May 3, 2007

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

Dear Chairman Hudgins:

Based on the interest of some of the Board members to see all of the clarifications and changes agreed to at the April 18th TPB meeting in one document and having received no further comments as of today, please find attached the revised Constrained Long Range Plan (CLRP) project description form for VDOT's proposed I-95/395 HOV/BUS/HOT lane project. The revisions include the changes to the CLRP form (in bold) requested of, and agreed to, by VDOT at the April 18th TPB meeting. A summary of the specific comments received on April 18th and the responses/changes made are attached. You will note that VDOT had earlier responded to comments received by the end of the public comment period (April 14, 2007) and revised the project's CLRP form, which the TPB reviewed at its April 18 meeting.

In addition we are providing the revised CLRP form for the I-66 Improvements that reflects the additions (in bold) requested of, and agreed to, by VDOT at the April 18th TPB meeting.

VDOT believes that with these changes it has addressed all of the substantive comments/ suggestions made on these projects. VDOT is requesting that this latest set of responses and final changes to the CLRP forms be shared with members of the TPB in advance of the May 16, 2007 meeting. We trust that this provides all Board members adequate opportunity to see all of the responses and changes in one place and act on the proposed conformity inputs of the 2007 CLRP and FY 2008-2013 TIP update on May 16, 2007.

I appreciate the opportunity to respond to suggestions/comments and submit the revised project documentation to the Board and thank you in advance for your assistance in having the Board act on the conformity inputs in the upcoming meeting.

Sincerely,
Dennis C. Morrison
District Administrator
VDOT – Northern Virginia District

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

RESPONSE TO COMMENTS MADE DURING THE April 18, 2007 TPB MEETING

Comment # 1: Indicate in the CLRP form that the option of reserving the new lane for buses will be examined.

Response: The following text (in bold) has been added to the CLRP form on page 3 under the Transit Service Plan section, 2nd paragraph: "The Transit Advisory Committee ("TAC"), a group established by the VA Secretary of Transportation to facilitate coordination between the transit service providers in the corridor and the Project, is developing a detailed Transit/TDM Plan. **The consortium partners will examine the scenario of reserving the new lane for buses only and the results of this analysis will be shared with the TAC**."

Comment # 2: Greater clarity is needed with regard to how the transit service plan recommendations developed by the Transit Advisory Committee will be handled in the future.

Response: The following sentences (in bold) were added to the CLRP form on page 3, to replace the earlier text under the Transit Service Plan section 2nd paragraph: "**The TAC, in coordination with the state, will develop the transit and park and ride recommendations for the northern segment of the I-95/395 HOV/BUS/HOT lane project. The Commonwealth Transportation Board, FAMPO and the Northern Virginia Transportation Authority will approve any transit/park-and-ride plans for the corridor, and these will be submitted to the TPB as inputs to the 2008 CLRP/Conformity update."**

Comment # 3: Some assurance is needed about how any potential loss of fixed guideway revenues will be handled should this project results in such loss of revenues.

Response: The following sentence (in bold) was added to the CLRP form on page 4 under the Tolling Policy section 2nd paragraph: "**In the event that the implementation of the project fails to comply with the FTA's 2/11/07 Federal Register applicable requirements for considering HOT lanes as fixed guideway and results in loss of associated FTA revenue, the project will reimburse the current designated recipients for this lost revenue".**

Comment # 4: Operations and/or enforcement on the facility should not prevent HOV 3+ from using the facility toll free.

Response: The earlier sentence in the CLRP form on page three, 1st paragraph is being replaced with the following text (in bold): "Vehicles with three or more occupants will travel on the HOT lanes for free, **as per the code of the Commonwealth of Virginia and Federal law. The facility will be operated and HOV occupancy and toll payment enforced in a manner that complies with the statutory requirements of the Commonwealth."**

Comment # 5: Management of incidents is important and there must be an opportunity to review the incident management plan developed for the project.

Response: The following sentence (in bold) was added to the CLRP form on page 5 under the Incident Management section: "**The Incident Management Plan developed for the project will be shared with the CTB, TPB and NVTA".**

Comment # 6: Management of congestion during construction is important and there must be an opportunity to review the congestion management plan developed for the project.

Response: The following sentence (in bold) was added to the CLRP form on page 6 under the Congestion Management section: "**The Congestion Management Plan developed for the project will be shared with the CTB, TPB and NVTA".**

Comment # 7: Provide a commitment that the project design will address safety and provide adequate shoulders on the facility.

Response: Safety is of primary concern to VDOT in its design, construction and operation of roadways. This commitment to safety was reflected in VDOT's response to the comments received prior to the 4/18/07 TPB meeting and is reflected in the text now being added to the CLRP form on pages 3 (2nd paragraph) and 5 (Incident Management section): "**The current two-lane HOV facility along I-395 and parts of I-95 had been planned, for at least the past 14 years, to be expanded to three lanes. This planned expansion would have utilized one of the two shoulders. Based on preliminary field reviews VDOT believes that it would be possible to develop a design which provides shoulders on both sides south of the Capital Beltway and a shoulder on one side on I-395. As preliminary designs are completed, these will be shared with all stake holders, including the CTB and NVTA as part of the design review process. VDOT's design practices emphasize safety and will ensure that any design impacts on operations are adequately mitigated. It must be noted that all designs and design exceptions have to comply with the FHWA requirements and oversight".**

"The project designs will focus on the safety aspects of the facility including cross section layout (lane width and shoulders), operations and incident management. The design and operational features of the project will be integrated with and supported by a performance based, computer aided incident management system. **The incident management system** will provide 24/7 monitoring and surveillance of the facility **and have dedicated equipment and personnel to assist motorists".**

Comment #8: Additional details of the speeds targeted to comply with SAFETEA-LU's free flowing condition requirements are needed.

Response: The following sentence (in bold) was added to the CLRP on page 5 under the Tolling Policy section 1st paragraph: "The consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations. **These target speeds,**

determined through the traffic modeling completed to date, correspond to a maximum flow rate of 1,600 vehicles per hour per lane and meet the objective of maximizing travel time savings for all users, including transit."

Comment # 9: Indicate in the CLRP form that the project will consider extending HOT lanes across the 14th Street Bridge.

Response: As noted in the Coordination With Other Projects in the Corridor section of the CLRP form on page 6 the FHWA's Eastern Federal Lands division is working to address the congestion and mobility issues associate with the 14th Street Bridge and its approaches at either end of the bridge. It is expected that the EIS will consider variations of the HOV/HOT lane across the 14th Street Bridge as part of the alternatives evaluation. The following text has now been added to the CLRP form: "**VDOT is a member of the study's Steering Committee and will fully support a thorough examination of extending the HOV/BUS/HOT lanes across the 14th Street Bridge as one of the alternatives in the EIS."**

Comment # 10: Would changing HOV requirements from 3 to 4 be one of the mechanisms for complying with the operational requirements of SAFETEA-LU?

Response: VDOT is committed to preserving the HOV and transit success in the I-95/395 corridor. Statutory requirements in the Commonwealth dictate that HOV3+ vehicles will be able to use the HOV/BUS/HOT lanes on I-95/3956 for free. The CLRP form commits to complying with the statutory requirements at all times (on page 3, 1st paragraph). VDOT believes that the primary mechanism to comply with the free flow requirements of SAFETEA-LU will be toll rates, which can be varied as frequently as every six minutes. In order to not inhibit this important mechanism, state and federal law prohibit a cap on toll rates.

Comment 11: The project proposal includes a bus only off-ramp proposed at the Seminary Road interchange. Are there any plans to replace this with a general use ramp, if after further study a bus only ramp is found not needed?

Response: Before finalizing the designs for this project the value of adding a bus only ramp in the northbound direction from the HOV/BUS/HOT lanes at Seminary Road interchange will be studied. If such a ramp is found needed it will be limited to buses only.

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

BASIC PROJECT INFORMATION

1. Agency Project ID: Secondary Agency:
2. Project Type: ✓ System Expansion; _ System Maintenance; _ Operational Program; _ Study; _ Other
   (check all that apply) ✓ Freeway; _ Primary; _ Secondary; ✓ Urban; _ Bridge; _ Bike/Ped; _ Transit; _ CMAQ; _ ITS; _ Enhancement; _ Other
3. Project Title: I-95 / I-395 HOV / Bus / HOT Lanes Project
4. Facility: I-95 / 395
5. From (_ at): Eads Street, Arlington County
6. To: Route 610 (Garrisonville Road), Stafford County

No. Route Location New Connections / Modifications to existing connections

		Connection Location:	**Morning connections:**	**Evening connections:**	**Type of Modification:**
1	I 395	Eads Street	NB HOT Lanes to Eads Street	Eads Street to SB HOT Lanes	Expanded
2	I 395	Between South Hayes Street and Washington Blvd.	SB Express Lanes to SB general purpose lanes	SB Express Lanes to SB general purpose lanes	Deleted (to accommodate No. 1 above) [1]
3	I 395	VA 402 (Shirlington Circle)	NB HOT Lanes to Shirlington Circle	Shirlington Circle to SB HOT Lanes	New
4	I 395	VA 420 (Seminary Road)	NB HOT Lanes to Seminary Road	Seminary Road to SB HOT Lanes	New [1] (Bus only access)
5	I 95	Between VA 236 (Duke Street) and VA 648 (Edsall Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
6	I 95	VA 7100 (Fairfax County Parkway)	N/A	Fairfax County Parkway to SB HOT Lanes	New
7	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 638 (Pohick Road)	N/A	SB HOV Lanes to SB general purpose lanes	Deleted (to accommodate No. 6 above) [1]
8A	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
8B	I 95	Between VA 7100 (Fairfax County Pkwy) and VA 642 (Lorton Road)	NB HOT Lanes to new bus station, back to NB HOT lanes (Buses only)	SB HOT lanes to new bus station, back to SB HOT lanes (Buses only)	New, reversible bus-only ramp
9	I 95	Between VA 123 (Gordon Road) and VA 3000 (Prince William County Parkway)	NB HOT Lanes to NB general purpose lanes	SB HOT Lanes to SB general purpose lanes	New
10	I 95	Between VA 610 (Cardinal Drive) and US 234 (Dumfries Road)	NB HOT Lanes to NB general purpose lanes	N/A	New
11	I 95	Between US 234 (Dumfries Road) and VA 610 (Garrisonville Road)	N/A	SB HOT Lanes to SB general purpose lanes	Expanded

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

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

8. Description:

The region's CLRP and air quality conformity analyses have assumed adding a third HOV lane on I-395 and part of I-95 since 1994. This project was assumed to be accomplished by re-striping the existing pavement with no other modifications to access, egress, without any enhancements to transit services and or any new/improved incident management services. The project was assumed to be complete by 2010.

The HOT Lane project provides a funding mechanism for not just building the third lane, but also a comprehensive upgrade to the access/egress locations, pavement replacement within the existing right of way as needed, significant new transit services on the facility, and a dedicated, performance based, computer aided incident management system.

A private consortium led by Fluor Virginia, Inc. and Transurban (USA) Development Inc. (together "FTU") has been selected to construct this third lane on portions of I-95/395, and operate the entire three lane facility as a system of High Occupancy Vehicle/Bus/High Occupancy Toll Lanes ("HOV/Bus/HOT"). In October 2006, VDOT and FTU signed an Interim Agreement to commence development activities on the Project.

The Project entails expanding the existing reversible High Occupancy Vehicle ("HOV") lanes between Eads Street and south of the Town of Dumfries from two to three lanes, and converting the lanes to include High Occupancy Toll ("HOT"), bus and HOV traffic. New entry/exit points into and out of the HOV/Bus/HOT lanes, as listed in Items 5 and 6 above, will be added along the corridor. The design of the proposed new entry/exit points will continue to be refined through the traffic operational analysis and the environmental review ("NEPA") process.

The Project also proposes to address traffic operational issues noted with the existing HOV system. During peak pm periods, traffic traveling in a southbound ("SB") direction in the current HOV system is often congested at the point where the HOV lanes terminate and merge into the general purpose ("GP") lanes at Dumfries. This Project proposes to relieve the current congestion problem by both expanding the current merge point, and providing for the extension of lanes south of the current merge to Route 610 (Garrisonville Road) in Stafford County. Under the proposed design, vehicles exiting at Route 234 would be merged into the GP lanes north of the exit. The remaining two HOV/Bus/HOT lanes would extend south of Quantico Creek. At a point south of Quantico Creek, one of two lanes would branch off on a new, single-lane fly-over from the SB HOT lanes to the SB GP lanes. This fly-over would service vehicles exiting to Route 619 (Joplin Road) and Russell Road. The fly-over lane would merge into a newly constructed GP auxiliary lane running between the ramp and Route 619. The remaining HOT lane would continue south as a separated lane, merging into the SB GP lanes just ~~south~~ **north** of Route 610 (Garrisonville Road).

The Project also proposes to make improvements at Eads Street, the proposed northern termination point (for tolling purposes) of the HOT lanes. Improvements at Eads Street would affect both am and pm peak traffic, and provide for additional lanes for HOV/Bus/HOT lane traffic exiting at Eads Street, including a ramp dedicated exclusively for use by buses exiting into/out of the Pentagon reservation. The exact configuration of the northern and southern termini will be refined through the traffic operational analysis and the NEPA process. If such refinements affect conformity, the changes would be proposed in future conformity analyses.

Access to the HOT lanes would be available to automobiles, motorcycles, light-trucks, buses and transit vehicles only. Vehicles with three or more occupants would travel on the HOT lanes for free, **as per the code of the Commonwealth of Virginia and Federal law. The facility will be operated and HOV occupancy and toll payment enforced in a manner that complies with the statutory requirements of the Commonwealth.** ~~No technology used to enforce tolling and/or HOV occupancy will nullify the statutory allowance for HOV3+ vehicles using the facility toll free.~~ Buses, transit vehicles, and emergency response vehicles would also travel on the HOT lanes for free. Other vehicles not meeting the occupancy requirement would pay a toll, using electronic toll collection equipment, at a rate that would vary by time of day, day of week and level of congestion, to insure the level of free-flow conditions as specified by Federal SAFE-TEA-LU regulations at a minimum.

The current two-lane HOV facility along I-395 and I-95 had been planned, for at least the past 14 years, to be expanded to three lanes. This planned expansion to three lanes would have utilized one of the two existing shoulders. Based on preliminary field reviews VDOT believes that a design which provides shoulders on both sides of I-95, south of the Capital Beltway, and a shoulder on one side on I-395 is possible. As preliminary designs are completed, these will be shared with all stake holders, including the CTB, TPB and NVTA. VDOT's design practices emphasize safety and will ensure that any design impacts on operations are adequately mitigated. It must be noted that all designs and design exceptions have to comply with the FHWA requirements and oversight.

Transit Service Plan

There are numerous transit elements integrated into this Project, including a proposed increase in bus service along the I-95/395 corridor, expansion of HOV capacity from two lanes to three lanes, an increase or expansion of access points between the HOV/Bus/HOT lanes and the general purpose lanes, and other infrastructure additions and improvements along the corridor.

The transit service plan proposed by the Project provides for additional bus services in the I-95/395 corridor in the form of new and expanded bus services. This is a preliminary transit plan that has been developed for the conformity analysis, and is based on what is reasonably expected to be funded by this Project. The Transit Advisory Committee ("TAC"), a group established by the VA Secretary of Transportation to facilitate coordination between the transit service providers in the corridor and the Project, is developing a detailed Transit/TDM Plan. **The consortium partners will examine the scenario of reserving the new lane for buses only and the results of this analysis will be shared with the TAC. The TAC, in coordination with the state, will develop the transit and park and ride recommendations for the northern segment of the I-95/395 HOV/BUS/HOT lane project. The Commonwealth Transportation Board (CTB), Fredericksburg Area Metropolitan Planning Organization (FAMPO) and the Northern Virginia Transportation Authority (NVTA) will approve any transit/park-and-ride plans for the corridor, and these will be submitted to the TPB as inputs to the 2008 CLRP/Conformity update.**

The proposed new and expanded bus service in the I-95/395 corridor will add about 40,000 hours of bus service in 2010, about 80,000 hours of bus service in 2020 and about 88,000 hours of bus service is 2030. Compared to the bus services assumed for the base year (2006) in the CLRP these additional hours of bus service represents an increase of approximately 11% in 2010, 22% in 2020 and 25% in 2030. These increases in bus operating hours in the corridor will be realized via addition of new routes and reducing headways of services currently assumed in the CLRP in the respective years. Compared to the bus services assumed **for future years**, in the CLRP ~~for future years~~, the additional hours of bus service represents an increase of approximately 10% in 2010, 16% in 2020 and 16% in 2030.

The proposed transit service plan will in 2010 reduce the CLRP maximum headways to no more than 40 minutes on all routes. Additionally the new service plan will in 2020 reduce the CLRP maximum headways to no more than 30 minutes on all routes. Also the new service plan will reduce the CLRP maximum headways to no more than 22 minutes on all routes along the I 95/395 corridor and within Fairfax County, Arlington County and the City of Alexandria. The Project provides funding for capital, operating and maintenance facilities of the proposed new bus service. Attachment A shows the current (2006) bus service in the corridor and the new bus service proposed, by the Project, for 2010, 2020 and 2030.

The Project team will continue working with the TAC in the conduct of the planning study and coordination between the HOV/Bus/HOT lane Project and local transit agencies and service providers.

In addition to the new bus service, the seamless, free-flowing network of the HOV/Bus/HOT lanes, park & ride lots and access points along the corridor will create the opportunity for current public, private regional/local service providers to expand their existing services, or provide new services to key activity and employment centers in the I-95/395 and I-495 corridors beyond that which is included in this Project.

Beyond the addition of the above high quality bus service and the opportunities afforded to existing transit providers through the addition of new/expanded infrastructure, the Project also proposes to provide a bus-only ramp into and out of the Pentagon at Eads Street (part of the northern terminus of the HOT lanes), a transit-only access ramp at Seminary Road in the City of Alexandria, and a reversible bus-only ramp from the HOT lanes into and out of a new bus station located adjacent to the Lorton VRE Station. A pedestrian bridge would provide access between the proposed bus station and the VRE station.

The Project also proposes to add six (6) park & ride facilities, an equivalent of 3,000 additional parking spaces, to the network of park & ride lots along the corridor. The Project has proposed one facility be located in Fairfax County, two in Prince William County, two in Stafford County and one in Spotsylvania County. The location plans for these lots are being developed in consultation with the local jurisdictions and the TAC. The Project also proposes to provide enhancements to several existing bus stations/stops along the corridor. The current plans for the park & ride facilities and the bus station enhancements will be assessed further within the TAC's detailed Transit/TDM Plan.

Once the I-95/395 HOV lanes have been converted into HOV/Bus/HOT lanes, traffic operations will be monitored and managed such that they will continue to be classified as "fixed guideway miles" for purposes of the transit funding formulas, in accordance with FTA's final policy statement on when HOT lanes shall be classified as fixed guideway miles, published in the January 11, 2007 Federal Register (Vol. 72, pages 1366-1372) ("FTA Policy"). The current FTA Policy references the performance standards and monitoring methods it will use in determining eligibility of HOT lanes to be classified as fixed guideway miles. The proposed project will implement plans to meet these standards and follow the prescribed methodology so as to preserve the facility's current eligibility in accordance with the current FTA policy. The standards and monitoring requirements will be included in the Comprehensive Agreement.

The project team believes initiating the enhanced transit services at the same time as the work to convert the HOV lanes into HOV/Bus/HOT lanes begins should be considered. This transit enhancement could form part of the Project's Congestion Management Plan (CMP) and would allow direct stakeholder and community outreach to promote transit services.

Tolling Policy

HOT lanes use dynamic pricing to maintain free-flowing conditions for all users, even during rush hour. The toll rates will vary throughout the day with time of day and with day of week corresponding to demand and congestion levels. Toll rates will be at its lowest when the demand and congestion levels are at its lowest. The consortium has set a target speed of above 55 mph inside the Beltway and 65 mph outside the Beltway for traffic operations. **These target speeds, determined through the traffic modeling completed to date, correspond to a maximum flow rate of 1,600 vehicles per hour per lane and meet the objective of maximizing travel time savings for all users, including transit.** Prices will be adjusted in response to the level of traffic to ensure free flowing operations on the Bus/HOV/HOT lanes. There will be no price caps on the level of tolls.

SAFETEA-LU mandates strict performance standards which are intended to ensure free-flowing conditions on the HOT lanes. The proposed HOT lanes project will include performance monitoring as an integral part of the project and ensure that the SAFETEA-LU mandated performance standards are complied with as a minimum. These requirements will be included in the Comprehensive Agreement. **In the event that the implementation of the project fails to comply with the FTA's 2/11/07 Federal Register applicable requirements for considering HOT lanes as fixed guideway and results in loss of associated FTA revenue, the project will reimburse the current designated recipients for this lost revenue.**

Dynamic message signs will provide drivers with current toll rates so they can choose whether or not to use the lanes. Toll collection on the HOV/Bus/HOT lanes will be totally electronic. There will be no toll booths. The dynamic message signs will be supplemented by other notification/communications methods to insure all users, including transit operators, have as much advance knowledge of traffic conditions as is possible.

Incident Management

The project designs will focus on the safety aspects of the facility including cross section layout (lane width and shoulders), operations and incident management. The design and operational features of the project will be integrated with and supported by a performance based, computer aided incident management system. **The incident management system** will provide 24/7 monitoring and surveillance of the facility **and have dedicated motorists assistance equipment and personnel.** This system will allow for a rapid detection of incidents that occur in the Bus/HOV/HOT lanes. As transit is a significant component of the system, specific response procedures plans, including use of use of appropriate equipment will be in place for dealing with transit specific incidents. **The Incident Management Plan developed for the project will be shared with the CTB and NVTA for their review.**

Schedule

Construction for the Project is projected to begin in early 2008, with an estimated construction completion time of two and a half years. The facility is expected to enter operations in mid to late 2010. The current schedule calls for environmental review in compliance with Federal (NEPA) and state regulations. The FHWA has further conditioned environmental approval to the Project being included in a conforming Transportation Improvement Program ("TIP") and Constrained Long Range Plan ("CLRP") for construction.

Federal Environmental Review ("NEPA") Process

At the end of August 2006, the FHWA signed the NEPA documentation concurrence form for pursuing the environmental review for the Project, with a Categorical Exclusion as the suggested level of NEPA Document. The environmental review is currently being conducted in full accordance and compliance with Federal and state law. The NEPA guidelines require the Project to be part of a conforming CLRP prior to receiving environmental clearance. Subsequent to receiving environmental clearance on an approved scope, the Project team will pursue the final engineering design of the Project.

Congestion Management Plan

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

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

Coordination with Other Projects in the Corridor

BRAC Actions

The project team is working with the Army, the Marines, and their respective teams of consultants to coordinate the transportation project needs related to the BRAC action with the HOV/Bus/HOT Lanes Project. The proposed elements for this Project reflect the latest discussions with the Army relative to their planned transportation-related activities at the Engineering Proving Ground in Fairfax County. Close coordination with the BRAC consultants will continue as they further develop their road improvement plans, and reasonable transportation needs related to this Project are not precluded.

14th Street Bridge Corridor Project

The project team will continue to coordinate with Eastern Federal Lands of FHWA ("FHWA-EFL") relative to the northern terminus of the HOV/Bus/HOT Lanes Project. FHWA-EFL is currently working on the Draft Environmental Impact Statement ("EIS") for the 14th Street Bridge Corridor Project, which is scheduled for completion in May 2008. The final EIS is expected to be complete by May 2009. It is expected that variations of HOV and HOT lane access across the bridge will be considered by FHWA-EFL as alternatives in their EIS. **VDOT is a member of the study's Steering Committee and will fully support a thorough examination of extending the HOV/BUS/HOT lanes across the 14th Street Bridge as one of the alternatives in the EIS.** Based on the TPB's update to the 2007 CLRP, FHWA-EFL will assume the I-95/395 HOV/Bus/HOT Lanes Project as part of the pre-existing environment for the purposes of their Draft EIS. More information on the 14th Street Bridge Corridor Project may be found at www.14thstreetbridgecorridoreis.com.

Financial Plan

Construction cost for the proposed Project is estimated to be $492M (PE-$60M, ROW-$4M and CN-$428M). This estimate includes the cost of constructing the third HOV/Bus/HOT lane, all additional entry/exit connections, the nine mile southbound extension at the southern terminus, proposed park and ride lots, and enhancement to several existing bus stations/stops. Funding sources for the Project includes a combination of private equity and third party debt, including private bank loans and/or Private Activity Bonds, with the potential for TIFIA funding as a form of subordinated debt. As the Project progresses, FTU will explore all avenues of funding to ensure the lowest cost of capital for the Project. The Project will not require Commonwealth or Federal funds for the construction component.

FTU will be fully authorized to toll the facility, which will serve to pay debt service, operating costs and return on equity. Toll revenue will be the main source of revenue. The Commonwealth will enter into a Comprehensive Agreement with FTU, which will authorize FTU to raise the necessary funds to construct the Project.

The Project also estimates to incur additional costs of about $390M to fund the capital, operating and maintenance expenses of the proposed transit service. Attachment B summarizes the bus service plan cost estimate. The capital cost component of this is estimated to be about $76M. Funding is assumed to be derived, equally, from US-DOT transit capital funding program grants (including section 5308, section 5309 **and funds under the Urban Partnership program**) and a dedicated transit initiative fund provided by the project sponsor.

The operating and maintenance costs are estimated to be about $314M, including provision of maintenance facilities for the new buses. Funding for the operating and maintenance expense is assumed to be derived from the fare box of the service (approximately 50%), toll revenues and a dedicated transit initiative fund provided by the project sponsor. The above estimates of the capital and operating costs and the relative distribution of the two within the total cost may change when the current transit service plan is refined with the advice of the TAC and the findings of its detailed Transit/TDM Plan.

Stakeholder Outreach

FTU, in conjunction with VDOT, has and will continue to put a great deal of effort into communicating with local stakeholders. The stakeholder outreach program provides the opportunity for direct engagement with various groups along the corridor, including all the local political leadership, transit service providers, the Transit Advisory Committee, various special interest groups, and business and community leaders. There are also opportunities for the public to learn more about the Project, as well as provide comments, both through the CLRP process and the NEPA process.

As a prerequisite to submitting the NEPA documentation, FHWA requires the Project to conduct a series of Citizen Information Meetings and a Public Hearing. The Citizen Information Meetings are scheduled to be held in spring 2007. The dates for the meetings will be communicated to stakeholders along the corridor through various channels, including area publications, postings via the website, and direct interface with the leadership within the local jurisdictions. A date for the Public Hearing will be identified as the Project advances through the process

FTU has also conducted a series of meetings with transit stakeholders operating in the corridor. Starting in June 2006, FTU met with these operators to solicit input on how transit services in the corridor might change as a result of the addition of the HOT Lanes system. The recommendations resulting from this outreach are contained in FTU's Transit Opportunity Study, which was provided to the TAC in December. FTU maintains active participation with the TAC.

9. Bicycle or Pedestrian Accommodations: _ Not Included; ✓ Included; _ Primarily a Bike/Ped Project; _ N/A
   Design work for the proposed Project, in accordance with VDOT's Policy for Integrating Bicycle and Pedestrian Accommodations, will be initiated with the presumption that the Project shall accommodate the bicycle and pedestrians needs, as appropriate.
10. Total Miles: 36
11. Project Manager: Larry Cloyed - VDOT
12. E-Mail: larry.cloyed@VDOT.Virginia.gov
13. Project Information URL: www.virginiadot.gov
14. Projected Completion Year: 2010
15. Actual Completion Year: N/A ✓ Project is ongoing. Year refers to implementation.
16. N/A_ This project is being withdrawn from the Plan as of:
17. Total cost (in Thousands): $882 million (PE-$60M, ROW-$4M, Construction-$428M, Other-$390M)
18. Remaining cost (in Thousands): N/A
19. Funding Sources: _ Federal; _ State; _ Local; ✓ Private; ✓ Bonds; ✓ Other

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? ✓ Yes; _ No

21. If so, describe those conditions: ✓ Recurring congestion; _ Non-site specific congestion;
_ Frequent incident-related, non-recurring congestion; _ Other

22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? ✓ Yes; __ No

23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? ✓ Yes; _ No

24. If not, please identify the criteria that exempt the project here:
_ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
_ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
_ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
_ The project consists of preliminary studies or engineering only, and is not funded for construction
_ The project received NEPA approval on or before April 6, 1992
_ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
_ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:

✓ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

✓ Increase the safety of the transportation system for all motorized and non-motorized users.

a. Is this project being proposed specifically to address a safety issue? _ Yes; ✓ No

b. Please identify issues: _ High accident location; _ Pedestrian safety; _ Other
_ Truck or freight safety; _ Engineer-identified problem

c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

✓ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

✓ Increase accessibility and mobility of people and freight.

✓ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

✓ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

✓ Promote efficient system management and operation.

_ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; ✓No (Currently being investigated)

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

_ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

_ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? ✓_ Yes; _ No
Although the I 95/395 HOV/BUS/HOT Lane project itself is not an ITS project, the project will include various ITS elements as part its operations and toll collection. All ITS components of the project will comply with the applicable requirements of rule 940. **Should the Commonwealth be nominated as an Urban Partner under the FHWA's Urban Partnership program, ITS components of this project will be part of the Commonwealth's effort under the Urban Partnership program.**
29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _ Not Started; ✓__ Ongoing, not complete; _ Complete N/A
The operations concept for the HOT lanes (HOT-OC), including the Traffic Management and Tolling systems, have been described in a draft Concept of Operations, along with a System Interface Specification that details interaction between NRO ATMS and HOT-OC. As part of the ongoing project development activities, coordination of the HOT-OC with the VDOT Northern Region Architecture and COB/TPB Regional architecture will be addressed.
30. Under which Architecture: N/A

    _ DC, Maryland or Virginia State Architecture

    _ WMATA Architecture

    ✓_ COG/TPB Regional ITS Architecture

    ✓_ Other, please specify: VDOT Northern Region Architecture
31. Other Comments

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE PLAN DETAILS FOR CLRP & CONFORMITY

No.	Origin	Destination	2006	2010	2020	2030
EXISTING ROUTES:			Base Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.	HOT Hdwy in Min.
1	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
2	SOUTHERN TOWERS	PENTAGON STA	30	30	30	22
3	PARK CENTER	PENTAGON STA	20	20	20	20
4	PENTAGON STA	SOUTHERN TOWERS	30	30	30	22
5	SOUTHERN TOWERS	PENTAGON STA	7	7	7	7
6	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
7	PENTAGON STA	LANDMARK(LINC-QUANTRELL)	60	40	30	22
8	PENTAGON STA	PARK CENTER	20	20	20	20
9	LANDMARK(LINC-QUANTRELL)	PENTAGON STA	8	8	8	8
10	LINCOLNIA (SOUTHLAND&WINGATE)	PENTAGON STA	15	15	15	15
11	PENTAGON STA	QUAKER LN. & OSAGE ST.	20	20	20	20
12	SEMINARY RD. & LIBRARY LANE	PENTAGON	20	20	20	20
13	QUAKER LANE & OSAGE ST.	PENTAGON	20	20	20	20
14	QUAKER LANE & OSAGE ST.	PENTAGON	10	10	10	10
15	ANNANDALE	PENTAGON STA	30	30	30	30
16	PENTAGON STA	SHIRLINGTON	30	30	30	22
22	WEST SPRINGFIELD	PENTAGON STA	30	30	30	30
23	PENTAGON STA	ROLLING VALLEY MALL	30	30	30	30
24	OAK LTHR/BURKE CTR PKWY	PENTAGON STA	30	30	30	30
25	LANDMARK(STEVE&WHIT W/B)	PENTAGON STA	30	30	30	22
26	LANDMARK(STEVE&WHIT W/B)	PENTAGON STA	15	15	15	15
27	PENTAGON STA	LANDMARK(STEVE&WHIT W/B)	30	30	30	22
28	PENTAGON STA	LANDMARK(6295 EDSALL RD)	30	30	30	22
29	BALLSTON STA	PENTAGON STA	20	20	20	20
30	PENTAGON STA	BALLSTON STA	20	20	20	20
31	BALLSTON STA	PENTAGON STA	20	20	20	20
32	NOVA-ALEXANDRIA	PENTAGON STA	60	40	30	22
33	N. EARLY ST & BRADDOCK RD.	PENTAGON STA	20	20	20	20
34	PENTAGON STA	SKYLINE (SEMINARY RD & G.MASON)	30	30	30	22
35	SKYLINE (SEMINARY RD & G.MASON)	PENTAGON STA	20	20	20	20
36	PENTAGON STA	NOVA-ANNANDALE	30	30	30	30
37	AMERICANA DR & HERITAGE	PENTAGON STA	12	12	12	12
38	HERITAGE & DONNYBROOK	PENTAGON STA	15	15	15	15
39	NOVA-ANNANDALE	PENTAGON STA	30	30	30	30
40	PENTAGON CITY METRO	PENTAGON CITY METRO	15	15	15	15
41	28TH & QUINCY ST.	PENTAGON CITY METRO	60	40	30	22
42	SPRINGFIELD METRO	HUNTINGTON METRO	30	30	30	30
43	HUNTINGTON METRO	SPRINGFIELD METRO	30	30	30	30
44	KING & FAIRFAX STREETS	PENTAGON METRO	20	20	20	20
45	PENTAGON METRO	KING & FAIRFAX STREETS	20	20	20	20
46	KING & FAIRFAX STREETS	PENTAGON METRO	30	30	30	30
47	PENTAGON METRO	HUNTINGTON TOWERS	15	15	15	15
48	CHALFONTE & GUNSTON	PENTAGON METRO	60	40	30	30
49	SPRINGFIELD METRO	PENTAGON METRO	15	15	15	15
50	PENTAGON METRO	SPRINGFIELD METRO	15	15	15	15
51	DALE CITY PNR	INDEPENDENCE&7TH ST	60	40	30	30
52	LINDENDALE PNR	21ST & VA AVE (STATE DEPT)	12	12	12	12
53	LINDENDALE PNR	12TH & OLD JEFF DAVIS	20	20	20	20
54	LINDENDALE PNR	SCAP & MALCOLM X (BOLLING AFB)	30	30	30	30
55	FESTIVAL AT OLD BRIDGE	21ST & VA AVE (STATE DEPT)	20	20	20	20
56	FESTIVAL AT OLD BRIDGE	12TH & OLD JEFF DAVIS	30	30	30	30
57	SAVANAH & MINNIEVILLE RD	9TH & D STREETS NW. (GSA/HUD)	30	30	30	30
58	CARDINAL DR & BONNIEVILLE	21ST & VA AVE (STATE DEPT)	30	30	30	30
59	PFITZNER STADIUM PNR	FFX. DR 7 N. TAYLOR (BALLSTON)	30	30	30	30
60	QUANTICO WOODS/FOX LAIR	9TH & D STREETS NW. (GSA/HUD)	30	30	30	30
61	TRIANGLE (WENDY'S)	21ST & C ST (STATE DEPT)	60	40	30	30
62	RT 17 PNR (STAFF)	NAVY YARD	60	40	30	30
63	RT 208 PNR (SPOTS)	PENTAGON - CRYSTAL CITY	60	40	30	30

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE PLAN DETAILS FOR CLRP & CONFORMITY

No.	Origin	Destination	2006	2010	2020	2030
EXISTING ROUTES:			**Base Hdwy in Min.**	**HOT Hdwy in Min.**	**HOT Hdwy in Min.**	**HOT Hdwy in Min.**
64	RT 17 PNR (STAFF)	CRYSTAL CITY	60	40	30	30
65	RT 17 PNR (STAFF)	ARLINGTON CEMETARY	60	40	30	30
66	RT 630 PNR	MARK CENTER (COLUMBIA PIKE)	60	40	30	30
67	RT 3 PNR (SPOTS)	9TH & H STREET NW	60	40	30	30
68	RT 630 PNR	CRYSTAL CITY	60	40	30	30
69	RT 3 PNR (SPOTS)	NORTH CAPITOL & E ST	60	40	30	30
70	RT 610 PNR	12TH & INDEPENDENCE AVE SW	60	40	30	30
71	RT 3 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
72	RT 3 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
73	RT 208 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
74	RT 208 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30
75	RT 3 PNR (SPOTS)	14TH&INDEPENDENCE	60	40	30	30

NEW / MODIFIED ROUTES:*

* New routes assumed in the CLRP originally assumed for 2030.

1	Bethesda	McLean Bible Church via Tysons	NA	NA	15	15
2	McLean Bible Church	Bethesda via Tysons	NA	NA	15	15
3	Lakeforest Mall	McLean Bible Church via Tysons	NA	NA	15	15
4	McLean Bible Church	Lake Forest Mall via Tysons	NA	NA	15	15
5	Pentagon	Kings Park West	20	20	20	15
6	George Mason University	Pentagon	30	20	20	15
7	Kings Park West	Pentagon	20	20	20	15
8	Kings Park West	Pentagon	30	20	20	15
9	Kings Park West	Pentagon	30	20	20	15
10	Dale City PNR	Tysons Central	NA	30	15	10
11	Stafford (US 1 & VA 630)	Tysons Central	NA	20	10	8
12	Franconia Springfield Metro	Tysons Central	NA	NA	15	15
13	Huntington Metro	Tysons Central	NA	NA	15	15
14	Fair Oaks	Landmark Shopping Center	NA	NA	20	15
15	Fair Oaks	Franconia Springfield Metro	NA	NA	20	15
16	Annandale	Tysons Central	NA	NA	15	15
17	Chantilly	Tysons Central	NA	NA	15	15
18	Fredericksburg	Tysons Central	NA	NA	15	15

TOTAL OPERATIONAL HOURS OF BUS SERVICE: (In Thousands)	435	585	626
Total Additional Operational Hours Of Bus Service Proposed: (Over 2006 Baseline - In Thousands)	79	229	270
Total Additional Operational Hours Of Bus Service Proposed: (Over CLRP - In Thousands)	40	80	88

Summary of Proposed Bus Service Plan:

In 2010: Add 40,000 additional operational hours of bus service in the I 95/395 Corridor

Reduce maximum headways to 40 minutes on all existing routes.
Maintain 2006 headways for all other routes with lower headways.

In 2020: Add 80,000 additional operational hours of bus service in the I 95/395 Corridor *

Reduce maximum headways to 30 minutes on existing routes.

In 2030: Add 277,000 additional operational hours of bus service in the I 95/395 Corridor*

Reduce maximum headways to 30 minutes for existing routes and to 22 minutes for new routes with termini in Fairfax County, Arlington County and the City of Alexandria.

* Incremental service improvements occur every 5 years.

I 95/395 HOV/BUS/HOT LANE PROJECT: PROPOSED CORRIDOR BUS SERVICE FINANCIAL PLAN FOR CLRP

Proposed Bus Service Addition Metrics

Year	Increase in Annual Bus Service Hours	% Increase Over Existing Service*	% Increase Over CLRP Service Assumptions**
2010	40,000	11 %	10 %
2020	80,000	22 %	16 %
2030	88,000	25 %	16 %

* 2006 Service Assumption: 356,000 Annual Vehicle Hours

** Current CLRP's 2010 Service Assumption: 395,000 Annual Bus Hours
Current CLRP's 2020 Service Assumption: 505,000 Annual Bus Hours
Current CLRP's 2030 Service Assumption: 538,000 Annual Bus Hours

Costs assumptions (for new service proposed by the project)

- The above new services equates to the following improvements
  - Capital: 184 new/replacement Clean Fuel Buses
  - Operating: 3.1 million vehicle hours
  - New/expanded facility for 54 new buses

- The following unit rates were used (based on 2007 dollars)
  - Capital: New Clean Fuel Bus cost $350,000 per bus.
  - Operating: $101.58 per vehicle hour (Weighted average costs from 2005 NTD, adjusted to 2007 dollars)

Funding Summary

- Capital: $76 million
  - $36 million from US DOT Transit program grants
  - $36 million from Project's dedicated transit initiative fund

- Operating: $ 314 million
  - $157 million from Fare Box Recovery (50 % assumed)
  - $157 million from Project's toll revenues/transit initiative fund

- Total Plan: $390 million

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

BASIC PROJECT INFORMATION

1. Agency Project ID: VDOT Secondary Agency:
2. Project Type: _System Expansion; _ System Maintenance; X Operational Program; _ Study; _ Other
   (check all that apply) X Freeway; _Primary; _ Secondary; X Urban; _ Bridge; X Bike/Ped; _ Transit; _ CMAQ; X ITS; _ Enhancement; _ Other
3. Project Title Idea66 Spot Improvements Inside the Beltway

	Prefix	Route	Name	Modifier
4. Facility:	I	66 WB	Spot 1 Fairfax Dr to Sycamore St	Extend accel/decel la.
5. From (_ at):	I	66 WB	Spot 2 Washington Blvd to Dulles Airport Access Connector (DAAR)	Add accel/decel la.
6. To:	I	66 WB	Spot 3 Lee Hwy/Spout Run to Glebe Road	Extend accel/decel la.

7. Jurisdiction(s): Arlington/Fairfax
8. Description: Spot 1 Arlington County– Extend existing westbound acceleration / deceleration lane (1.5 miles) from Fairfax Drive on-ramp to existing deceleration lane at Sycamore Street off ramp to reduce congestion and improve safety by reducing short distance weave and merge movement.

   Spot 2 Arlington and Fairfax Counties– Add a continuous acceleration /deceleration lane from Sycamore St/Washington Blvd on ramp to existing Dulles Airport Access Ramp Rte 267 (1.6 miles).

   Spot 3 Arlington – Extend existing acceleration lane from Lee Hwy/Spout Run on-ramp to existing deceleration lane at Glebe Road off ramp to create a continuous acceleration / deceleration lane (0.9 miles).

   Work on all three projects will be within existing ROW, including any required retaining and sound walls relocations or additions. All the proposed spot improvements encompass design evaluation of enforcement areas / safety pull offs, sight distance improvements, ramp metering, signing, traffic management systems, and reconstruction of the shoulder to provide for emergency evacuation.

9. Bicycle or Pedestrian Accommodations: _ Not Included; X Included; _ Primarily a Bike/Ped Project; _ N/A
10. Total Miles: Three improvements totaling approximately 4 miles
11. Project Manager: L&D Project Manager – Jeff Daily 12. E-Mail: Jeff.Daily@VirginiaDOT.org
13. Project Information URL: www.virginiadot.org/projects/const-project.asp?ID=404
14. Projected Completion Year: 30% design plans completed 2008, 100% design plans completed 2010 or Design Build construction beginning 2010
15. Actual Completion Year: N/A ____Project is ongoing. Year refers to implementation.
16. his project is being withdrawn from the Plan as of: N/A
17. Total cost (in Thousands): Spot 1 – $31.6M (PE$3.6M, CN $28M), Spot 2 – $29.9M (PE $3.4M, CN $26.5M), Spot 3 – $14.1M (PE $1.6M, CN $12.5M): Total costs for all three improvements – $75.6M
18. Remaining cost (in Thousands):
19. Funding Sources: X Federal; X State; _ Local; _ Private; _ Bonds; _ Other

CLRP PROJECT DESCRIPTION FORM

CONGESTION MANAGEMENT INFORMATION

20. Do traffic congestion conditions necessitate the proposed project? X Yes; _ No
21. If so, describe those conditions: X Recurring congestion; _ Non-site specific congestion;
    _ Frequent incident-related, non-recurring congestion; _ Other
22. Is this a capacity-increasing project on a limited access highway or other arterial highway of a functional class higher than minor arterial? X Yes; No
23. If yes, does this project require a Congestion Management Documentation form under the given criteria (see *Call for Projects* document)? _Yes; X No
24. If not, please identify the criteria that exempt the project here:
    _ The number of lane-miles added to the highway system by the project totals less than 1 lane-mile
    X The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange
    _ The project will not allow motor vehicles, such as a bicycle or pedestrian facility
    _ The project consists of preliminary studies or engineering only, and is not funded for construction
    _ The project received NEPA approval on or before April 6, 1992
    _ The project was already under construction on or before September 30, 1997, or construction funds were already committed in the FY98-03 TIP.
    _ The construction costs for the project are less than $5 million.

SAFETEA-LU PLANNING FACTORS

25. Please identify any and all planning factors that are addressed by this project:
    X Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
    X Increase the safety of the transportation system for all motorized and non-motorized users.

    a. Is this project being proposed specifically to address a safety issue? X Yes; _ No
    b. Please identify issues: _ High accident location; _ Pedestrian safety; _Other
    _ Truck or freight safety; X Engineer-identified problem

    c. Briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

    Existing levels of congestion is exacerbated by the intense weaving and merging movements happening over a short distance along with inadequate sight distance. The recurring congestion and associated operational/safety effects poses concerns on the corridor's ability to serve as an efficient emergency evacuation route.

    X Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
    X Increase accessibility and mobility of people and freight.
    _ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
    _ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
    X Promote efficient system management and operation.
    _ Emphasize the preservation of the existing transportation system.

ENVIRONMENTAL MITIGATION

26. Have any potential mitigation activities been identified for this project? _ Yes; X No
27. If yes, what types of mitigation activities have been identified?

    _ Air Quality; _ Floodplains; _ Socioeconomics; _ Geology, Soils and Groundwater; Vibrations;

    _ Energy; _ Noise; _ Surface Water; _ Hazardous and Contaminated Materials; _ Wetlands

INTELLIGENT TRANSPORTATION SYSTEMS

28. Is this an Intelligent Transportation Systems (ITS) project as defined in federal law and regulation, and therefore subject to Federal Rule 940 Requirements? _ Yes; X No

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

29. If yes, what is the status of the systems engineering analysis compliant with Federal Rule 940 for the project? _X Not Started; _ Ongoing, not complete; _ Complete

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

30. Under which Architecture:

    _ DC, Maryland or Virginia State Architecture

    _ WMATA Architecture

    X_ COG/TPB Regional ITS Architecture

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

31. **Other Comments:**

    The National Capital Region Transportation Planning Board (TPB) in approving the preliminary engineering work for the proposed project on January 18 2006 (resolution No. TPB R11-2006), indicated six points of clarification that were to be incorporated into the study. The following notes how these points have been incorporated into the overall agency's activities.

    1. Coordination with the planned extension of Metrorail to Tysons so as to not preclude a third Metrorail track:
       VDOT is a member of the planning team working directly with DRPT and Dulles Rail project staff on the Dulles Rail project. DRPT exhibits show the proposed Dulles Rail location within the existing median of I-66. The proposed spot improvement is on the outside of the westbound lanes. (Dulles Rail Env. Conditions document - Sheet 1 of 6 (rev 03-17-06) and Rail Sections - K56-TW-001, 002,003 (rev 01/24/06)). **The proposed spot improvements on westbound I 66 do not preclude a third Metrorail track** and any express bus operations. The proposed projects are interim improvements to address operational and safety issues in the near term. The long term solutions for the corridor include a detailed NEPA study comparing all modal alternatives. The design of a third rail may require portions of the roadway to be relocated and/or design exceptions for narrow shoulders. Funding for a long term study has yet to be identified.
    2. Certify that project complies with NEPA:
       VDOT is in full compliance with all requirements of NEPA. VDOT recommended and FHWA concurred that a Categorical Exclusion (CE) is the appropriate level of level of NEPA document for the spot improvements. Work on the CE documentation is underway. The public will have the opportunity to review and comment on this document at the Public Hearing to be scheduled later this year.

3. Clarify if all proposed construction can occur within existing right of way and adjacent parkland and Custis trail will be maintained:
The right of way boundaries were validated by a detailed land survey and the finding was that the proposed construction can occur within the existing Commonwealth right of way. Proposed construction will maintain adjacent parkland and trails. VDOT has verified the adequacy of the I-66 right-of-way to accommodate the spot improvements that are being designed and constructed during this phase of the study. An exhaustive review of courthouse records of deeds, titles and property plats along the corridor has been completed. The plat description and features, including property lines and corners, were verified using a project coordinate system and field instruments during an actual on-the-ground survey.

The right-of-way mapping may be viewed at VDOT or Arlington County as listed below:

VDOT	Arlington County
14685 Avion Parkway, Plan Room	2100 Clarendon Blvd, Suite 900
Chantilly, VA 20151	Arlington, VA 22201
Theresa DeFore at 703-383-2150	Tamara Ashby at 703-228-3833

4. Evaluation of HOV enforcement areas, a continuous 12-foot shoulder, signing, TMS and ramp metering has been included in the current PE work and where validated as needed will be included in the design and construction:
This work includes coordination with the VA State Police to identify locations for enforcement areas, improvements to the signing and the variable message signs, and redesign and upgrade of the ramp metering in the westbound direction within the project limits. **The project designs will focus of the safety aspects of the facility including adequate shoulders. Should design exceptions be needed for the provision of narrower shoulders, they will be obtained in full compliance with FHWA's design requirements. Once engineering design drawings are developed these will be shared with the CTB and NVTA.**

5. Coordination with ongoing efforts to develop a regional emergency evacuation plan: VDOT is an active participant in the state's and MWCOG's efforts in developing regional emergency coordination plans:
Working with the state of Maryland, the District and MWCOG staff, the Virginia emergency coordination includes Virginia Department of Emergency Management (VDEM), Virginia Department of Transportation (VDOT), Virginia State Police (VSP) Department of Rail & Public Transportation (DRPT) American Red Cross, Department of Health Services (DHS), Department of Corrections (DOC), Department of Military Affairs (DMA), Local Jurisdictions, and National Park Service (NPS). The basic framework for an operational evacuation plan.

   a. Provides a basic plan that could be implemented in the interim should an event occur prior to completion of a more detailed plan.
   b. Synchronizes the efforts of all State agencies during a major evacuation within this area.
   c. Provides a Virginia evacuation plan to synchronize mutual supporting plans of local jurisdictions within Region VII (Northern Virginia).
   d. Provides basic concepts which can be incorporated into plans being developed by other organizations within the NCR and the National Park Service.

The design of the proposed spot improvements fully considers the benefits that could be provided for efficient traffic movement along westbound I 66 in events of emergency as anticipated by the regional emergency plans.

6. Safety (along westbound I 66)will not be degraded: The proposed spot improvements will improve safety due to the enhanced access and egress conditions, improved signage, improved sight distance and other project evaluations and designs:
Specific safety issues that will be addressed with the spot improvements include lengthening weaving and merging areas, decreasing speed fluctuations, improving level of service (LOS) to reduce "stop and go" crashes, increasing additional storage capacity for incidents on the mainline and reducing travel time for emergency responders.