Additional delay caused by unnecessary and continued study will not only delay implementation of a solution to the traffic issues caused by the BRAC development, but may also jeopardize the funding that is currently available.

We look forward to continuing to work with the City on this very important improvement.

Sincerely,



Sean T. Connaughton

Attachments (2)

SC:tf

cc: The Honorable Robert F. McDonnell  
Gregory Whirley, VDOT Commissioner

# NEPA Documentation Concurrence Form

## Project Information

<b>Project Name:</b>	I-395 HOV Ramp @ Seminary Road	<b>Federal Project#:</b>	NH-000S(218)
<b>Project Number:</b>	0095-100-722, P101	<b>Project Type:</b>	Construction
<b>UPC:</b>	96261	<b>Charge Number:</b>	UPC 96261 Act. 605
<b>Route Number:</b>	95	<b>Route Type:</b>	Interstate
<b>Project Limit-From:</b>	Seminary Road Interchange	<b>To:</b>	Seminary Road Interchange
<b>Additional Project Description:</b>	I-395 HOV Ramp at Seminary Road - Reversible ramp will provide direct I-395 access for HOV and bus transit to and from the planned new Washington Headquarters Services (WHS) site in the southwest quadrant of the existing interchange.		
<b>District:</b>	<b>City/County:</b>	<b>Residency:</b>	
Northern Virginia	Alexandria	Fairfax	

**Suggested Level of NEPA Document:** EA

*Section 6002 of SAFETEA-LU may apply to EAs on a case by case basis. The default assumption is that it will not apply to this EA. FHWA concurrence infers agreement with the default assumption.*

**Comments:**

The project will be constructed largely within the existing right-of-way; no significant environmental impacts are anticipated. Project level air and noise studies will be conducted. There is a high level of public interest in this project and its NEPA class of action. Public concerns include consideration of alternatives and the impacts on travel patterns in the area, and these issues will need to be evaluated in detail. An Environmental Assessment is the appropriate vehicle for considering multiple project alternatives and soliciting and addressing public comments. The three alternatives that will be considered include the no-build alternative; a left- and right-turn option onto Seminary Road from the ramp; and a restricted left-turn only. Previously studied transit alternatives and studies will be incorporated into the document by reference.

**We concur with the suggested level of NEPA document.**



John Dimkins

5/17/11

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FHWA Approval

Date

FHWA comment: We agree with the preparation of an Environmental Assessment. In accordance with section II.C of FHWA's "Guidance for Preparing and Processing Environmental and Section 4(f) Documents," it is acceptable to evaluate in detail two build alternatives and the no-build alternative. However, FHWA and VDOT will need to agree on the project's purpose and need before deciding on the specific alternatives to be evaluated in detail.





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*William D. Euille*  
*Mayor*

May 11, 2011

The Honorable Chair and Members  
Commonwealth Transportation Board  
1111 East Broad Street, Room 3054  
Richmond, Virginia 23219

Dear Secretary Connaughton and Members of the Commonwealth Transportation Board:

In lieu of testifying at the Commonwealth Transportation Board's May 4th hearing, the following letter presents the City of Alexandria's input on the FY 2012 to FY 2017 Six-Year Program and a number of other key transportation matters.

- The City of Alexandria wants to thank the Commonwealth for all of the assistance it has provided regarding providing vehicular access to the Mark Center BRAC-133 site. We appreciate your efforts in programming \$80 million for a new variable direction transit ramp from the HOV lanes at I-395 to Seminary Road.
- On the transit side, Northern Virginia thanks the Commonwealth for including the Virginia match of \$50 million for Federal dedicated funding for the Washington Metropolitan Area Transit Authority. We appreciate this significant commitment to maintaining Metro's assets and ensuring that Metro can continue to safely and efficiently meet the region's transportation needs. It appears that the federal government will supply its \$150 million, which will be invaluable in keeping the Metrorail system safe and in a state of good repair.
- The Six-Year Program does not include funds to assist the City in buying expansion buses for our DASH bus system. Expanding our local bus system to meet the increased commuter transit demand is one of our primary strategies in addressing traffic congestion. As evidence, on May 2, the Alexandria City Council approved additional funding for transportation from a 2-cent increase in the general property tax, including up to \$3,900,000 of City funds from this source in FY 2012 to buy DASH expansion buses. As a result, we would encourage you to add a matching amount to the capital funds the City could receive from DRPT in FY 2012.
- The City of Alexandria requests that the Commonwealth Transportation Board advocate to the Governor and the General Assembly for new or expanded sources of revenue to

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The Honorable Chair and Members of the Commonwealth Transportation Board  
May 11, 2011  
Page 2

reinvigorate needed transportation infrastructure and transit capital programs. Revenues from all major transportation funding sources continue to deteriorate, yet needs continue to rise. For example, the City formerly received \$8 million to \$10 million in new transportation Urban Funds each year from the Commonwealth. Now we receive no new Urban Funds. New funding must cover major transit needs, as well as road construction and maintenance. Any new transportation funding should not be taken by the State from traditional core service General Fund programs, such as education and public safety.

- The City also supports the continuation and expansion of the Virginia Department of Transportation's revenue sharing program. This program allows localities to match State funding with local funding to make crucial improvements to the locality's street and highway system.
- We are appreciative of the work of VDOT, DRPT, and CTB in resolving the HOT lanes issue on I-95 and I-395. While we understand that the transit analysis of the corridor has been uncoupled from the HOT lanes project, we believe that it will be necessary to utilize transit to the greatest extent possible to maximize the use of this important regional facility. We will fully participate in the current Transit and TDM study of I-95. In the end, the City thinks the study will find that additional funds will be needed to subsidize new transit capital and operating expenses. We hope you will review any such recommendations favorably and act upon them.
- We urge you not to reduce transit funding levels once they are approved at the beginning of the fiscal year. Since local government budgets and tax rates are generally set in the spring, reducing the State assistance contracts mid-year (as has been done in two recent fiscal years) may result in disruptive service cuts and fare increases. At a time when transit usage has increased, and the City is relying on increased transit services and usage to reduce congestion, hence making such cuts can be extremely counter-productive.
- As the CTB proceeds in its deliberations to the degree that additional funds may be identified, we would request that the CTB focus on funding projects in the City contained within the regional Constrained Long Range Plan (CLRP).
- In addition to addressing the foregoing major issues, the City requests that:
  - the CTB treat transit operating expenses like VDOT maintenance expenses and make these expenses a higher priority than new capital projects;
  - the CTB allocate more funds to such transit expenses as buying replacement and expansion buses, since the Commonwealth's funding limitations limit Alexandria's ability to improve its existing transit services and to expand them;

The Honorable Chair and Members of the Commonwealth Transportation Board

May 11, 2011

Page 3

- the CTB, DRPT and VDOT support, promote, and encourage walking and bicycling as more viable modes of transportation, and in concert with U.S. Secretary of Transportation Ray LaHood's policy direction, look for opportunities to enhance pedestrian and bicycle connectivity in Northern Virginia.
- the CTB support the policy that major transportation corridor studies related to facilities wholly within one VDOT construction district, should be managed by that construction district rather than the VDOT Central Office. Regional VDOT staff is better equipped to address the concern of the affected citizens and local governments.
- the Commonwealth adopt policies that streamline transportation project review by further delegating the design review process from VDOT to the local governments and by adopting a uniform timeframe for plan reviews that remain under VDOT jurisdiction. These efforts would save Virginia taxpayers money and simultaneously result in timely approvals of contextually appropriate projects, and
- the CTB adopt a policy for an earlier release of the annual draft plan to facilitate a more comprehensive review by counties and local governments.

Finally, we want to thank you for your time, efforts and dedication in seeking solutions to the Commonwealth's many complex transportation issues in a time of inadequate resources.

Sincerely,



William D. Euille  
Mayor

cc: The Honorable Members of City Council  
Bruce Johnson, Acting City Manager  
Mark Jinks, Deputy City Manager  
Rich Baier, Director, T&ES



*City of Alexandria, Virginia*  
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*William D. Euille*  
 Mayor

March 21, 2011

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The Honorable Sean T. Connaughton  
 Secretary of Transportation  
 Virginia Department of Transportation  
 1401 East Broad Street  
 Richmond, Virginia 23219

Dear Secretary Connaughton:

I am writing as a follow-up to our conversation the morning of March 17, 2011, when we discussed the VDOT proposed HOV/Transit Ramp at I-395 and Seminary Road. At a City of Alexandria BRAC-133 Advisory Group meeting on March 16, a number of our residents in attendance expressed their belief that the appropriate level of environmental documentation for this project should be a full Environmental Assessment (EA) from the outset. Several meeting participants perceived that a full Environmental Assessment from the outset would not result in any threat to the \$80 million in VDOT funding for the project.

The understanding I took away from our discussion is that, should the City insist on pursuing the Environmental Assessment process for the HOV/Transit Ramp project from the outset and VDOT and FHWA consent, it would constitute a very real threat to the newly available funding, as any delay would open opportunities for this funding to be redirected to various unfunded Interstate improvement projects around the State for which there is great demand.

As we discussed, there are implications of pursuing an Environmental Assessment in lieu of a Categorical Exclusion (CE) for the proposed HOV/Transit Ramp. You advised that FHWA is the ultimate arbiter with regards to the appropriate level of environmental documentation, and that we can expect a determination within the next 10 days or so. I also understood that if, at any point during the CE process, any significant impacts are found, the EA process would be triggered.

My intent in writing this letter is to confirm my understanding of our conversation on these critical issues. I appreciate your responsiveness as I am sure this will be a point of discussion at the next City Council meeting on March 22, 2011.

Sincerely,

William D. Euille  
 Mayor

cc: The Honorable Bob McDonnell  
 The Honorable Members of City Council  
 James K. Hartmann, City Manager  
 Mark Jinks, Deputy City Manager  
 Richard J. Baier, P.E., Director, TES  
 BRAC-133 Advisory Group

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I-95/395 High Occupancy Toll (HOT) LanesISSUES OF CONCERN FOR  
FAIRFAX COUNTY, CITY OF ALEXANDRIA AND  
ARLINGTON COUNTY

Since the announcement of plans for a public private HOT lanes Project in the I-95/395 corridor (Project), Fairfax County, the City of Alexandria, and Arlington County, among others, have expressed concerns about the design and operation of the Project and its effects on transit and HOV-3, and traffic generally, particularly at interchanges along the corridor. For a little more than a year, after the announcement of a delay in the Project because of concerns about the Project's financial viability, the Virginia Department of Transportation (VDOT) and its private partner, Fluor-Transurban (FTU), have been working to resolve significant financial issues associated with the I-95/I-395 HOT lanes Project. In addition, VDOT and Arlington County have been involved in litigation over the Project filed subsequent to the announced delay. During this time, there has been little visible progress and a much reduced dialogue between the technical staffs of VDOT and the 3 jurisdictions toward reaching closure on the substantial technical issues and questions that remain. Fairfax County, Arlington County, and Alexandria City want to engage VDOT in a dialogue that ensures meaningful progress is made toward full resolution of technical issues associated with the all phases of the Project north of the Occoquan River, including ongoing operation after construction, while financial and legal issues are being addressed.

As such, the three jurisdictions have jointly prepared a list of items that all three jurisdictions concur need to be addressed as soon as possible in cooperation and coordination with VDOT and other public entities. The jurisdictions request that a technical workgroup of staff from, at a minimum, the three jurisdictions, VDOT, and DRPT be established immediately to discuss and resolve the items listed below, so that when the Project is ultimately positioned to move forward financially and legally, and on an ongoing basis after initial implementation as further elements of the Project are added, it can do so without significant technical and institutional issues remaining to be overcome. Other organizations, such as the Washington Metropolitan Area Transit Authority (WMATA), the Department of Defense (DoD), Washington Headquarters Service (WHS), and others will, of course, need to be represented in the technical workgroup discussion for certain of these issues, while others will be able to be addressed simply between the three jurisdictions and state representatives.

**Performance Standards** - - The jurisdictions seek confirmation that the following will be permanent features of the Project, that are committed to by the Commonwealth as well as incorporated in any long term agreement between the Commonwealth and its private partner for operation of the Project:

1. HOV-3 and higher traffic will remain free 24 hours a day-7 days a week.

2. I-95/395 HOT lanes will continue to qualify as fixed guide-way miles in the Federal Transit Administration's allocation formulas.
3. Travel speeds of buses will not be degraded in the corridor from today's posted speed limits of 55 mph inside the Beltway and 65 mph outside the Beltway which is a particular concern to the three jurisdictions since increased transit travel times will result in significant financial exposure for the jurisdictions and the transit systems they support.
4. Person throughput in the HOT lanes shall remain at the same levels as seen today.
5. Transit volumes and travel times in the HOT lanes shall remain at current or improved levels.
6. HOV-3 vehicle volume and travel times in the HOT lanes shall remain at current or improved levels.

**Project Status Update** -- The jurisdictions request that they be updated on the current status of a number of issues, specifically:

1. Project Features: What Project elements/features/options, including access points, are:
  - a. Still expected to be included when the Project or an initial phase of the Project does move forward? For instance, confirmation is needed of the continued inclusion of \$195 M for public transit in the Project package.
  - b. No longer likely to be included in the Project?
  - c. Still being considered, are undecided, or uncertain?
  - d. To the extent the Project will be implemented in phases, how is the phasing proposed to occur?
2. Project Design Plans: Provide the most current set of comprehensive plans for Project.
  - a. Such plans should identify the current Project termini and include comprehensive implementation plans for each Project phase, to the extent that the Project will be implemented in phases.
3. Shoulder Widths/Emergency Breakdown Areas: The above set of plans must provide specificity about shoulder widths and lane widths throughout the corridor, particularly the number and spacing of emergency pull-offs and a detailed plan of the location of these pull-offs.

4. Slip ramps: The above set of plans must identify whether slip ramps that allow access from the HOT lanes to the general purpose lanes will be used, the locations of each of them in the corridor, and how they are proposed to be used.
5. Seminary Road: As part of the first phase of the Project, there must be included a functional solution for transit and HOV access, at a minimum, at this interchange.

**Assurances** - - The jurisdictions believe the following elements are critical to the success of the Project and the acceptance of the Project by the community and therefore request a commitment from the Commonwealth on each of the following items:

1. Traffic impacts on local intersections up to a mile (or less based on specific situation) from Project interchange points will be identified through traffic modeling and/or simulation for initial Project phase(s) as well as future modifications, additions, and phases prior to construction and operation of the phase, modification, or addition.
2. Project-related traffic impacts on connecting roadways resulting from a phase or future modification, addition or phase will be mitigated to the nearest mutually agreed major cross street concurrent with implementation of the phase, modification, or addition.
3. Traffic signal priority will be provided for buses at all HOT lane exit ramps onto connecting roadways, and at each major signalized cross street up to one mile from the interchange.
4. Bike and pedestrian connections will be constructed per the local jurisdictions' Comprehensive Plans on and under all bridges which are to be re-constructed with the Project (non-limited access facilities) to the next closest cross-street as part of any phase.
5. Noise abatement measures will be constructed as the initial phase of any construction segment except where not feasible due to proposed grade changes or other mitigating factors.
6. Noise walls or other noise abatement measures will be constructed wherever predicted traffic noise levels of the total I-95/I-395 facility (including traffic in all-purpose, HOT, HOV, and auxiliary lanes) approach or exceed established federal noise abatement criteria for the adjacent land uses or where the predicted traffic noise levels substantially exceed existing noise levels regardless of the level of environmental analysis ultimately required to be

completed for the Project or whether the Project is ultimately designated as a Type I or a Type II Project.

7. Adjacent affected jurisdictions will be consulted on the appearance and materials to be used in the construction of noise walls and other noise abatement measures, and their comments will be considered in a good faith effort to reach consensus.
8. Technical and transit operations staff of the three jurisdictions, WMATA, and the Department of Defense (force protection and facilities) will be consulted to review and fully explore the proposed geometrics and operations of the proposed ramps, including bus only ramps, at the Pentagon in both the AM and PM directions as well as potential alternatives, and their comments will be considered in a good faith effort to reach consensus.
9. An incident management plan will be prepared prior to Project implementation that includes a visual monitoring component and a description of the technology being proposed, as well as a long term operational and financial commitment to its on-going monitoring and adjustment. The plan will be presented to bus service providers and public safety personnel (first responders) serving the region for comment, and their comments will be considered in a good faith effort to reach consensus.
10. A robust traffic management program (TMP), comparable to the Springfield interchange, Dulles Metrorail, and I-495 TMPs, to be used during each phase of Project construction will be prepared for review and comment by the affected jurisdictions which plan will include a consultative process with local governments to monitor and adjust the program after implementation. Comments will be considered in a good faith effort to reach consensus.
11. A method for measurement of bus travel speed performance will be developed to determine whether bus travel speeds are being maintained on an ongoing basis after Project implementation, which method focuses on the comparison between base line and future travel times from access points to corresponding exit points.
12. The remedies that will be available if bus travel speeds are not maintained must be established and a commitment must be made to provide those remedies.
13. The "basic elements" of the commercial agreement between the Commonwealth and its private partner will be provided to all affected jurisdictions at least 45 days prior to its approval for review and comment, and all comments regarding changes or additions to the agreement will be considered in a good faith effort to reach consensus.

**Design Review, Analysis and Mitigation** - - In order to ensure there are no unintended adverse effects of the Project, and that impacts of the Project are properly mitigated, the jurisdictions request establishment of the following process which would be applicable to implementation of the first phase of the Project and any subsequent phase, as well as modifications of a phase, and would remain in place throughout lifetime of Project:

1. Establishment of a technical working group consisting of at least one representative from each of the affected jurisdictions to review, coordinate, and provide recommendations on Project details during design, construction, and subsequent operations. The group would function collaboratively with VDOT in a consultative role and provide comments to VDOT which would give reasonable consideration to all comments in a good faith effort to achieve consensus with the group. This includes review of design plans and engineering drawings, recommendations for further analysis of potential impacts caused by specific Project details, review of analysis data, identification of impacts based on analysis, and recommendation of measures to mitigate identified impacts.
2. Development of methods for identification of traffic impacts on local intersections up to a mile (or less based on specific situations) from Project interchange points, as well as other areas adjacent to the corridor as mutually agreed, through traffic modeling and or simulation for all Project phases and modifications to phases.
3. Development of procedures for identification of mitigation measures that address identified traffic impacts.
4. Development of process for funding and implementing mitigation measures concurrent with implementation of the phase or modification.

Regional I-95/395 HOT Lanes Discussion

August 12, 2010

1. Introductions
2. Purpose of meeting and amendments to agenda
3. Project Definition
  - a. Current design
  - b. Phasing
  - c. Crossovers to general purpose lanes
4. Entire Facility (general purpose and managed lanes)
  - a. Transit
  - b. HOV
  - c. Shoulder widths
  - d. Enforcement
  - e. Connection to Beltway HOT Lanes
5. Eads Street
  - a. Design
  - b. Transit
  - c. Local street impacts
  - d. Impact to facility
6. Shirlington
  - a. Design
  - b. Transit
  - c. Local street impacts
7. Seminary Road
  - a. Design
  - b. Transit
  - c. Local street impacts
8. Franconia – Springfield Parkway
  - a. Design
  - b. Transit
  - c. Local street impacts
9. EPG
  - a. Design
  - b. Transit
  - c. Local street impacts

10. Other

- a. Noise
- b. Traffic mitigation during construction
- c. Involvement of other stakeholders

11. Outcomes

- a. Traffic Analysis
- b. Design review
- c. Mitigation measures and funding
- d. Other?

12. Next Steps



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

P.O. Box 178 - City Hall  
Alexandria, Virginia 22313

Phone: (703) 746-4025  
Fax: (703) 519-3356  
Web: alexandriava.gov

May 4, 2010

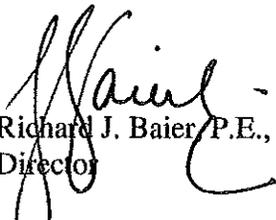
The Honorable Sean T. Connaughton  
Secretary of Transportation  
Patrick Henry Building, 3<sup>rd</sup> Floor  
111 East Broad Street  
Richmond, VA 23212-1934

Dear Secretary Connaughton:

Enclosed is a resolution passed by the City of Alexandria City Council strongly opposing the I-95/I-395 HOT Lanes Project as proposed. Council decided not to join the Arlington County lawsuit at this time, as we would prefer a collaborative working process with VDOT and other stakeholders to address and resolve our concerns.

The Mayor asked that we forward these materials to you for your use.

Sincerely,

  
Richard J. Baier, P.E., LEED AP  
Director

Enclosure

The Honorable Mayor and Members of City Council  
James K. Hartmann, City Manager  
Mark Jinks, Deputy City Manager  
Abi Lerner, Deputy Director, T&ES

*City of Alexandria, Virginia*  
301 King Street, Suite 2500  
Alexandria, Virginia 22304



*William D. Euille*  
Mayor

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alexandriava.gov/cityhall.com

November 5, 2009

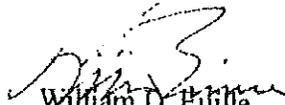
The Honorable Timothy Kaine  
Governor of the Commonwealth of Virginia  
Patrick Henry Building, 3<sup>rd</sup> Floor  
111 East Broad Street  
Richmond, Virginia 23212-1934

The Honorable Pierce R. Homer  
Secretary of Transportation  
Patrick Henry Building, 3<sup>rd</sup> Floor  
111 East Broad Street  
Richmond, Virginia 23212-1934

Dear Governor Kaine and Secretary Homer:

Enclosed is a resolution passed by the City of Alexandria City Council strongly opposing the I-95/I-395 HOT Lanes Project as proposed. Council decided not to join the Arlington County lawsuit at this time, as we would prefer a collaborative working process with VDOT and other stakeholders to address and resolve our concerns.

Sincerely,

  
William D. Euille  
Mayor

Enclosure

cc: The Honorable David S. Ekern, P.E.,  
Commissioner, Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219

*"Home Town of George Washington and Robert E. Lee"*

The Honorable James Webb  
United States Senate  
140 Russell Senate Office Building  
Washington, D.C. 20510

The Honorable Mark R. Warner  
United State Senate  
459A Russell Senate Office Building  
Washington, D.C. 20510

The Honorable James P. Moran  
United States House of Representatives  
2239 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Richard Saslaw  
P.O. Box 1856  
Springfield, Virginia 22151-0856

The Honorable Patricia Ticer  
301 King Street, Room 2007  
Alexandria, Virginia 22314

The Honorable Adam Ebbin  
P.O. Box 41879  
Arlington, Virginia 22204

The Honorable David Englin  
301 King Street, Room 2007  
Alexandria, Virginia 22314

The Honorable Charniele Herring  
P.O. Box 1179  
Alexandria, Virginia 22312

bcc: James K. Hartmann, City Manager  
Mark Jinks, Deputy City Manager  
Michele Evans, Deputy City Manager  
Richard J. Baier, Director, T&ES  
Faroll Hamer, Director, P&Z  
Patricia Escher, P&Z  
Bob Garbacz, Acting Deputy Director, T&ES  
Jim Maslanka, Chief, Transit Services, T&ES

*City of Alexandria, Virginia***MEMORANDUM**

DATE: OCTOBER 21, 2009

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: RESOLUTION OPPOSING THE I-95/395 HOT LANES PROJECT

---

**ISSUE:** Consideration of a resolution and further action expressing the sense of Council on the Virginia Department of Transportation's (VDOT) proposed I-95/395 Hot Lanes project.

**RECOMMENDATION:** That City Council: (1) adopt the attached resolution strongly opposing the I-95/395 HOT Lanes project (Attachment 1); (2) reaffirm the City's intent to add HOT Lanes related legislation to the City's Legislative package for consideration during the 2010 General Assembly Session; and (3) direct the City Attorney to provide to Council periodic legal related updates.

**BACKGROUND:** On March 14, 2009, City Council approved comments for submission to VDOT for the public record of design public hearings on the proposed I-95/395 HOT Lanes project that were held in February 2009. These comments were submitted to VDOT on March 18, 2009 (Attachment 2). On March 20, 2009, City Council adopted Resolution Number 2325 withholding support of the HOT Lanes project until the questions and concerns listed in the resolution were adequately addressed (Attachment 3). VDOT has never answered a majority of these questions, and has not specifically addressed the City's articulated concerns.

On July 20, 2009 Mayor Euille sent a letter to Secretary of Transportation Pierce Homer strongly opposing any HOT Lanes exit at Shirlington, as well as the proposed changes to the Shirlington traffic circle (Attachment 4).

At its October 7, 2009 meeting, the Transportation Commission recommended to City Council that a resolution be adopted not supporting the HOT Lanes project as conceived. (Attachment 5). Specifically, the Commission recommended that the resolution include language expressing explicit concern regarding access at Seminary Road and Shirlington Circle and the direct adverse impacts those conditions would have on Alexandria neighborhoods.

On October 14, 2009 the City Council held a work session to review the HOT Lanes project and on October 20, 2009 City Council held a public hearing to hear public testimony. Overwhelmingly, at this hearing the public expressed their dissatisfaction with the HOT Lanes project. The public expressed concerns about the negative impacts, specifically, cut through traffic and noise that this project would bring to the community. In addition, the persons testifying noted that the Federal National Environmental Policy Act (NEPA) process which resulted in the Federal Highway Administration (FHWA) granting a Categorical Exclusion, which then avoided necessary environmental studies, was both inappropriate and the process did not afford the staff and the public access to key information. Moreover, the NEPA Categorical Exclusion was so limited in analysis that it did not adequately analyze such significant aspects such as socio-economic, quality of life, impact to historic district, such as Parkfairfax and Fairlington, traffic operations and the environment.

As part of the proposed City 2010 Legislative Package (docket item #14), the City of Alexandria is requesting legislation to require NEPA studies for the proposed I-95/I-395 HOT Lanes. It is proposed that the City ask its delegation to propose legislation that would direct VDOT to undertake any NEPA studies relating to the proposed I-95/395 HOT Lanes that would have been required if a Categorical Exclusion by FHWA had not been granted. This proposed HOT Lanes resolution reflects this proposed City legislative position.

Finally, the resolution also includes language which reflects the fact that VDOT has promised an I-95/395 Corridor Bus Rapid Transit Study, but has yet to complete and release the study. Given that mass transit is a key, critical component of any I-95/395 transportation initiative, no HOT Lanes project should be undertaken until the results of that study are known, and can be considered as part of any transportation initiative.

The attached resolution was drafted to incorporate the above issues.

**ATTACHMENTS:**

- Attachment 1. Draft Resolution
- Attachment 2. March 18, 2009 Comments to VDOT
- Attachment 3. Resolution Number 2325
- Attachment 4. July 20, 2009 letter from Mayor to Secretary of Transportation
- Attachment 5. October 8, 2009 letter from Transportation Commission

**STAFF:**

Mark Jinks, Deputy City Manager  
James Banks Jr., City Attorney  
Rich Baier PE, Director, Transportation and Environmental Services  
Bob Garbacz PE, Division Chief, Transportation Division

RESOLUTION

WHEREAS, the City of Alexandria has asked the Virginia Department of Transportation (VDOT) numerous questions regarding the implementation and impacts of the proposed HOT Lanes project; and

WHEREAS, the majority of those questions have gone unanswered by VDOT thus making it impossible for the City of Alexandria to adequately review this project; and

WHEREAS, the City of Alexandria is concerned that this project, as presently conceived, will have significant adverse impacts on mobility and quality of life along this corridor; and

WHEREAS, the Parkfairfax Historic District and part of the Fairlington Historic District will be severely impacted by the proposed HOT Lanes project; and

WHEREAS, the City of Alexandria has requested documentation from the HOT Lanes project team that indicates how the HOT lanes will benefit Alexandria as well as how possible adverse impacts of the HOT lanes to Alexandria are being addressed; and

WHEREAS, the HOT Lanes project team has not provided substantive documentation to indicate how the HOT lanes will benefit Alexandria, as well as how possible adverse impacts of the HOT lanes to Alexandria are being addressed; and

WHEREAS, Arlington County, along with others, have entered into or are contemplating legal proceedings that raise numerous questions and concerns about the HOT Lanes project; and

WHEREAS, Alexandria agrees with Arlington that the environmental documentation for this proposed project was not properly prepared; and

WHEREAS, Alexandria believes the concepts for the Shirlington Circle and for the Seminary Road Interchange will have a negative impact on Alexandria neighborhoods; and

WHEREAS, Alexandria does agree that traffic congestion along I-95/395 creates substantial challenges for Alexandria, the region and the new BRAC project at the Mark Center in Alexandria; and

WHEREAS, according to the Northern Virginia Transportation Commission (NVTC), during the morning peak period, the two existing HOV lanes on I-95/395 outside the Capital Beltway carry about 25 percent more people than the four conventional lanes, and inside the Beltway the existing HOV lanes carry 50 percent more people than the

conventional lanes; and

WHEREAS, the VDOT proposed study to establish Bus Rapid Transit (BRT) Service in the I-95/I-395 corridor has not yet been completed, and results are unknown; and

WHEREAS, the City of Alexandria has a strong desire to preserve and improve the person throughput on this corridor; and

WHEREAS, the City of Alexandria is convinced that these traffic congestion problems cannot be solved by building more and more roads and that mass-transportation solutions are the only sustainable and long-term ways to effectively address I-95/395 traffic congestion; and

NOW, THEREFORE, BE IT RESOLVED THAT, the City of Alexandria strongly opposes the I-95/395 HOT Lanes project as currently proposed and will undertake a legislative initiative to be considered at the 2010 General Assembly Session; and

BE IT FURTHER RESOLVED THAT, the City of Alexandria strongly supports the concept of direct access from I-95/395 to the BRAC 133 site at Mark Center, and looks forward to reviewing the alternatives to be analyzed in VDOT's forthcoming Intersection Justification Report.

Adopted: \_\_\_\_\_

\_\_\_\_\_  
William D. Euille, Mayor

ATTEST:

\_\_\_\_\_  
Jacqueline M. Henderson, CMC City Clerk

---

City of Alexandria, Virginia  
Comments on the I-95/395 HOV/Bus/HOT Lanes  
March 18, 2009

---

Project Concept

1. Based on the operational analysis summarized in the Interchange Justification Report (IJR), the overall benefits of the project appear minimal, with relatively limited increase in the volume of traffic served and predominately "neutral impacts" on traffic operations. Moreover, project benefits appear more pronounced in the southern segments of the project than in the northern segments, particularly on I-395 inside the Capital Beltway. What benefits, if any, are projected within the I-395 portion of the corridor as a result of this project?
2. The summarized IJR analysis results do not distinguish between the general purpose lanes and the HOV/bus/HOT lanes. These results must be disaggregated to separately identify the project benefits and impacts on the general purpose and reserved use lanes.
3. The current I-395 HOV/transit facility is functioning satisfactorily, with the exception of recurring congestion near its northern terminus, and the proposed project appears to only exacerbate this condition. Additional information demonstrating that the receiving roadway network can adequately serve the increased volume of traffic projected to enter and depart the HOV/bus/HOT lanes near the northern terminus during peak periods is requested for review and consideration of all potentially impacted local jurisdictions.
4. As conceived, this project is more supportive of continued suburbanization than of local jurisdiction plans for transit-supportive urban development and transportation systems appropriate for that environment. With our local streets significantly impacted by commuter vehicular traffic on a daily basis, Alexandria is concerned that this project will result in even greater commuter impact on our local streets and neighborhoods. Analyses to date have been limited to the I-95/395 corridor and immediately adjacent local streets. We request that these analyses be expanded to include all impacted local streets, and that project agreements include both financial and operational provisions that can effectively avoid or mitigate all adverse impacts to our local streets.

Design and Operational Elements

5. As currently designed, the project requires 18 design exceptions and waivers, the majority of these relating to lane and shoulder width in the northern segments. The effects of these exceptions and waivers on safety have not been, but must be adequately addressed. Unless the safety of the HOV/bus/HOT lanes can be

reasonably assured, the final project agreements must include provisions that discontinue HOT lane operations inside the Capital Beltway and return to existing HOV/transit conditions based on an independent finding that the safety performance of the HOV/Bus/HOT lanes has failed to maintain the current level of public safety.

6. Alexandria concurs with those who have questioned the adequacy of the traffic modeling used to support the project's environmental documentation and review, and joins in their call for the basis of the approved categorical exclusion to be thoroughly reviewed to ensure that this determination was made in full compliance with federal environmental requirements.
7. The proposed new south-facing access ramp at Seminary Road, designated for transit use only, raises a number of questions for the City of Alexandria. We request clarification or additional information on the following:
  - How will the transit-only restriction be enforced to insure minimal violation rates?
  - Believing the transit-only restriction will prove difficult to effectively enforce, what will be the impacts of HOV/HOT traffic using this access, either as violators or permitted users if the transit-only restriction is removed, on local streets and neighborhoods in the area?
  - The interchange turning platform has restrictive geometry. Will full-size transit vehicles be able to effectively navigate this platform? Will the proposed BRT service be able to navigate this platform?
  - VDOT is currently working with the City and the Department of Defense in seeking approval of a modification of this interchange to provide direct ingress and egress to the adjacent BRAC 133 site. Will the proposed new south-facing access point preclude this modification?
  - What impacts, if any, are anticipated on local streets and the HOV/Bus/HOT lanes during periods of heightened security levels at the BRAC 133 site?
8. Proposed changes to the Shirlington / Quaker Lane interchange include the addition of a new south-facing entry point to the HOV/Bus/HOT lanes, five new traffic signals, one at each of the interchange entry points, and additional lane capacity on both the rotary and interchange approaches. Staff in both Alexandria and Arlington are concerned that this interchange does not adequately serve pedestrian and bicycle traffic, cannot be operated satisfactorily and may experience unacceptable traffic backups on the local roadways. Alexandria needs from VDOT convincing information indicating that the facility will operate in a satisfactory manner after modification to accommodate the HOT lanes.

#### Transit and HOV Operations

9. The proposed TDM/Transit concessions and BRT service are the most significant benefits that this project offers for the inner-beltway jurisdictions, and must be included in the final project scope. Alexandria will oppose approval of any final scope that does not include these transit programs.

10. Alexandria considers the proposed BRT operation in the HOV/Bus/HOT lanes an essential element of this project; however, there are significant concerns about the operation of and access to the associated in-line station at Seminary Road. We are aware of the BRT operational study that is currently underway and ask that options to incorporate this service into the transit center being constructed as part of the BRAC 133 facilities be identified and evaluated, in addition to the in-line station. The City will reserve comment on this element until the findings and recommendations of that study are available.
11. There are currently sixty-eight (68) transit buses (DASH, WMATA, Fairfax County Connector, and PRTC) per hour using the existing HOV lanes during the morning peak and seventy-eight (78) transit buses per hour during the evening. The lane narrowing for conversion from two to three lanes, the narrower shoulders and the addition of HOT lane traffic will likely decrease the operating speed for transit vehicles and deteriorate the transit service delivered by all local and regional providers. Alexandria needs to know the extent to which transit speeds will decrease for transit vehicles using the HOV/Bus/HOT lanes and who will fund the additional capital and operating costs associated with maintaining current service levels.

#### Enforcement and Emergency Response

12. Originally it was indicated that automated technology would be used to enforce HOT lane compliance. It now appears this will not be the case. A clear and comprehensive enforcement plan should be developed and made available to local jurisdictions and the public, specifically addressing:
- The use of electronic or photographic enforcement techniques;
  - The agency or agencies responsible for enforcement;
  - How enforcement will be effectively accomplished without compromising safety or unduly impacting operations; and
  - What is the estimated cost of enforcement and how will it be funded.
13. Some aspects of the emergency/incident response plans for this project need clarification and/or better definition. These include:
- How will emergencies, such as collisions and vehicle breakdowns, be managed in order to maintain operations with minimal disruption? Is there a rapid response/clearance policy or plan?
  - Will local first responders be expected to respond to emergencies and/or incidents in the HOV/Bus/HOT lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
  - How will snow removal be handled and what performance standards will apply? In segments with reduced shoulder widths, will snow be trucked to a disposal site, and if so, where is it located?

RESOLUTION NO. 2325

WHEREAS, the Commonwealth Transportation Board (CTB) is negotiating with a private firm, Fluor/Transurban, to expand and extend the existing two-lane high occupancy vehicle (HOV) facility on I-95/395 into a three-lane high occupancy toll (HOT) facility between Spotsylvania and Arlington counties, a portion of which is located within the City of Alexandria, and

WHEREAS, the City of Alexandria is concerned that this project may have significant adverse impacts on mobility and quality of life along this corridor; and

WHEREAS, the City of Alexandria has requested documentation from the HOT lanes project team that indicates how the HOT lanes will benefit Alexandria as well as how possible adverse impacts of the HOT lanes to Alexandria are being addressed; and

WHEREAS, according to the Northern Virginia Transportation Commission (NVTC), during the morning peak period, the two existing HOV lanes on I-95/395 outside the Capital Beltway carry about 25 percent more people than the four conventional lanes, and inside the Beltway the existing HOV lanes carry 50 percent more people than the conventional lanes; and

WHEREAS, the City of Alexandria is committed to preserving and improving the person throughput on this corridor; and

WHEREAS, local jurisdictions and regional transportation organizations of which Alexandria is a voting member, including the NVTC and the Northern Virginia Transportation Authority (NVTAA), have expressed concerns about this project and its potential impacts on transit and mobility in the region; and

WHEREAS, most of these concerns have not been adequately addressed or resolved; and

WHEREAS, despite these outstanding concerns, the Federal Highway Administration (FHWA) has concluded that the Virginia Department of Transportation (VDOT) and Fluor/Transurban have satisfied the conditions laid out on August 31, 2006 for a Categorical Exclusion (CE), despite the numerous design exceptions and waivers that are required to construct the project and that will make the HOT lanes less safe and less usable as a transit facility; and

WHEREAS, Alexandria believes that the environmental documentation for this proposed project was not properly prepared nor did it receive adequate review, and that this project will have an adverse impact on the citizens of Alexandria and the Northern Virginia region as it is currently designed

NOW, THEREFORE, BE IT RESOLVED THAT, the City of Alexandria must withhold its support for the I-95/395 HOV/Bus/HOT lanes project until the issues, questions and concerns herein expressed are adequately addressed.

BE IT FURTHER RESOLVED THAT, the City of Alexandria requests that:

1. VDOT and Fluor/Transurban provide additional information specifically detailing project impacts and benefits within the northern segment of the I-395 portion of the corridor,
2. The operational analysis results presented in the project Interchange Justification Report (IJR) be disaggregated to separately present the project benefits and impacts on the general purpose and reserved use lanes,
3. Additional information be provided clearly demonstrating that the receiving street network at the northern project terminus can satisfactorily serve the projected increases in traffic demand as a result of this project,
4. The project demonstrate its consistency with local jurisdictions plans for transit-supportive development, expand its operational analyses to include all impacted local streets, and include in any subsequent project agreements financial and operational provisions to mitigate all adverse impacts,

5. Unless the project can provide convincing evidence that the numerous design exceptions and waivers will not compromise the safety of the HOV/Bus/HOT lanes, any final project agreement define safety performance standards for the project and require that HOT operations be discontinued inside the Capital Beltway based on an independent finding that the actual safety performance of the facility has failed to meet those standards.
6. The environmental documentation submitted by Fluor/Transurban be re-examined by VDOT and FHWA including a thorough review of the required Design exceptions and waivers, and that both agencies work directly with each local jurisdiction to ensure that the impacts to localities resulting from this project are fully identified and adequately addressed in the environmental document and any subsequent project agreements.

**BE IT FURTHER RESOLVED THAT,** the City of Alexandria requests additional information specifically addressing the following issues, concerns and questions with regard to the I-195/Seminary Road interchange:

1. How will the transit-only restriction be enforced to insure minimal violation rates?
2. In the event the transit-only restriction cannot be adequately enforced, what will be the impacts of HOV/HOT traffic using this access, either as violators or permitted users if the transit-only restriction is removed, on local streets and neighborhoods in the area?
3. The interchange turning platform has restrictive geometry. Will full-size transit vehicles be able to effectively navigate this platform? Will the proposed BRT service be able to navigate this platform?
4. VDOT is currently working with the City and the Department of Defense in seeking approval of a modification of this interchange to provide direct ingress and egress to the adjacent BRAC 133 site. Will the proposed new south-facing access point preclude this modification?
5. What impacts, if any, are anticipated on local streets and the HOV/Bus/HOT lanes during periods of heightened security levels at the BRAC 133 site?

**BE IT FURTHER RESOLVED THAT,** the City of Alexandria requests additional evidence that the reconfigured Shirlington/Quaker Lane interchange will operate in a satisfactory manner, including traffic flow around the rotary, reasonable pedestrian/bicycle accommodations and avoiding unacceptable queuing on interchange approaches.

**BE IT FURTHER RESOLVED THAT,** improved transit and HOV operations is the primary benefit of this project, the project design should reflect this priority and the City of Alexandria will strongly oppose any final project agreement that does not include significant improvements to transit and HOV services, including, but not limited to, the proposed bus rapid transit (BRT) service operating in the HOV/Bus/HOT lanes and project concession payments to support off-line transit service improvements.

**BE IT FURTHER RESOLVED THAT,** the City of Alexandria requests information specifically identifying the impact of the proposed project on the travel times of transit services currently operating in the I-95/195 HOV lanes and who will fund any additional capital and operating costs that may be incurred in order to maintain current service levels.

**BE IT FURTHER RESOLVED THAT,** the City of Alexandria requests clarification of several issues, questions and concerns regarding HOT lane enforcement, specifically:

1. To what extent will electronic or photographic enforcement techniques be used?
2. What agency or agencies will be responsible for enforcement?
3. How enforcement will be effectively accomplished without compromising safety or unduly impacting operations?
4. What is the estimated cost of enforcement and how will it be funded?

**BE IT FURTHER RESOLVED THAT,** the City of Alexandria requests clarification of several issues, questions and concerns regarding emergency/incident response for the HOV/Bus/HOT lanes, specifically:

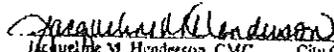
1. How will emergencies, such as collisions and vehicle fire slowdowns, be managed in order to maintain operations with minimal disruption? Is there a rapid response/ clearance policy or plan?
2. Will local first responders be expected to respond to emergencies and/or incidents in the HOV-3/Bus/HOT lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
3. How will snow removal be handled and what performance standards will apply? In segments with reduced shoulder widths, will snow be trucked to a disposal site, and if so, where will it be located?

BE IT FURTHER RESOLVED, that the City of Alexandria requests that VDOT and Fluor/Transurban fully address in detail each of the issues, questions and concerns contained in this Resolution, as well as respond back to the City in a timely manner.

ADOPTED March 24, 2009

  
WILLIAM D. EVILLE MAYOR

ATTEST:

  
Jacqueline M. Henderson, CMC City Clerk



William D. Guillo  
Mayor

City of Alexandria, Virginia  
301 King Street, Suite 2300  
Alexandria, Virginia 22314



City Hall: (703) 838-4500  
Home: (703) 836-2680  
Fax: (703) 838-6433  
alexamayo@aol.com

July 20, 2009

The Honorable Pierce Homer  
Secretary of Transportation  
1111 East Broad Street  
Richmond, Virginia 23219

Dear Secretary Homer:

I am writing on behalf of the City of Alexandria concerning the proposed HOT lanes project at Shirlington Circle. While we appreciate the fact that potential Shirlington Circle and Seminary Road access is now not likely planned for "Phase I," many questions remain and area residents continue to ask the same questions that we asked in our letter to VDOT of March 18, 2009. While we have been promised a reply, to date we have received no answers.

The HOT lanes project is of major concern to this community. At the meeting of the Parkfairfax Condominium Board of Directors on June 25, 2009, more than 250 individuals were present. In nearly 3 decades of public service, I have rarely witnessed a gathering as large as this with such raw emotions and intense concerns. The community concerns raised are legitimate and include many of the questions the Council posed in our letter of March 18, 2009, and the Resolution passed by Council this spring.

In analyzing the issues discussed at the June 25, 2009, meeting it is clear to the members of the Alexandria City Council that the Shirlington traffic circle should not become an exit point for the HOT lanes in "Phase I" or in any subsequent HOT lanes phases. Changing the traffic circle to accommodate HOT lanes threatens adjacent neighborhoods and the traffic circle itself neither has the capacity nor room for expanded capacity to handle HOT lanes traffic without having negatively impacting the immediate neighborhoods and adjacent areas. Shirlington is not a major employment center and little new development is now planned for that area. A HOT lanes exit in this location will simply become a bail out point for traffic seeking alternate paths to destinations through residential neighborhoods.

In addition, the City has many other concerns, shared with Arlington County, the Pentagon, and with the Washington Metropolitan Area Transit Authority, about the HOT lanes proposal that need to be discussed face-to-face with VDOT. We look forward to meeting with VDOT soon in a joint meeting with these other concerned and impacted parties.

"Home Town of George Washington and Robert E. Lee"

The Honorable Pierce Homer  
July 20, 2009  
Page 2

To conclude, in order to preserve and maintain the existing neighborhoods, commercial development and most livable quality of this multi-jurisdictional area, the Alexandria City Council strongly opposes any HOT lanes exit at Shirlington, as well as the proposed changes to the Shirlington traffic circle. The City Council has also not changed its 2003 position in regard to not providing access to the Seminary Road interchange from the HOT/HOV lanes.

Sincerely,



William D. Euille  
Mayor

cc: Julia A. Connally, Commonwealth Transportation Board  
J. Douglas Koelemay, Commonwealth Transportation Board  
Ronaldo T. Nicholson, Regional Transportation Program Director, VDOT  
The Honorable Members of City Council  
Barbara A. Favola, Chairman, Arlington County Board  
Chairman and Members, Alexandria Transportation Commission  
James K. Hartmann, City Manager



DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES

P. O. Box 178 - City Hall  
Alexandria, Virginia 22313

Jalexandriava.gov

Mayor William D. Buille and Members of City Council  
City Hall  
301 King Street  
Alexandria, VA 22314

October 8, 2009

Re: I-395 HOT Lanes

Dear Mayor Buille and Members of City Council:

At its October 7, 2009 meeting, the Transportation Commission discussed the proposed I-95 I-395 HOT Lanes project. In advance of the City Council's work session on October 13, 2009 to discuss the transportation and legal issues surrounding the HOT Lanes project, the Transportation Commission recommends that the Council adopt a resolution not to support the I-95 I-395 HOT Lanes project as currently conceived.

Furthermore, the Commission recommends that the resolution include language expressing explicit concern regarding access at Seminary Road and Shirlington Circle and the direct adverse impacts those connections would have on Alexandria neighborhoods.

We appreciate your consideration of the Transportation Commission's recommendations.

Sincerely,

Handwritten signature of Sean Kumar in cursive.

Sean Kumar  
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission



Heather Rogers  
<rogers.heather@comcast.net>

10/28/2009 02:39 PM

Please respond to  
Heather Rogers  
<rogers.heather@comcast.net>

To william.euille@alexandriava.gov, frank.fannoni@alexandriava.gov,  
kerry.donley@alexandriava.gov, alicia.hughes@alexandriava.gov,  
council@krupicka.com, delpepper@aol.com,

cc

bcc

Subject COA Contact Us: 10/27/09 Council Meeting & Hot Lanes

17  
10-27-09

Time: [Wed Oct 28, 2009 14:39:34] Message ID: [16476]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Heather  
**Last Name:** Rogers  
**Street Address:** 3301 Valley Drive  
**City:** Alexandria  
**State:** va  
**Zip:** 22302  
**Phone:**  
**Email Address:** rogers.heather@comcast.net  
**Subject:** 10/27/09 Council Meeting & Hot Lanes

Dear Mr. Mayor and Council Members,

Thank you all very much for

taking a strong stance against the hot lanes project last night by passing  
the revised city council resolution.

And, although as Mr. Vice Mayor

Donley said last night that it was mainly a symbolic gesture it still sends  
a clear message to VDOT and its partners that we will not be ignored. And,  
as he further expressed it is confounding to think that VDOT would allow  
one of its partners to treat its clients in such a disrespectful manner. I

believe it would be fair to say that most everyone in Parkfairfax and many  
of the surrounding areas would agree with that line of thinking.

How is

council supposed to make the best decisions for its citizens, in regards to  
quality of life issues, fiscal matters, and long range planning, to name a

Comments: few, without having the appropriate information to do so? This is potentially a 75 year long contract so... it is unbelievable to expect the cities of Alexandria, Arlington and surrounding jurisdictions to deal with the aftermath of what this project could do to our region if it is imposed upon us; not allowing our localities to be part of the decision making process.

So, thank you all for your courage in taking this stance against the hot lanes project.

And, as you can imagine by now, the Parkfairfax Hot Lanes task force has gathered a very large number of articles and documents pertaining to this project. If council or Mr. Banks is in need of some information then let us know as we may be able to assist in this matter.

Sincerely,  
Heather Rogers



Greg Cota  
<grcota@hotmail.com>

10/28/2009 03:14 PM

Please respond to  
Greg Cota <grcota@hotmail.com>

To: william.euille@alexandriava.gov, frank.fannon@alexandriava.gov,  
kerry.donley@alexandriava.gov, alicia.hughes@alexandriava.gov,  
council@krupicka.com, delpepper@aol.com,

cc

bcc

Subject: COA Contact Us: HOT Lanes

17  
10-27-09

Time: [Wed Oct 28, 2009 15:14:12] Message ID: [16480]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Greg  
**Last Name:** Cota  
**Street Address:** 1142 Valley Drive  
**City:** Alexandria  
**State:** VA  
**Zip:** 22302  
**Phone:** 7032175923  
**Email Address:** grcota@hotmail.com  
**Subject:** HOT Lanes

Thank you very much for your support of the resolution opposing the I-95/I-395 HOT lanes project.

The residents of Parkfairfax really appreciate all of the attention you have given to our plight. And we are grateful many of you personally came to our community to talk with

**Comments:** neighbors about our concerns.

While the fight isn't over, your actions send a strong message that encouraging more single-occupancy drivers is simply not the right solution to Virginia's transportation problems.

Thanks again, Greg

17  
10-27-09



"Joanne Lepanto"  
<JLepanto@bostonpacific.com>  
10/27/2009 02:59 PM

To <William.Euille@alexandriava.gov>, "Joanne Lepanto" <president@seminaryhillassn.org>  
cc "Councilwoman Alicia Hughes" <Alicia.Hughes@alexandriava.gov>, "Councilman Rob Krupicka" <council@krupicka.com>, "Councilwoman Del

Subject RE: Resolution on VDOT HOT Lanes Project

History: This message has been replied to.

Hello Bill,

Thank you very much for your e-mail. I see your point, and I definitely did not intend to leave anyone out, nor would I suggest that Council do so, but here is why I proposed the wording I did ...

1. From my position, I would not want to presume to speak for anyone other than the Seminary Hill Association, Inc.
2. Seminary Road runs right through the heart of Seminary Hill territory.
3. The major cut-through routes accessed from the Seminary Road interchange—Seminary Road (East), Howard Street, Braddock Road, Fort Williams Parkway, St. Stephens Road/North Garland Street/Colonel Ellis Avenue, Trinity Drive, Jordan Street and Quaker Lane—are largely located within the boundaries of Seminary Hill. For example, with the exception of the apartments just east of I-395, Seminary Hill encompasses all of the residential neighborhoods on and accessed via Seminary Road from I-395 to Quaker Lane (plus the western end of Janney's Lane). The same is true for Quaker Lane from Duke Street to Braddock Road, as well as Braddock from Quaker to Van Dorn, and Howard from south of Seminary to Braddock. Fort Williams, St. Stephens, North Garland and Colonel Ellis are completely within the boundaries of Seminary Hill.
4. I think it is important to include the characterization of Seminary Road as a residential street.

Having said all that, how about the following:

10

"WHEREAS, Seminary Road is a residential street and any access from the proposed HOT/Bus/HOV Lanes onto Seminary Road or into the Seminary Road interchange would negatively impact Seminary Hill and nearby communities by allowing and encouraging cut-through traffic through Seminary Hill and other residential neighborhoods."

On behalf of Seminary Hill, I sincerely appreciate all of the time and attention you and the other members of City Council are giving this matter. See you tonight.

Best regards,  
Joanne

cc: Seminary Hill Association, Inc. Board of Directors

**From:** William.Euille@alexandriava.gov [mailto:William.Euille@alexandriava.gov]

**Sent:** Tuesday, October 27, 2009 10:24 AM

**To:** Joanne Lepanto

**Cc:** Councilwoman Alicia Hughes; 'Councilman Rob Krupicka'; Councilwoman Del Pepper; Councilwoman Del Pepper; Councilman Frank Fannon; Joanne Lepanto; Vice Mayor Kerry Donley; Councilman Paul Smedberg; Councilman Rob Krupicka

**Subject:** Re: Resolution on VDOT HOT Lanes Project

Thanks Joanne for the suggestion for which I will support adding to the resolution. Rather than specifically noting "Seminary Hills" can we just refer to "the immediate neighborhoods" to avoid pitting one area against another, since there are many neighborhoods which will feel the impacts.

Always,

Bill

"Joanne Lepanto"  
<president@seminaryhillassn.org>

10/27/2009 09:53

AM

To <william.euille@alexandriava.gov>, "Vice Mayor Kerry Donley" <Kerry.Donley@alexandriava.gov>, "Councilman Frank Fannon" <Frank.Fannon@alexandriava.gov>, "Councilman Paul Smedberg" <paulcsmedberg@aol.com>, "Councilman Rob Krupicka" <council@krupicka.com>, "Councilman Rob Krupicka" <rob@krupicka.com>, "Councilwoman Alicia Hughes" <Alicia.Hughes@alexandriava.gov>, "Councilwoman Del Pepper" <Del.Pepper@alexandriava.gov>, "Councilwoman Del Pepper" <delpepper@aol.com>

cc "Joanne Lepanto" <jlepanto@bostonpacific.com>

Subj Resolution on VDOT HOT Lanes Project  
ect

Dear Mayor Euille, Vice Mayor Donley and Members of City Council:

I respectfully request that the following clause explicitly referencing Seminary Hill neighborhoods be added to the VDOT HOT Lanes Project resolution you will consider this evening.

"WHEREAS, Seminary Road is a residential street and any access from the proposed HOT/Bus/HOV Lanes onto Seminary Road or into the Seminary Road interchange would negatively impact the Seminary Hill community by allowing and encouraging cut-through traffic through Seminary Hill's residential

neighborhoods."

As always, thank you for your consideration.

Sincerely,

Joanne Lepanto

President, Seminary Hill Association, Inc.

Co-Chair, Alexandria Federation of Civic Associations

Civic Association Liaison, West End Business Association

Member, Landmark/Van Dorn Advisory Group

4009 North Garland Street

Alexandria, VA 22304

703-823-1241 (before 9:00 p.m.)

<mailto:president@seminaryhillassn.org> president@seminaryhillassn.org

[jlepanto@bostonpacific.com](mailto:jlepanto@bostonpacific.com)

RESOLUTION NO. 2366

WHEREAS, the City of Alexandria has asked the Virginia Department of Transportation (VDOT) numerous questions regarding the implementation and impacts of the proposed HOT Lanes project; and

WHEREAS, the majority of those questions have gone unanswered by VDOT thus making it impossible for the City of Alexandria to adequately review this project; and

WHEREAS, the City of Alexandria is concerned that this project, as presently conceived, will have significant adverse impacts on mobility and quality of life along this corridor; and

WHEREAS, the Parkfairfax Historic District and part of the Fairlington Historic District will be severely impacted by the proposed HOT Lanes project; and

WHEREAS, the City of Alexandria has requested documentation from the HOT Lanes project team that indicates how the HOT lanes will benefit Alexandria as well as how possible adverse impacts of the HOT lanes to Alexandria are being addressed; and

WHEREAS, the HOT Lanes project team has not provided substantive documentation to indicate how the HOT lanes will benefit Alexandria, as well as how possible adverse impacts of the HOT lanes to Alexandria are being addressed; and

WHEREAS, Arlington County, along with others, have entered into or are contemplating legal proceedings that raise numerous questions and concerns about the HOT Lanes project; and

WHEREAS, Alexandria agrees with Arlington that the environmental documentation for this proposed project was not properly prepared; and

WHEREAS, Alexandria believes the concepts for the Shirlington Circle and for the Seminary Road Interchange will have a negative impact on Alexandria neighborhoods; and

WHEREAS, Alexandria does agree that traffic congestion along I-95/395 creates substantial challenges for Alexandria, the region and the new BRAC project at the Mark Center in Alexandria; and

WHEREAS, Seminary Road is a residential street and any access from the proposed HOT/Bus/HOV Lanes onto Seminary Road or into the Seminary Road interchange would negatively impact Seminary Hill communities and adjacent neighborhoods by allowing and encouraging cut-through traffic through Seminary Hill and other residential neighborhoods; and

WHEREAS, according to the Northern Virginia Transportation Commission (NVTC), during the morning peak period, the two existing HOV lanes on I-95/395 outside the Capital Beltway carry about 25 percent more people than the four conventional lanes, and inside the Beltway the existing HOV lanes carry 50 percent more people than the conventional lanes; and

WHEREAS, the VDOT proposed study to establish Bus Rapid Transit (BRT) Service in the I-95/I-395 corridor has not yet been completed, and results are unknown; and

WHEREAS, the City of Alexandria has a strong desire to preserve and improve the person throughput on this corridor; and



HOPE HALLECK  
CLERK TO THE  
COUNTY BOARD

**ARLINGTON COUNTY, VIRGINIA**  
**OFFICE OF THE COUNTY BOARD**

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



July 16, 2009

**MEMBERS**

BARBARA A. FAVOLA  
CHAIRMAN  
JAY FISETTE  
VICE CHAIRMAN  
MARY HYNES  
J. WALTER TEJADA  
CHRISTOPHER ZIMMERMAN

The Honorable Pierce Homer  
Secretary of Transportation  
1111 East Broad Street, Rm. 3054  
Richmond, Virginia 23219

Dear Secretary Homer,

I am writing to express the County Board's dismay over VDOT omitting references to the County's concerns regarding the I-95/395 HOT Lanes project in your July Public Hearing Comment Report. Since December 2008, the Board has sent multiple correspondences regarding this project, as well as provided verbal testimony at the state's February 11, 2009 public hearing. To date, no official response to any of these comments has been provided.

To provide background, on December 23, 2008, then County Board Chairman Walter Tejada sent a letter reacting to the submission of the National Environmental Policy Act (NEPA) documentation and reiterating the County's extensive concerns (attached). The intent of that letter was to resolve those concerns before the NEPA process for the I-95/395 HOT Lanes project was completed.

In January 2009, the Board learned that FHWA had approved the NEPA documentation. As our concerns had not yet been addressed, the Board was compelled to adopt the "Resolution on the Virginia Department of Transportation's (VDOT's) I-95/395 High Occupancy Toll (HOT) Lanes Project," on January 27, 2009. This resolution was intended to ensure that the potential environmental impacts of this project were adequately captured in all the required federal documentation, and that any negative impacts could be mitigated. This resolution was transmitted on February 3, 2009 with a cover letter further clarifying the Board's position (attached). In addition, on February 11, 2009 Vice-Chairman Jay Fisetete testified on behalf of the Board at VDOT's I-95/395 HOT Lanes Public Hearing.

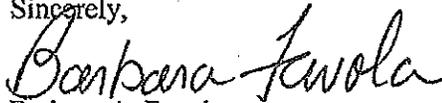
We were assured multiple times by VDOT project staff that our questions and concerns would be included in the public record of comment for this project and would be addressed as part of that process. Therefore, I was surprised to receive the "I-95/395 HOV/Bus/HOT Lanes Design Public Hearing Comment Report," dated July 2009, with no acknowledgment of or response to the extensive public comment provided by the Arlington County Board. When this was brought to the attention of VDOT project staff, the following response was provided,

"The I-95/395 Comment report contains all public comments and responses as a result from the Location and Design Public Hearing held in February of 2009. Appendix B has not yet been published. It will be comprised of all comments and responses received from various Jurisdictions and Elected officials. We are currently awaiting final responses for some of the letters received, thus the delay in getting it printed and disseminated."

This is an unacceptable response. I respectfully request that VDOT amend the Public Hearing Report and expeditiously send the amended version to FHWA so the public record can be as complete and accurate as possible. You should note that there is no mention of an Appendix B in the report, or to Mr. Fisette's comments at the public hearing. These omissions are particularly egregious since this document is intended for public viewing, and is misleading regarding the Arlington County Board's position on the I-95/395 HOT Lanes project.

I hope this issue can be resolved quickly so that the Arlington County Board's comments regarding the I-95/395 HOT Lanes Project can become part of the official public record. Please feel free to contact me should you have any questions.

Sincerely,



Barbara A. Favola  
Chairman

Attachments

Cc: Timothy M. Kaine, Governor  
Roberto Fonseca-Martinez, FHWA Division Administrator  
Ed Sundra, FHWA Program Manager  
Commonwealth Transportation Board Members  
The Honorable Jim Webb  
The Honorable Mark Warner  
The Honorable Eric Cantor  
The Honorable James P. Moran  
The Honorable Frank R. Wolf  
The Honorable Gerald E. Connolly



HOPE HALLECK  
ACTING CLERK TO  
THE COUNTY BOARD

ARLINGTON COUNTY, VIRGINIA  
OFFICE OF THE COUNTY BOARD

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

2009 JAN -9 A 10:22

*Transportation*



MEMBERS  
J. WALTER TEJADA  
CHAIRMAN  
BARBARA A. FAVOLA  
VICE CHAIRMAN  
JAY FISETTE  
MARY HUGHES HYNES  
CHRISTOPHER ZIMMERMAN

December 23, 2008

The Honorable Pierce Homer  
Secretary of Transportation  
1111 East Broad Street, Third Floor  
Richmond, Virginia 23219

Dear Secretary Homer:

I am writing to express Arlington's reservations regarding the I-95/395 High Occupancy Toll (HOT) Lanes project. It is my understanding that the National Environmental Protection Act (NEPA) documentation has now been submitted, and I want to ensure that Arlington's questions and concerns are on the record.

We have been working with the project team for almost two years to make certain that vehicular and pedestrian safety, transit and HOV mobility, and the operations of Arlington's local streets are not compromised by this project. While some progress has been made on some of these issues, there are still significant areas of concern that have not been resolved. The attached document summarizes Arlington's issues and outlines necessary remediating actions.

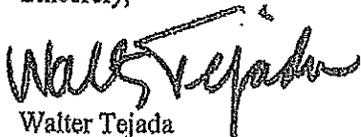
Providing the requested information and solutions will allow the collaborative work with County staff and elected officials to continue so that we may arrive at a workable project for the region. The continued inability to satisfactorily resolve these issues calls into question the advisability of the project.

I must tell you that there are significant misgivings in Northern Virginia about the conversion of a facility built, with taxpayer dollars, primarily for transit vehicles into a highway serving single-occupancy automobiles. At a time when a growing consensus on policy priorities on issues ranging across air pollution, traffic congestion, energy independence, global warming, and smart growth all argue for expansion of public transportation, and reduction of vehicle miles traveled in SOVs, it is increasingly difficult to defend the intention of this project.

346372

Arlington's support for this project is dependent on resolution of these reservations. We continue to be open to a range of options to meet the region's transportation challenges, but the dialogue must continue. Please do not hesitate to contact me should you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Walter Tejada". The signature is written in a cursive style with a prominent flourish at the end.

Walter Tejada  
Chairman

Cc: Julia Connally, CTB Member Urban - at-Large  
Douglas Koelemay, CTB Member, Northern Virginia

## Summary of Technical and Policy Issues with I-95/395 HOT Lanes Project

### Transit/HOV

1. **Designate one of the three lanes as a bus-only lane, especially during peak periods. We believe a BRT system on this facility is essential in order to maintain the high level of transit service in this corridor as it is widened and converted to include low-occupancy vehicles at all times.**  
When the center express lanes were first opened on what is now I-395, only buses were permitted during peak periods. Currently buses operate in free-flow conditions (65 mph outside and 55 mph inside the beltway). . These lanes carry twice the passengers at peak hours that the non-HOV lanes do. It is not acceptable for a publicly funded facility built for transit and ridesharing to be allowed to experience reduction in transit service quality
2. **Any federal funding lost by NoVa transit systems due to the project must be replaced by the project partners.** The project team must ensure that at a minimum, it meets the federal performance thresholds for HOV lanes that are converted to HOT lanes. These lanes provide the fixed guideway miles that allow Northern Virginia transit systems to qualify for federal funding. Therefore, it is critical to the region that this level of service does not fall below the minimum standards. If the facility is not able to meet the standards to receive federal money, the project partners must replace the lost funding.
3. **Reinstate HOV priority approaching the Potomac River, in particular northbound.** Specifically, the two access points northbound at Eads Street and from the regular lanes should be HOV only at all times. Northbound toll-payers continuing north of Eads Street could pay an incrementally higher price than those toll-payers exiting at Eads.

### Enforcement

4. **Clarify the intended enforcement mechanism and demonstrate that HOV violations will be reduced significantly below the current 20% violation rate by this project.** We understand that pull-out areas will be provided for police to enforce proper toll paying, instead of using the transponders and other technology that was originally touted as part of the I-95/395 HOT Lanes project. Under current conditions, police enforcement is used to enforce HOV restrictions with an estimated 20% violation rate and an almost continual shoulder for pulling violators or those needing assistance over, the project team must provide data showing how they will be able to reduce the violations on the HOT lanes with less space to pull violators off the road.

## Impacts to Local Streets

5. **Provide documentation that justifies the need for additional traffic signals at Shirlington Circle and Eads Street.** As part of the justification, we request all the modeling data at both Eads St. and Shirlington Circle, as well as all the information pertaining to discarded alternatives with and without signals.
6. **Enter into an MOU with Arlington County that includes**
  - a. **performance targets for local streets and identifies either funding or mitigations that will be provide by the project partners if the targets are not met.** The addition of low-occupancy vehicles will likely cause impacts to Arlington's local streets surrounding the access/egress points. These impacts should be mitigated by the project and the mitigation measures should be formalized in an MOU between the County and the project partners. The MOU should also cover the traffic signal operations discussed in the point above.
  - b. **regular review of area traffic conditions.** Both the operations of the signals and the surrounding local streets should be revisited annually by both the project team and Arlington. This review should include an examination of volumes and how they compare to the model projections. The MOU should be updated based on the findings of these reviews
  - c. **agreements for coordination of new signals with the area signal network.** Coordination will be an important ongoing challenge. At least initially it is important that someone monitor these signals closely during peak travel periods and make real-time adjustments to respond to volume changes and queuing, especially at Eads Street. Should funding be provided for annual operating and maintenance (O&M), real-time monitoring, and a pro rata share of the funding for periodic comprehensive re-synchronization, Arlington is interested in taking on the responsibilities of signal maintenance and control. Arlington would need to work with the consultants responsible for detailing the implementation of the new signals, to insure that the equipment installed will be suitable for Arlington's ongoing O&M efforts, and to obtain initial timing patterns for the new signals in combination with nearby existing signals with which the new signals need to be coordinated.

## Safety and Environmental Issues

7. **Provide a detailed analysis of the pull-out locations inside the Beltway, including how they will affect traffic flow and safety.** If pull-out areas are the only opportunities to enforce HOV restrictions or remove a disable or ailing vehicle, they become a particularly critical part of this project. We are concerned that the planned pull-outs inside the Beltway are up to three miles apart in some locations and are not consistently on one side of the travel lanes. The planned

placement and configuration of these pull-outs makes for a potentially hazardous set of conditions. The project team must provide a detailed plan for how these pull-outs will work, and what the impacts will be on the flow of traffic based on these locations.

8. **Identify a specific plan to address the safety concerns associated with the constrained environment of this corridor.** We are particularly concerned about narrow shoulder widths on the portion of the HOT Lanes project located inside the Beltway. The project partners must provide the design exception documentation and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and auto users.
9. **Provide the plans for the entire length of the project within Arlington.** It is our understanding now that in some areas trees will be removed to allow for additional pavement to be added to the existing facility. We would like to see all the plans so that we can be sure that the affected communities are aware of this possibility (as was not the case on the Beltway HOT Lanes project).
10. **Consider noise mitigation.** Arlington neighborhoods have expressed concern about I-395 noise levels so, with the addition of a third express lane, it is appropriate to consider noise mitigation.

#### Public Outreach

11. **Hold a public hearing in Arlington.** Since Arlington County is currently proposed to be one of the end points of the facility, at least one of the public hearings required by NEPA should be held in Arlington County to ensure full participation of Arlington's citizens.



HOPE HALLECK  
CLERK TO THE  
COUNTY BOARD

ARLINGTON COUNTY, VIRGINIA  
OFFICE OF THE COUNTY BOARD

2100 CLARENDON BOULEVARD, SUITE 300  
ARLINGTON, VIRGINIA 22201-5406  
(703) 228-3130 • FAX (703) 228-7430  
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MEMBERS  
BARBARA A. FAVOLA  
CHAIRMAN  
JAY FISETTE  
VICE CHAIRMAN  
MARY HYNES  
J. WALTER TEJADA  
CHRISTOPHER ZIMMERMAN

February 3, 2009

The Honorable Pierce Homer  
Secretary of Transportation  
1111 East Broad Street, Rm. 3054  
Richmond, Virginia 23219

Dear Secretary Homer,

I am writing to transmit the "Resolution on the Virginia Department of Transportation's (VDOT's) I-95/395 High Occupancy Toll (HOT) Lanes Project," adopted by the County Board on January 27, 2009. This resolution is intended to ensure that the potential environmental impacts of this project have been adequately captured in all the required federal documentation, and that any negative impacts will be mitigated.

Since the inception of the I-95/395 HOT Lanes Project the County has expressed concerns about several aspects of the project, most notably its impact on vehicular and pedestrian safety, transit and HOV mobility, and the operations of Arlington's local streets. We have been working in good faith with the state and its private partners to resolve these issues.

However, as stated in the resolution, the Categorical Exclusion (CE) for this project was recently approved by the Federal Highway Administration (FHWA) with an inadequate analysis of the project's impact and with many of the County's concerns still unresolved. In addition, we are concerned that other federally-required documentation for this project will be based on the same flawed analysis, and the project's impacts on the region and on Arlington will not be fully understood by decision-makers.

Therefore, we are asking that FHWA and VDOT work with the local jurisdictions to ensure that the impacts on localities created by this project are adequately captured and addressed in all federally-required documentation. Further, the County is requesting that there be an agreement between Arlington County and the Commonwealth covering financial and operational arrangements to mitigate those impacts.

We look forward to working with you to ensure that all the consequences of this project are fully understood so that together we can find the best solutions for our region's transportation challenges. Please contact me should you have any questions.

Sincerely,



Barbara A. Favola  
Chairman

Cc: Timothy M. Kaine, Governor  
Roberto Fonseca-Martinez, FHWA Division Administrator  
Ed Sundra, FHWA Program Manager  
Commonwealth Transportation Board Members  
The Honorable Jim Webb  
The Honorable Mark Warner  
The Honorable Eric Cantor  
The Honorable James P. Moran  
The Honorable Frank R. Wolf  
The Honorable Gerald E. Connolly

**RESOLUTION ON THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S  
(VDOT'S) I-95/395 HIGH OCCUPANCY TOLL (HOT) LANES PROJECT**

**ADOPTED BY THE ARLINGTON COUNTY BOARD – JANUARY 27, 2009**

**WHEREAS**, the Commonwealth Transportation Board (CTB) is currently in contract negotiations with a private firm, Fluor/Transurban, for a project to convert the two existing High Occupancy Vehicle (HOV-3) lanes on I-95/I-395 between Dumfries and Arlington into a three lane High Occupancy Toll (HOT) lanes facility; and

**WHEREAS**, according to the Northern Virginia Transportation Commission (NVTC), during the morning peak period, the two HOV lanes on I-95/395 outside the Beltway carry about 25 percent more people than the four conventional lanes; inside the Beltway the HOV lanes carry 50 percent more than the conventional lanes in the three hour am peak period; and

**WHEREAS**, Arlington County is committed to preserving and improving the person throughput in this corridor; and

**WHEREAS**, Arlington County has articulated a list of questions and issues about this project's impacts on transit, safety, the environment, and local multimodal streets, most recently in a letter dated December 23, 2008 to the Virginia Secretary of Transportation (attached); and

**WHEREAS**, additional concerns have arisen regarding fundamental inadequacies with the modeling that was used by VDOT to support the environmental documentation including:

1. A modeling area at each interchange that is inadequate to evaluate the project's impact to local streets, according to the Federal Highway Administration's (FHWA's) own guidelines;
2. A failure of the project team to include the extensive public transit routes in the specific interchange models for Shirlington Circle and Eads St;
3. The omission of pedestrian data at any intersections having crosswalks in those same interchange models;
4. The exclusion of a model of existing conditions, which is standard practice for most environmental analysis; and

**WHEREAS**, the concerns articulated by the County indicate that the model used by the Virginia Department of Transportation (VDOT) in its environmental analysis does not satisfy condition five of the Categorical Exclusion (CE) for the I-95/395 HOT Lanes project (attached) which states that, "the consultant must demonstrate that the proposed project represented by the re-striping and shoulder reconstruction did not point the proverbial loaded gun at the roadway network at either termini forcing additional improvements to be made at either termini;" and

**WHEREAS**, Arlington County believes that the CE documentation did not receive adequate environmental review and that this project as it is designed today will have an adverse impact on the citizens of Arlington County and the Northern Virginia region; and

**WHEREAS**, despite these outstanding concerns and the apparent failure to identify and address significant environmental impacts of the project, FHWA has concluded that VDOT and its private partners have satisfied the conditions laid out on August 31, 2006 for a CE; and

**WHEREAS**, in the federally-required Interchange Justification Report (IJR) for the I-95/395 HOT lanes, VDOT states that the project does meet the specified justification criteria, "The proposal considers and is consistent with local and regional land use and transportation plans." However, the HOT Lanes project does not meet this criterion for Arlington County, and in fact:

1. The current designs for the interchanges at Eads St. and Shirlington Circle are at odds with the stated goals of the adopted Master Transportation Plan, specifically General Policy B which states that the County will, "support the design and operation of complete streets... to enable safe access by all user groups including pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities, allowing these users to access a full range of daily activities."
2. The overall project does not comply with Streets Policy 13 which states that the County will, "Ensure that High Occupancy Toll (HOT) lane implementation does not negatively affect the efficiency of existing transit and carpooling."

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Arlington County Board concludes that the CE was improperly approved because it fails to address significant environmental impacts of the project. Accordingly, Arlington County respectfully requests that the environmental documentation for the I-95/395 HOT lanes project submitted on December 18, 2008 by VDOT be re-examined by FHWA, including a more careful look at the modeling used to support the environmental conclusions and that a determination consistent with federal environmental requirements be made; and

**BE IT FURTHER RESOLVED THAT**, the County Board requests that as part of this review, FHWA and VDOT work with the local jurisdictions to ensure that the impacts to localities created by this project are adequately captured and addressed in the environmental documentation and in any subsequent project agreements, including an agreement between Arlington County and the Commonwealth covering financial and operational arrangements to mitigate those impacts; and

**BE IT FURTHER RESOLVED THAT**, the County Board requests that VDOT acknowledge in its request for approval of the IJR for the I-95/395 HOT Lanes project that the project proposal is not consistent with the comprehensive plan of Arlington County. If VDOT does submit the IJR to FHWA with this inaccuracy, the County Board requests that the IJR be disapproved; and

**BE IT FURTHER RESOLVED THAT**, the County Board requests that the design exceptions currently under review for this project also receive the same level of scrutiny typical of a project of this magnitude, including close coordination with the local jurisdictions that will be impacted; and

**BE IT FURTHER RESOLVED THAT**, the County Board continues to withhold its support for the I-95/395 HOT lanes proposal until the questions and concerns expressed by the County are adequately addressed.

Arlington County Data Request  
I-95/395 HOT Lanes

Dates in parentheses indicate previous requests at meetings or in correspondence.

1. Proposed HOT lanes design speed is 55 – What is existing design speed?  
(1/23/09)
2. What are existing bus travel times from Stafford to Eads? (1/23/09)
3. What are projected travel times from Stafford to Eads? (1/23/09)
4. When Pentagon Transit Center is closed for emergency situations will ramp at Eads accommodate bus right turns for the reroutes to Pentagon City?
5. What is current transit ridership in the corridor and at the interchanges?
6. What is projected transit ridership?
7. What is the volume of buses in the corridor?
8. What is the projected bus volume?
9. May we have a copy of the complete February public hearing testimony and VDOT responses? (3/3/09 & 7/16/09)
10. Will BRT service trigger unfunded need for new technology, transfer center space, transit staff, or layover space?
11. Has VISSIM modeling for BRT been conducted for Eads Street and for the Pentagon Transit Center?
12. Please provide the trip tables that are used in the regional modeling. (5/8/09)
13. Has a direct access transit ramp been considered at the Pentagon Transit Center? Please provide analysis that leads to project decision on inclusion or denial.  
(WMATA 2/20/09)
14. Have bus lanes been included on any ramps incorporated into the project? Please provide analysis that leads to project decision on inclusion or denial. (WMATA 2/20/09)
15. Has Transit Signal Priority been considered at Eads Interchange? Shirlington Interchange?
16. Please share year of opening and projected traffic volumes at Eads Interchange with WMATA. (WMATA 2/20/09)
17. Have provisions been made for in-line BRT stations? BRT direct Access Ramps?
18. If provisions for in-line BRT stations have been made, what considerations have been made for pedestrian and bicycle access?
19. Please share details of all interchange alternatives that were considered for the Arlington interchanges.
20. Has an operational agreement been drafted for the Arlington Interchanges?
21. Share analysis that lead to decision to not extend HOT facilities across the Potomac River into Washington.
22. Please provide a cross-section of Eads Street to ensure adequate right of way (ROW) is available to construct a 4-lane section and ADA compliant sidewalks as proposed in the IJR. (10/22/08)
23. Who will operate the signal at the Eads interchange? Are agreements needed?
24. Who will operate the existing and new signals at the Shirlington Interchange? Are new agreements needed?

25. What are existing, year of opening and future transit travel times on mainline and HOT lanes?
26. What are existing, year of opening and future transit travel times in the Eads and Shirlington Interchange areas?
27. Please justify the value of time growth assumption of 1% from the December 5, 2007 Stantec letter?
28. Please share the updated VISSIM files showing:
  - a. AM and PM model matching for SB I-395 on ramp in terms of number lanes in 2030 NB condition. (1/26/09)
  - b. Various speed classes for freeway, ramps and arterial roads coded in VISSIM. (1/26/09)
  - c. Separate transit coding in VISSIM based on 2030 NB and Build schedules. (1/26/09)
  - d. Pedestrian data coded in VISSIM for signalized intersections. (1/26/09)
29. Describe how the existing pedestrian bridge at Shirlington meets ADA requirements. How does the project justify making no modifications to it even though it is an integral part of the interchange.
30. Provide documentation that supports the need for additional traffic signals at Shirlington Circle and Eads Street (12/23/08).
31. Provide data demonstrating that HOV violations will in fact be reduced by this project. (12/23/08)
32. Provide a detailed analysis of the pull-out locations inside the Beltway, including how they will affect traffic flow and safety. (12/23/08)
33. Will you agree to enter into an MOU with Arlington County, outlining the anticipated traffic impacts and the measures that will be taken to mitigate those impacts? The MOU should include an agreement about the operations of the traffic signal system. (12/23/08)
34. Will you agree to regularly review area traffic conditions and update the MOU based on the results of the review? (12/23/08)
35. Identify a specific plan to address the safety concerns associated with the constrained environment of this corridor. (12/23/08)
36. Identify arrangements for handling emergencies, e.g., accidents, vehicle breakdown, etc., that occur in the HOT lanes without adequate shoulders.
37. Identify type and number of dedicated emergency vehicles and allocation of project funds to such vehicles and emergency operations on a continuous basis.
38. Provide photologs for both directions.
39. Regarding pedestrian signals, please identify separate intervals.
40. Identify emergency evacuation arrangements.
41. Demonstrate how additional bridges over the facility are designed to handle pedestrian and bicycle access and movement.
42. Provide calculations showing future turning movement data derived from MWCOG model.
43. Provide VISSIM calibration memo.
44. Provide thematic maps showing Existing vs. No Build / Build traffic projections based on MWCOG model for selected links in Shirlington and Eads area.

45. Please demonstrate that your operational analysis is not dependant on Arlington County removing on-street parking from Eads south of Army-Navy.