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William D. Euille
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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?

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

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December 4, 2015

The Honorable Aubrey Layne
Secretary of Transportation
Office of the Secretary of Transportation
PO Box 1475
Richmond, VA 23218

Re: I-395 Express lanes.

Dear Secretary Layne,

On behalf of the Arlington County Board, thank you for your November 20, 2015 letter to Fairfax County Chairman Bulova, Alexandria Mayor Euille, and me regarding the Commonwealth's intention to initiate an environmental assessment to study the extension of the I-395 Express lanes north through Arlington to the District of Columbia, and a transportation demand management study to identify multimodal strategies to improve travel in the corridor. Your hard work and willingness to partner with us are very much appreciated.

Having worked with you and your staff to plan what we hope will be a successful I-66 inside the Beltway multimodal project, we're optimistic that a mutually beneficial outcome is possible on I-395.

Although past efforts to bring dynamic tolling to I-395 in Arlington were divisive, our concerns in the past were due to the lack of a detailed impact analysis and to specific implementation details, as opposed to the general concept. Arlington has in the past been receptive to the potential benefits of dynamic tolling as a way to manage highway facilities and improve transit, but only as part of a broad package that legitimately and significantly enhances multimodal services and facilities, over the entire lifetime of the facility.

In many ways, I-395 is a successful corridor now. The corridor carries a tremendous number of people on a variety of modes, both within the I-395 right-of-way and on parallel facilities. Unfortunately, I-395's multimodal nature has degraded over the years, first as the center reversible lanes were converted from bus-only to HOV, and now, potentially, as HOV is converted to allow single-occupant cars. Any successful HOT project on I-395 must ensure that transit service is capable of operating effectively, and is enhanced rather than degraded further.

This is a serious concern. During the planning for now-existing express lane facilities elsewhere in Northern Virginia, previous administrations promised multimodal improvements that never materialized. That cannot be allowed to happen again.

Given the tumultuous history of I-395 planning, and the unique demands of multimodal travel inside the Beltway, the following issues are of particular concern to Arlington as this conversation moves forward:

1. **Transit and Transportation Demand Management (TDM)**
   Transit and TDM must be an integral part of the project, well-planned and funded with ongoing, stable, and sufficient revenues. The Commonwealth should undertake a comprehensive transit/TDM study, including a detailed transit operations analysis, and commit to using the majority of toll revenue, beyond what is necessary to maintain and operate the facility, to finance multimodal projects. Significant up-front funding should be provided so that transit and other multimodal projects are implemented contemporaneously with the start of tolling.

2. **Third party concessionaire**
   The involvement of the third party concessionaire raises concerns. The concessionaire's involvement must be strictly defined, and include enforceable protections that ensure the project retains its multimodal focus, its obligation to mitigate unintended consequences on local streets, and funding both during the implementation of tolling and over the long-term.

3. **Do not harm transit oriented communities**
   This project must not undermine Arlington's successful investment in congestion-reducing transit-oriented development in Pentagon City, Crystal City, or Shirlington. These important mixed-use neighborhoods reduce congestion by focusing on walkable, transit-oriented land uses. The addition of highway-oriented infrastructure and increased traffic into these communities would have the unintended consequence of making it more difficult to walk, bike, and access transit, resulting in more traffic congestion, not less. Providing and maintaining balanced multimodal access to these neighborhoods is essential.

   Specifically, we appreciate the call-out of no changes to the off-ramp at Shirlington Circle. Special attention will need to be paid to traffic management and context-sensitive road design at the Eads Street exit, with a particular focus on preserving and enhancing bus access to the Pentagon, where over 1,000 buses connect every weekday, with still other transit connecting at Pentagon City.

4. **Impact studies**
   Comprehensive traffic and environmental studies are necessary to fully understand the proposed project, including a robust NEPA process that includes a study area extending at least one mile out from the I-395 right-of-way, to include parallel and connecting facilities such as Metro, VRE, Route 1, and Columbia Pike.

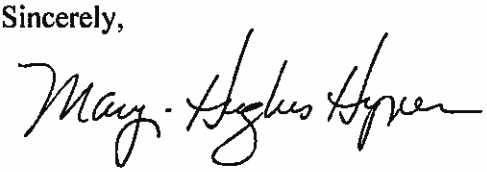
5. **Remain within existing right-of-way**
   Any changes to the I-395 facility should take place fully within the existing I-395 right-of-way only, and must not negatively impact multimodal infrastructure or service.

6. **Coordinate with DC**
   Given the profile of traffic using I-395, we strongly recommend coordination and, if possible, partnership with the District of Columbia, to extend the HOT facility across the Potomac River and to make needed improvements to transit, pedestrian, and bicycle accessibility in the 14th Bridge / Long Bridge corridor.

Gaining Arlington's ultimate support for this project will depend, as always, on implementation details such as these. We are heartened to see many of the same issues raised in your November 20th letter, and look forward to coordinating with you on them over the coming months.

Once again, thank you for your diligent work on behalf of the Commonwealth, and your commitment to producing the best possible transportation network for Northern Virginia.

Sincerely,



Mary Hynes
Chair, Arlington County Board

cc Members, Arlington County Board
William Euille, Mayor of Alexandria
Sharon Bulova, Chair, Fairfax County Board of Supervisors

COMMONWEALTH of VIRGINIA

Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

November 20, 2015

The Honorable Sharon Bulova
12000 Government Center Pkwy., Suite 530
Fairfax, VA 22035

The Honorable William Euille
301 King St., Room 2300
Alexandria, VA 22314

The Honorable Mary Hynes
2100 Clarendon Blvd., Suite 300
Arlington, VA 22201

Dear Chairman Bulova, Mayor Euille, and Chairman Hynes:

As you know the Interstate 95/395 Corridor is critical to economic competitiveness and development in Northern Virginia. This Corridor serves as the major north-south travel route connecting people to jobs and other opportunities from Fredericksburg to the District and points in-between.

The Commonwealth has taken significant steps to improve portions of this corridor. In 2014 the 95 Express Lanes opened extending the highly successful HOV lanes 9 miles south and providing new travel options for drivers. There have been several enhancements to Virginia Railway Express service, including the first expansion of the system with the recently opened station in Spotsylvania, addition of a new round trip train, construction of a new station at Potomac Shores, and the extension of platforms along the entire Fredericksburg corridor. In addition, over the last three years the Commonwealth has invested $26 million in new bus service and park-n-ride lots to help move more people along the corridor, and a $50 million loan from the Virginia Transportation Infrastructure Bank to support construction of a new Metrorail station at Potomac Yards.

Despite these actions, more needs to be done. The McAuliffe Administration believes that this corridor needs new and expanded transportation options both for drivers, sluggers and transit users.

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This proposal in conjunction with the Transform66 projects will provide a network of Express Lanes in Northern Virginia. Connecting Fredericksburg with the District, Manassas and points through the region, this network will be a 'game-changer' for the region by providing a high-speed reliable trip for transit users, carpoolers and drivers alike now and well into the future.

We look forward to working with your jurisdictions and the appropriate regional transit planning organizations to improve travel along the I-395 Corridor.

Sincerely,

Aubrey L. Layne Jr.

Copy:
Members of the Alexandria City Council
Members of the Arlington County Board
Members of the Fairfax County Board of Supervisors
Members of the Commonwealth Transportation Board
Members of the Northern Virginia Transportation Commission
Members of the Potomac Rappahannock Transportation Commission