



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



William D. Euille
Mayor

City Hall: 703.746.4500
Home: 703.836.2680
Fax: 703.838.6433
william.euille@alexandriava.gov

December 10, 2015

The Honorable Aubrey L. Layne Jr.
Secretary of Transportation
Commonwealth of Virginia
Patrick Henry Building
111 East Broad Street
Richmond, Virginia 23219

Dear Secretary Layne:

Thank you for your letter regarding the Commonwealth's plans to initiate an environmental assessment to study the conversion and expansion of the existing HOV lanes on I-395 to dynamically priced Express Lanes, and to initiate a transportation demand study to identify transit, carpool, vanpool and other demand management strategies that can improve travel along the I-395 Corridor. We appreciate your outreach on the project and look forward to working with Virginia Department of Transportation (VDOT) on these plans.

Improved utilization of the I-395 corridor is a worthy concept. As you are well aware, as is the case with many concepts, the details of implementation are sometimes the most important and most challenging aspects of a transportation project. As a result, we look forward to working with VDOT in regards to the planned environmental assessment for the dynamically priced Express Lanes. Key to that assessment will be to understand and to minimize and mitigate impacts of this project on City traffic and transit service, as well as in adjacent residential neighborhoods.

A key issue is how this project's benefits can be expanded to be multimodal in nature. It seems logical that the revenue side of this project should also provide benefits to other forms of transportation. This is appropriate since these HOV lanes were originally built as bus-only lanes, and then HOV was added, and now single occupant vehicles are proposed to be added. There is great logic in having excess toll revenues be used to enhance transit services in the corridor. We appreciate the proposed *guaranteed funding* for new and enhanced transit service and look forward to working with VDOT and DRPT on the details of that funding plan.

Below are some initial questions about the project. We realize that you may not have answers to all of the questions now, given that the project is in the early stages. However, we would appreciate it if you could provide as much information as you have, and then provide further information as plans further develop.

1. How will the south facing ramp at Seminary Road, currently under construction and scheduled to open in 2016, operate as HOV only? What enforcement will be done to ensure that this will be the case?

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

The Honorable Aubrey L. Layne Jr.

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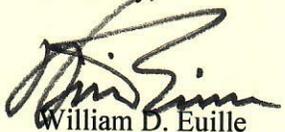
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2. How will Express Lane access be managed for the north facing ramp at Seminary Road? What enforcement will be done to ensure that these lanes will be HOV and Express Lane only? How will Express Lane access at this ramp impact nearby intersections and surrounding streets, such as Seminary Road?
3. How will Express Lane access be managed for the north facing ramp at Shirlington Road? What enforcement will be done to ensure that these lanes will be HOV and Express Lane only? How will Express Lane access at this ramp impact nearby intersections and surrounding streets?
4. What is the framework for the proposed enhanced transit service along the I-395 corridor? How will this framework affect high capacity transit service, such as the West End Transitway, that the City is planning along this corridor between the Van Dorn Metrorail station and the Pentagon?
5. How will the project affect congestion at the South Eads Street ramp, as well as any potential cut-through traffic that may result of potential congestion, through Alexandria?
6. How will the project affect the City's planned West End Transitway (BRT) at the South Eads Street ramp?
7. How will the proposal enhance safety along the corridor, such as where existing shoulders may be affected or removed?
8. What information do you have on the proposed funding for enhanced transit and carpool incentives, such as the source of funding, and timing of the funding, and if that information is not available, when do you think it will be available?
9. Are there specific plans for the location of the sound walls, and if not, when will that information be available?
10. How will this project be coordinated with the District of Columbia's plans to initiate dynamic tolling on I-395?

The City plans to work closely with VDOT, as well as with Arlington and Fairfax Counties, and other regional partners to further review the proposal, and looks forward to having our questions answered.

Thank you again for the opportunity to be involved. We look forward to working with you, and please do not hesitate to contact me on this matter.

Sincerely,



William D. Euille
Mayor of Alexandria

cc: The Honorable Members of City Council
Mary Hynes, Chair, Arlington County Board
Sharon Bulova, Chair, Fairfax County Board of Supervisors
Mark B. Jinks, City Manager
Emily A. Baker, Deputy City Manager
Yon Lambert, Director, Transportation and Environmental Services