

I-95 HOV/HOT Lanes Design Public Hearing I-95 Transit and Transportation Demand Management Plan

Fairfax, Prince William, Stafford, and Spotsylvania Counties, and
the City of Fredericksburg

Monday, September 26, 2011, 5-8 p.m.

Botts Fire Hall
1306 F Street, Woodbridge, VA 22191

Wednesday, September 28, 2011, 5-8 p.m.

Waterford at Springfield
6715 Commerce Street, Springfield, VA 22150

Thursday, September 29, 2011, 5-8 p.m.

North Stafford High School
839 Garrisonville Road, Stafford, VA 22554

Find out about design plans for the proposed high occupancy vehicle (HOV) and high occupancy toll (HOT) lanes between Edsall Road in Fairfax County and Garrisonville Road in Stafford County. Learn about the findings in the I-95 Environmental Analysis and the Department of Rail and Public Transportation's (DRPT) Transit and Transportation Demand Management (TDM) plan for I-95. Representatives from each of these projects will be available to answer your questions. Exhibits and a video will be available. There will be no formal presentation.

Review information at www.vamegaprojects.com and at the meeting. Plans are also available at VDOT offices at 4975 Alliance Drive, Fairfax, 6363 Walker Lane, Suite 500, Alexandria, or VDOT's Fredericksburg District Office at 87 Deacon Road, Fredericksburg. Please call ahead on the project hot line at 1-855-895-4646 to be sure that appropriate personnel are available to answer your questions.

The environmental assessment will be available on September 9, 2011, on the project Web site and at the above locations. The transit and TDM plan will be available on September 26, 2011 at www.drpt.virginia.gov and at the meeting.

Give your written or oral comments at the hearing. Comments on the project design and environmental analysis may be sent to John Lynch, P.E., Regional Transportation Program Director, 6363 Walker Lane, Suite 500, Alexandria, VA 22310 or e-mailed to info@I-95hotlanes.com by **October 14, 2011** with "I-95 Joint Meetings" in the subject line. Comments on the transit and TDM plan can be sent to Public Information Office, DRPT, 600 E. Main Street, Suite 2102, Richmond, VA 23219 or to drptpr@drpt.virginia.gov by **October 26, 2011**.

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HOV / BUS / HOT LANES

ABOUT HOT LANES

What are HOT lanes?

HOT lanes operate alongside regular lanes and are generally reserved for buses, High Occupancy Vehicles (HOV) and emergency vehicles, while other drivers may choose to pay a toll to use the lanes.

How do they work?

HOT lanes use variable toll pricing to keep traffic moving. When congestion increases, toll prices go up to regulate the number of toll-paying drivers who choose to enter the lanes.

HOT lanes use fully electronic tolling. Drivers pay tolls with transponders or other similar technologies.

Most drivers do not use HOT lanes every day, but only on occasions when they need a faster or more reliable travel time.



91 Express Lanes in California

Why are state governments building HOT lanes?

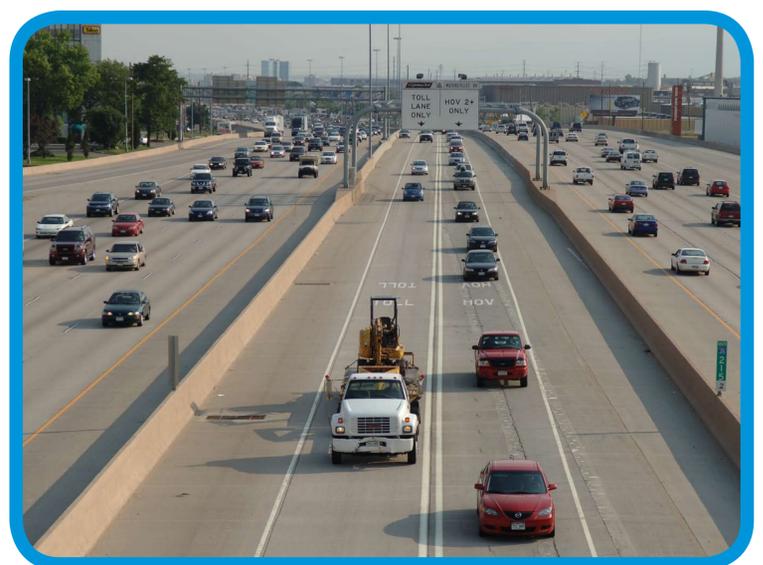
HOT lanes:

- Add capacity to existing roadways or maximize existing roadways and create free-flowing networks for carpooling and transit
- Provide a funding mechanism to enable states to deliver transportation improvements more quickly
- Maximize existing right-of-way to minimize the impact on the surrounding environment
- Promote quality of life by managing congestion and providing new travel options

HOT LANES: LESSONS LEARNED

HOT lanes with variable toll prices provide faster, more reliable travel times.

- A majority of I-15 users in San Diego believe tolls are an effective way to manage demand and report travel times on HOT lanes of 20 minutes per trip¹
- Average speed during AM peak on the Katy Freeway in Houston, Texas was 25 mph on the general-purpose lanes and 59 mph on the HOT lanes²
- In Minneapolis, those using the express lanes generally experience a 20 mph increase in their speed and those in the general purpose lanes have seen a slight increase in speed³
- In Southern California, SR-91 customers estimate they shaved nearly 30 minutes off their morning and afternoon commutes⁴
- Travelers save about 20 minutes per trip on HOT lanes on I-10 in Houston⁵



I-25 Express Lanes in Colorado

Toll-paying customers on HOT lanes come from all income levels and most use the lanes infrequently.

- Only 25 percent of toll-paying customers on SR-91 in Southern California are in the top income bracket⁶
- 78 percent of lower-income motorists in San Diego support local HOT lanes⁷
- Most HOT lanes users on SR-91 pay to use the lanes a few times a week when they need a faster or more reliable travel time⁸

1 Federal Highway Administration, A Guide for HOT Lanes Development (www.fhwa.dot.gov)
2 Report on the Value Pricing Pilot Program, U.S. Department of Transportation Federal Highway Administration, 2004
3 E-94 MiPASS: A New Choice for Commuters
4 Report on the Value Pricing Pilot Program, U.S. Department of Transportation Federal Highway Administration, 2004
5 Hickman, M., Brown, Q., & Miranda, A. An Evaluation of the usage of the Katy Freeway HOV Lane Pricing Project, Transportation Research Record (forthcoming), 2000 (www.a.arizona.edu/~mhickman/pubs.html)
6 www.91expresslanes.com/LearnAboutUs
7 Report on the Value Pricing Pilot Program, U.S. Department of Transportation Federal Highway Administration, 2004
8 www.91expresslanes.com/LearnAboutUs

HOT LANES: LESSONS LEARNED

Converting HOV lanes to HOT lanes reduces violation rates.

- Violation rates on I-394 in Minnesota dropped from 25 percent to less than 10 percent when the system was converted from HOV to HOT⁹
- Violation rates dropped from 15 percent to five percent when the I-15 HOV lanes in San Diego were transitioned to HOT lanes¹⁰

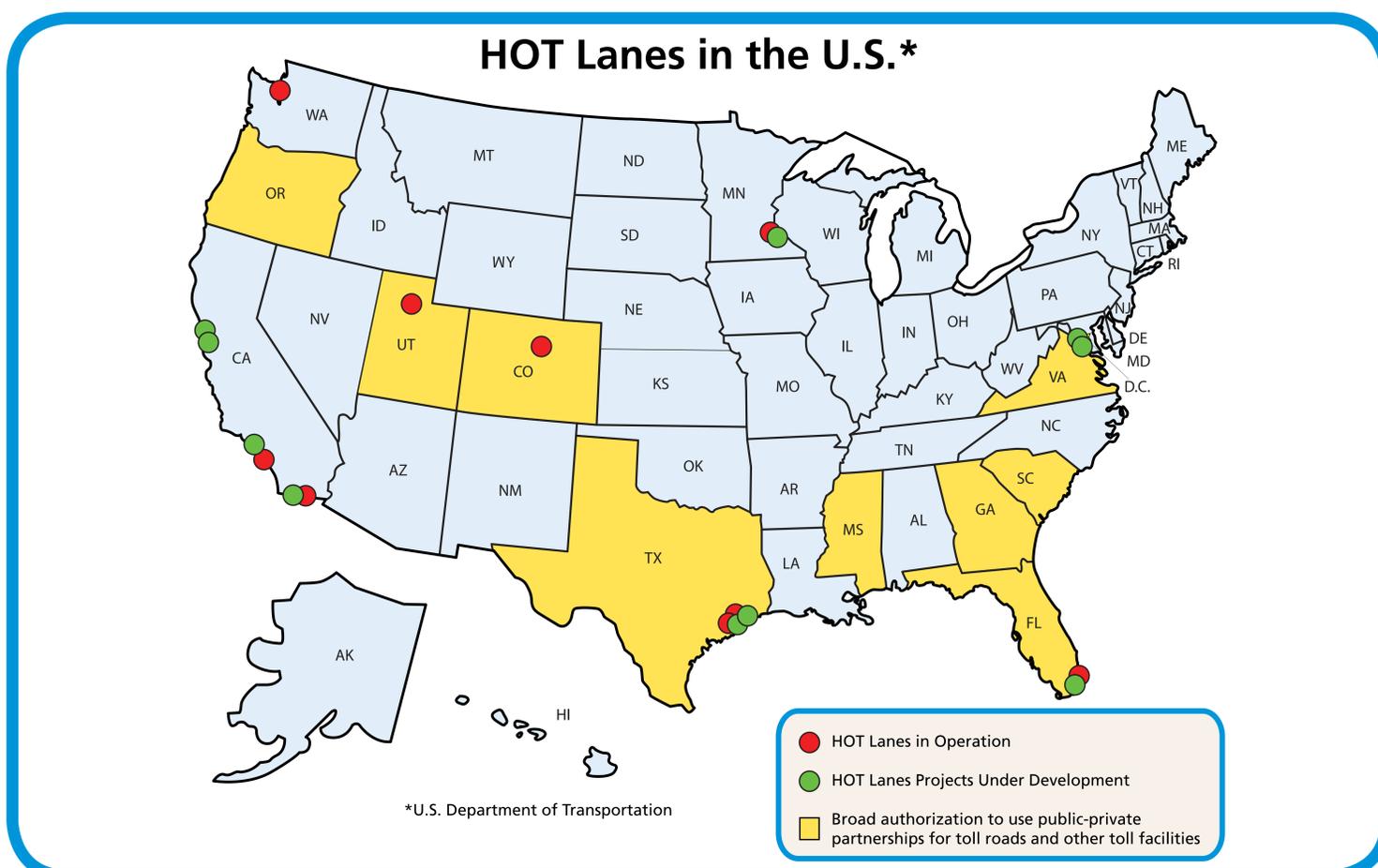
HOT lanes encourage carpooling.

- According to the U.S. Department of Transportation, "HOT lanes can create financial incentives to make public transport and carpooling more attractive, while continuing to ensure congestion-free travel by these vehicles"¹¹
- Empirical data on I-15 express lanes in San Diego suggests that tolls encourage ride sharing¹²
- Carpool rates have increased nearly 9.6 percent since the SR-91 HOT lanes opened in 1995¹³
- In Minneapolis, "Carpools continue to use the lanes for free... and the express lanes move as fast as ever. When traffic is heavy, prices increase, making it more likely that solo drivers will find it too expensive to take the express lane and that those choosing transit or carpools will not be stuck in traffic."¹⁴
- When the Katy Freeway in Houston converted from HOV to HOT, most new toll-paying customers were persons who formerly traveled in single-occupant vehicles on regular lanes – not carpools or transit riders¹⁵



HOT lanes promote reliable bus travel.

- In Minnesota, transit operators say the presence of more drivers in the express lanes has not slowed buses down, and buses have been able to move into and out of the lanes easily¹⁶
- During the first year of HOT lanes operations in Denver, regional buses delivered riders to their destination on schedule over 96 percent of the time¹⁷

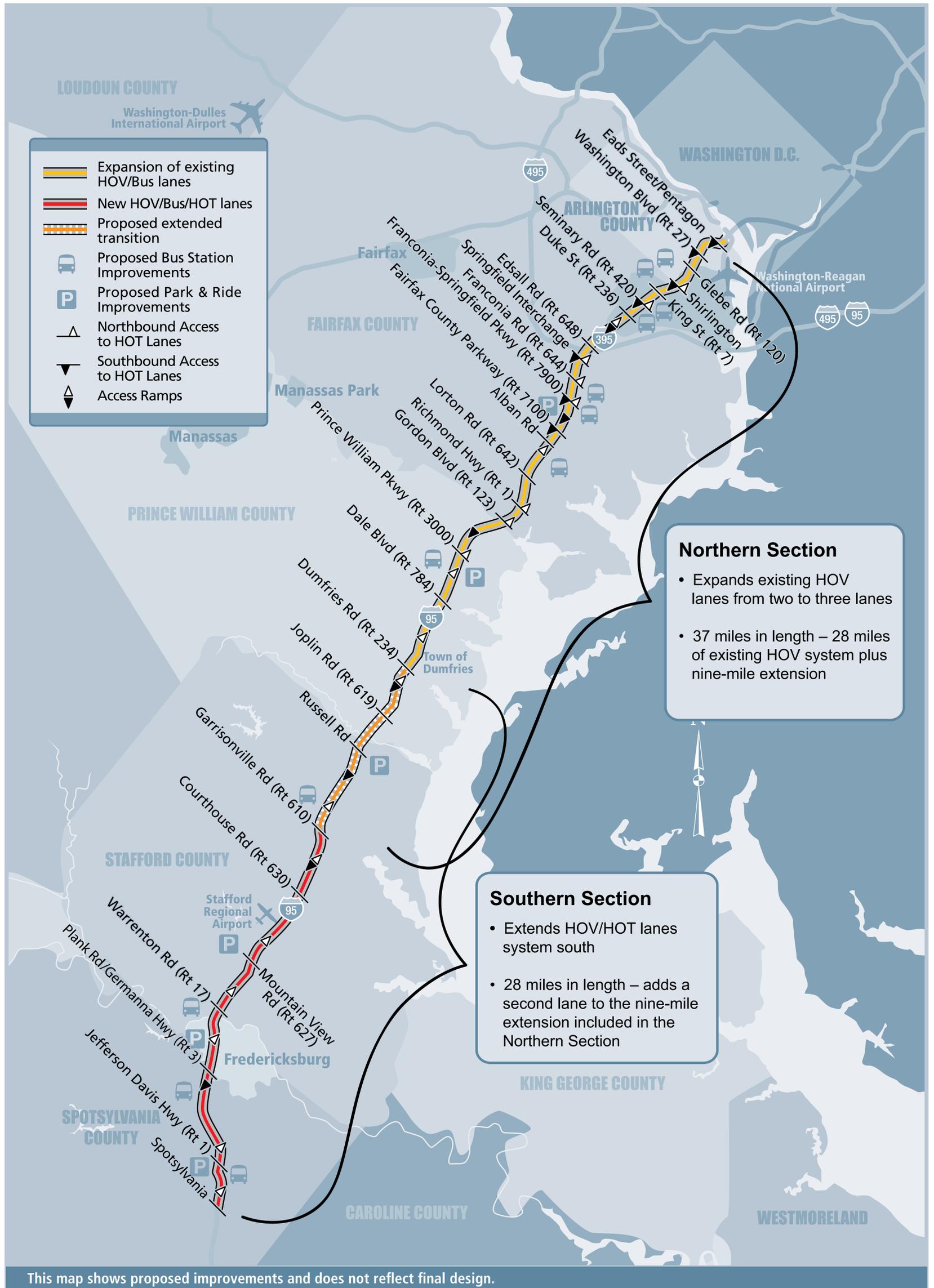


9 I-394 MnPASS: A New Choice for Commuters
10 Report on the Value Pricing Pilot Program, U.S. Department of Transportation Federal Highway Administration, 2004
11 Report on the Value Pricing Pilot Program, U.S. Department of Transportation Federal Highway Administration, 2004
12 Resources for the Future, Safeway, Gillingham, Harrington and Nelson, 2003
13 Report on the Value Pricing Pilot Program, U.S. Department of Transportation Federal Highway Administration, 2004
14 I-394 MnPASS: A New Choice for Commuters
15 Report on the Value Pricing Pilot Program, U.S. Department of Transportation Federal Highway Administration, 2004
16 I-394 MnPASS: A New Choice for Commuters
17 Institute of Transportation Engineers, Westermite, Vol. 61 No. 4, July - August 2007 (www.westermite.com)



HOV / BUS / HOT LANES

ACCESSING I-95/395 HOV/BUS/HOT LANES



This map shows proposed improvements and does not reflect final design.

NEW ACCESS POINTS

The HOV/Bus/HOT Lanes project will construct new ramps to provide users access to more places

NEW ENTRY AND EXIT POINTS HEADED NORTHBOUND IN THE MORNING:

1. Exit HOV/HOT lanes onto the regular lanes north of Dumfries Road
2. Exit HOV/HOT lanes onto the regular lanes north of Prince William County Parkway
3. Exit HOV/HOT lanes onto Fairfax County Parkway (via Boudinot Drive)
4. Exit HOV/HOT lanes onto regular lanes north of Lorton Road
5. For buses, direct access to and from a new in-line bus station near the Lorton VRE station
6. Exit HOV/HOT lanes onto regular lanes south of Duke Street
7. For buses, a bus-only access ramp to Seminary Road and Mark Center
8. Exit HOV/HOT lanes onto Shirlington Rotary



Northbound in the morning

NEW ENTRY AND EXIT POINTS HEADED SOUTHBOUND IN THE EVENING:

9. Exit HOV/HOT lanes onto the regular lanes north of Garrisonville Road
10. Exit HOV/HOT lanes onto the regular lanes north of Joplin Road
11. Enter HOV/HOT lanes from the regular lanes north of Dale Boulevard
12. Enter HOV/HOT lanes from the regular lanes at U.S. Highway 1 in Fairfax County
13. Enter HOV/HOT lanes at Fairfax County Parkway (via Boudinot Drive)
14. For buses, direct access to and from a new in-line bus station near the Lorton VRE station
15. For buses, a bus-only access ramp from Seminary Road and Mark Center
16. Enter HOV/HOT from Shirlington Rotary

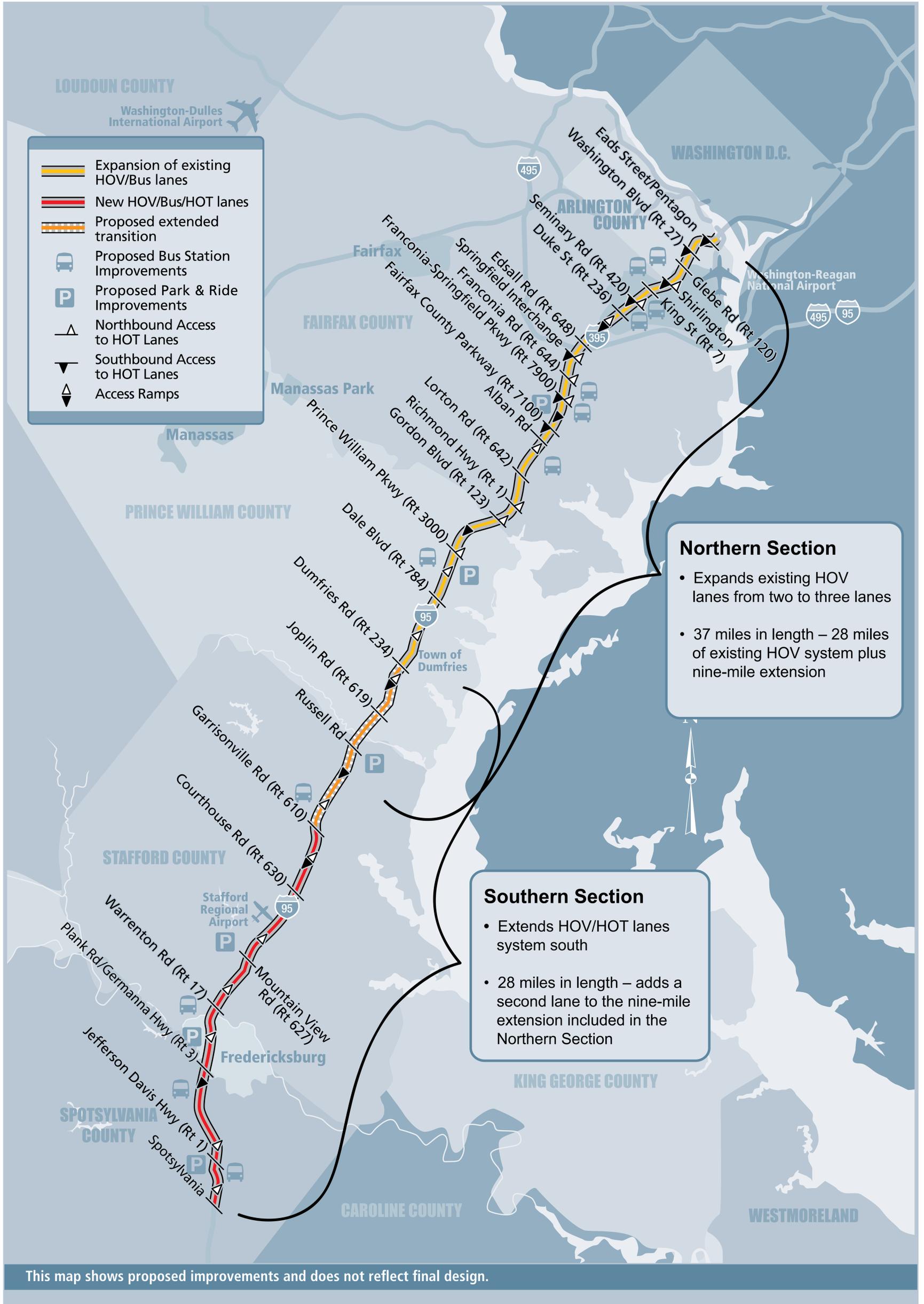


Southbound in the evening



HOV / BUS / HOT LANES

ACCESSING I-95/395 HOV/BUS/HOT LANES



This map shows proposed improvements and does not reflect final design.



Virginia Department of Rail and Public Transportation



HOV / BUS / HOT LANES

CARPOOLING ON THE I-95/395 HOV/BUS/HOT LANES

Carpoolers who use the existing HOV lanes will continue to enjoy faster and more reliable travel times and benefit from new improvements.

- HOV-3+ will travel free
- As traffic increases in the lanes, toll prices will go up to control the number of toll-paying customers entering the lanes
- New improvements will provide new options and quality service for carpoolers:
 - Expanded from two to three lanes
 - New and expanded Park & Rides
 - New exit points (six in a.m., five in p.m.)
 - New access to HOV from regular lanes inside the Beltway
 - Extended access into Stafford and Spotsylvania Counties
 - Enhanced enforcement to reduce violators
 - Design improvements to relieve bottlenecks
 - Improved safety and incident response
 - Added incentive for drivers to pick up slugs to avoid paying tolls



CORRECTING COMMON MYTHS

MYTH	Carpools will have to pay.	FACT	HOV-3+ will always be free.
MYTH	Carpools will be restricted from some ramps if the lanes get crowded.	FACT	HOV-3+ will not be restricted from the lanes.
MYTH	New toll-paying customers will crowd the lanes.	FACT	Variable toll prices will be used to control the number of toll-paying cars in the lanes to keep them free-flowing.
MYTH	HOT lanes will discourage slugging.	FACT	Local survey research found that the majority of sluggers would not change their commutes with HOT lanes. Toll prices provide drivers a new incentive to pick up slugs.
MYTH	Existing carpools will have longer travel times with HOT lanes.	FACT	HOT Lanes will use variable tolls to keep traffic moving, and operational enhancements will improve reliability and reduce violations.



HOV / BUS / HOT LANES

EXISTING ACCESS POINTS

Access Ramp Location	AM – Northbound	PM – Southbound
Dumfries Road: HOV/Bus/HOT lanes to SB regular lanes south of Dumfries Road		X
Dumfries Road: Regular lanes to HOV/Bus/HOT lanes south of Dumfries Road	X	
Dumfries Road: HOV/Bus/HOT lanes to SB regular lanes near Cardinal Drive north of Dumfries Road		X
Dumfries Road: NB regular lanes to HOV/Bus/HOT lanes near Cardinal Drive north of Dumfries Road	X	
Opitz Blvd: HOV/Bus/HOT lanes to SB regular lanes at Potomac Mills, north of Opitz Blvd	X	X
Opitz Blvd: NB CD lanes to HOV/Bus/HOT lanes at Potomac Mills, north of Opitz Blvd	X	X
Prince William Parkway: Prince William Parkway to HOV/Bus/HOT Lanes	X	X
Prince William Parkway: HOV/Bus/HOT lanes to NB regular lanes north of Prince William Parkway	X	
Gordon Boulevard: Gordon Boulevard (Route 123) to HOV/Bus/HOT lanes	X	X
US Highway 1: HOV/Bus/HOT lanes to US Highway 1		X
US Highway 1: US Highway 1 to HOV/Bus/HOT lanes	X	
Lorton Road: HOV/Bus/HOT lanes to NB regular lanes at north of Lorton Road	X	
Fairfax County Parkway: NB regular lanes to HOV/Bus/HOT lanes south of Fairfax County Parkway	X	
Fairfax County Parkway: HOV/Bus/HOT lanes to SB regular lanes at south of Fairfax County Parkway		X
Fairfax County Parkway: Fairfax County Parkway to HOV/Bus/HOT lanes		X
Fairfax County Parkway: HOV/Bus/HOT lanes to NB regular lanes north of Fairfax County Parkway	X	
Franconia-Springfield Parkway: SB regular lanes to HOV/Bus/HOT lanes south of Franconia-Springfield Parkway		X
Franconia-Springfield Parkway: HOV/Bus/HOT lanes to Franconia-Springfield Parkway (south facing)	X	X
Franconia-Springfield Parkway: Franconia-Springfield Parkway to HOV/Bus/HOT lanes (north facing)	X	X
Franconia Road: HOV/Bus/HOT lanes to SB regular lanes south of Franconia Road		X
Franconia Road: NB regular lanes to HOV/Bus/HOT lanes south of Franconia Road	X	
Franconia Road: Franconia Road to HOV/Bus/HOT lanes (north facing)	X	X
Franconia Road: Franconia Road to HOV/Bus/HOT lanes (south facing)	X	X
I-495 Capital Beltway and I-495 HOV/Bus/HOT Lanes: HOV/Bus/HOT to/from I-495 Capital Beltway and I-495 HOV/Bus/HOT Lanes	X	X
Duke Street: HOV/Bus/HOT lanes to SB regular lanes south of Duke Street (at Turkeycock Run)		X
Duke Street: SB regular lanes to HOV/Bus/HOT lanes south of Duke Street (at Turkeycock Run)		X
Duke Street: NB regular lanes to HOV/Bus/HOT lanes south of Duke Street (Turkeycock Run)	X	
Seminary Road: Seminary Road to HOV/Bus/HOT lanes (north facing)	X	X
Shirlington Rotary: HOV/Bus/HOT lanes to Shirlington Rotary (south facing)	X	X
Shirlington Rotary: Shirlington Rotary to HOV/Bus/HOT lanes (north facing)	X	X
Washington Blvd: HOV/Bus/HOT lanes to Washington Blvd	X	X
Eads Street: HOV/Bus/HOT lanes to Eads Street	X	
Eads Street: Express lanes to SB regular lanes south of Eads Street	X	X

LEGEND: SB – Southbound lanes NB – Northbound lanes





HOV / BUS / HOT LANES

HOW HOT LANES WILL KEEP TRAFFIC MOVING

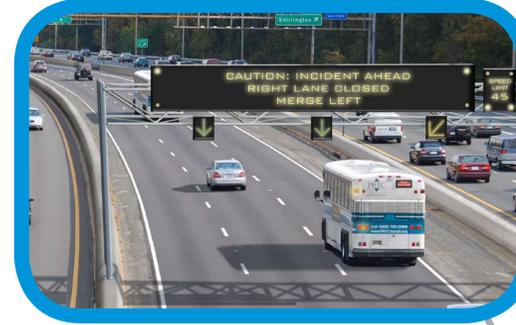
**FASTER, MORE
RELIABLE TRAVEL TIMES**



**ENHANCED
ENFORCEMENT**



**INCIDENT
RESPONSE**



**IMPROVED DRIVER
INFORMATION**



**DESIGN
IMPROVEMENTS**



**FEDERAL & STATE REPORTING,
SPEED REQUIREMENTS**



**FULLY ELECTRONIC
TOLLING**



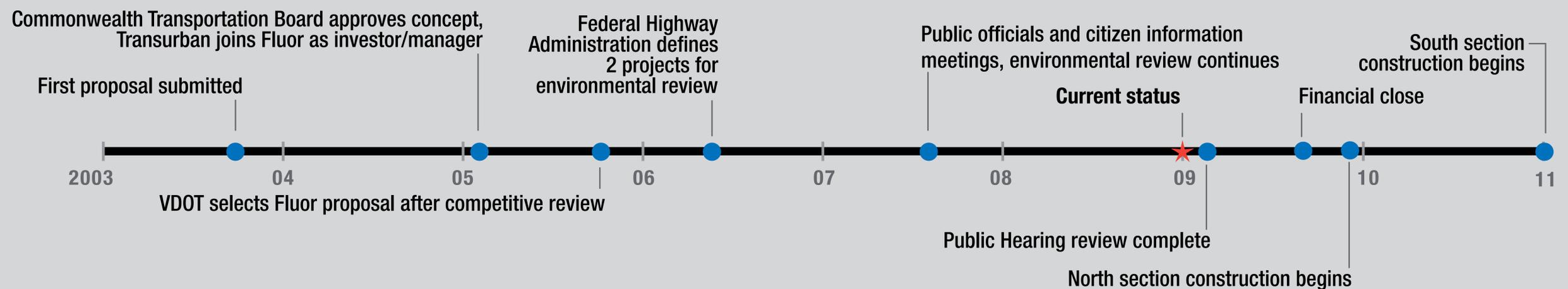
**VARIABLE TOLLS TO
MANAGE TRAFFIC**



HOV / BUS / HOT LANES

I-95/395 HOV/BUS/HOT LANES PROJECT TIMELINE

PROJECT TIMELINE



*Future milestones are projections



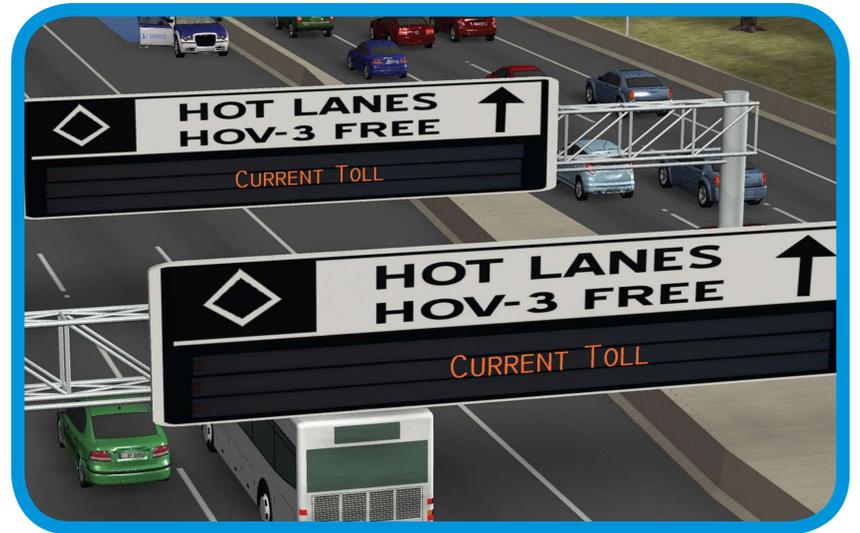
HOV / BUS / HOT LANES

PAYING TOLLS

Drivers would have a new choice to pay a toll on occasions when they need a faster or more reliable travel time.

VARIABLE PRICING

- Tolls would rise and fall based on real-time traffic conditions to manage the number of toll-paying customers entering the lanes and keep them free flowing
- Sensors on roadway would monitor traffic
- Network of electronic signs would display latest toll rates
- Drivers must pay with E-ZPass or similar transponder – no cash



FREQUENTLY ASKED QUESTIONS

How would I pay the tolls?

With an E-ZPass or new, switchable transponder – no cash

How would I know what the current toll is?

Through a network of electronic signs. HOT lanes would be divided into a handful of segments; drivers would “lock in” their toll rates for the length of the segment

Would most drivers pay a toll every day?

No – most HOT lanes customers pay a toll only a couple of times a week when they need a faster travel time

Would my toll change while I am in the lanes?

No – the 95/395 HOT Lanes will be divided into segments. When drivers enter a segment they will lock in their toll rate for that segment. When approaching a new segment, drivers will always have a choice to continue or leave the HOT lanes

Would the lanes be tolled 24 hours a day?

Yes

Would hybrids have to pay a toll?

Yes – Virginia law does not give hybrids free access to HOT lanes unless they meet HOV 3+ requirements

How would drivers from out of town pay a toll?

They must have an E-ZPass or similar transponder; extensive signage and education efforts would keep them and all drivers informed

Who determines the toll rate?

It would be based on real-time traffic conditions (speed, volume)

Would motorcycles have to pay a toll to use the HOT lanes?

No

What would the toll rates be?

Toll prices would be based on demand. They would change throughout the day according to real-time traffic conditions to manage the number of cars in the HOT lanes and keep them congestion free – even during rush hour.

Projected tolls on the I-95/395 HOV/Bus/HOT Lanes are expected to be similar to those customers pay today on SR-91 in Southern California, but I-95/395 customers in Virginia would have a far greater range of trip options.

	Toll range	Trip options
SR-91	\$.12 - \$.95 per mile	Full, 10-mile trip only
I-95/395 HOV/Bus/HOT Lanes	\$.10 - \$1.00 per mile	Option to travel distances between ½ mile and 56 miles, with an anticipated average trip of seven to nine miles



HOV / BUS / HOT LANES

HISTORICAL TIMELINE

March 2004

Fluor submits proposal to the Virginia Department of Transportation (VDOT) to develop, finance, design and construct HOV/Bus/HOT Lanes.

January 2005

Commonwealth Transportation Board (CTB) approves HOT lanes concept and commissions advisory plan to review competing proposals.

December 2005

CTB directs VDOT commissioner to proceed with negotiations with Fluor-Transurban.

October 2006

VDOT signs interim agreement with Fluor-Transurban to develop a 56-mile HOV/Bus/HOT Lanes system from the Pentagon area in Arlington County to Massaponax in Spotsylvania County.

Committee of local jurisdictions and transit operators established to work with the Virginia Department of Rail and Public Transportation (DRPT) to develop a proposed plan to maximize project funds to enhance transit and transportation demand management services in the corridor.

November 2006

VDOT requests that the project be split into two phases for the purpose of the federal environmental review, as construction is much less complex in the north where HOV lanes already exist. Preliminary engineering and traffic modeling begins. VDOT initiates environmental review process for the northern section of the project.

July 2007

VDOT and the DRPT host citizen information meetings along the I-95/395 corridor and collect public comments as part of the continuing National Environmental Policy Act review.

February 2008

DRPT and locals complete the I-95/395 Transit/TDM study and recommend a complementary plan to enhance transit and transportation demand management services in the corridor.

January 2009

VDOT and the Federal Highway Administration (FHWA) complete the National Environmental Policy Act review.

February 2009

VDOT and DRPT host public design hearings along the I-95/395 corridor.



HOV / BUS / HOT LANES

PROJECT OVERVIEW

Upgrade and extension of the existing HOV lanes on I-95/395 and funding to support public transportation and carpools in the corridor, including new bus routes and Park & Rides

IMPROVEMENTS

- Expand existing 28-mile HOV lanes from two lanes to three lanes; convert to HOV/HOT
- Extend HOV lanes to Spotsylvania County
- Fund new transit improvements such as Park & Ride lots and increased bus service
- Improve existing HOV service with new access points, increased enforcement and improved incident response
- Provide new choice to pay a toll for a faster, more reliable travel time
- Create a regional HOV and transit network, seamlessly connecting I-95/395, Capital Beltway, I-66 and Dulles Toll Road

STATUS

- Federal environmental reviews complete
- Formal public hearings underway
- Next steps: finalize scope, evaluate feasibility of project and finalize agreement



WHY IMPROVE I-95/395?

The I-95/395 HOV/Bus/HOT Lanes project will help manage growing congestion in the corridor, provide travelers with new public transportation options and improve, as well as preserve, travel conditions for carpools.

PUBLIC-PRIVATE PARTNERSHIP

- I-95/395 HOV/Bus/HOT Lanes project is being developed under the Virginia Public-Private Transportation Act
- Partnership enables Virginia to deliver critical transportation improvements more quickly
- Virginia will continue to own and have oversight over every aspect of the lanes
- Project selected through competitive procurement, independent review process
- Subject to same environmental study, public input and transparency requirements as traditional projects
- Key negotiated business terms released publicly prior to final agreement

PROJECT FUNDING

- Project funded by private equity and loans backed by private partners; repaid by toll revenue generated on HOT lanes



HOV / BUS / HOT LANES

PROJECT SHAPED BY PUBLIC INPUT



SHARING INFORMATION

- Community group briefings since 2006:
 - Chambers of commerce
 - Homeowners associations
 - Rotary clubs
 - Civic organizations
 - Slugger coffee series
 - Focus groups and quantitative surveys
- Response to community inquiries and concerns

FORMAL PUBLIC INPUT

- Citizen information meetings, July 2007:
 - Arlington
 - Fairfax
 - Prince William
 - Stafford
 - Spotsylvania
- More than 230 comments
- Public design hearings, February 2009

STAKEHOLDER INPUT SHAPING PROJECT DESIGN & OPERATIONS

Feedback is driving project enhancements:

- Collaborating to deliver new driver safety enhancements including a lane-use management system and emergency pull-off areas
- Shaping operational strategies such as the new, switchable transponder and how it's distributed to users
- Influencing designs at key interchanges such as Eads Street, Fairfax County Parkway, Shirlington Circle and others
- Influencing transit planning, including the locations of Park & Rides and new bus routes



HOV / BUS / HOT LANES

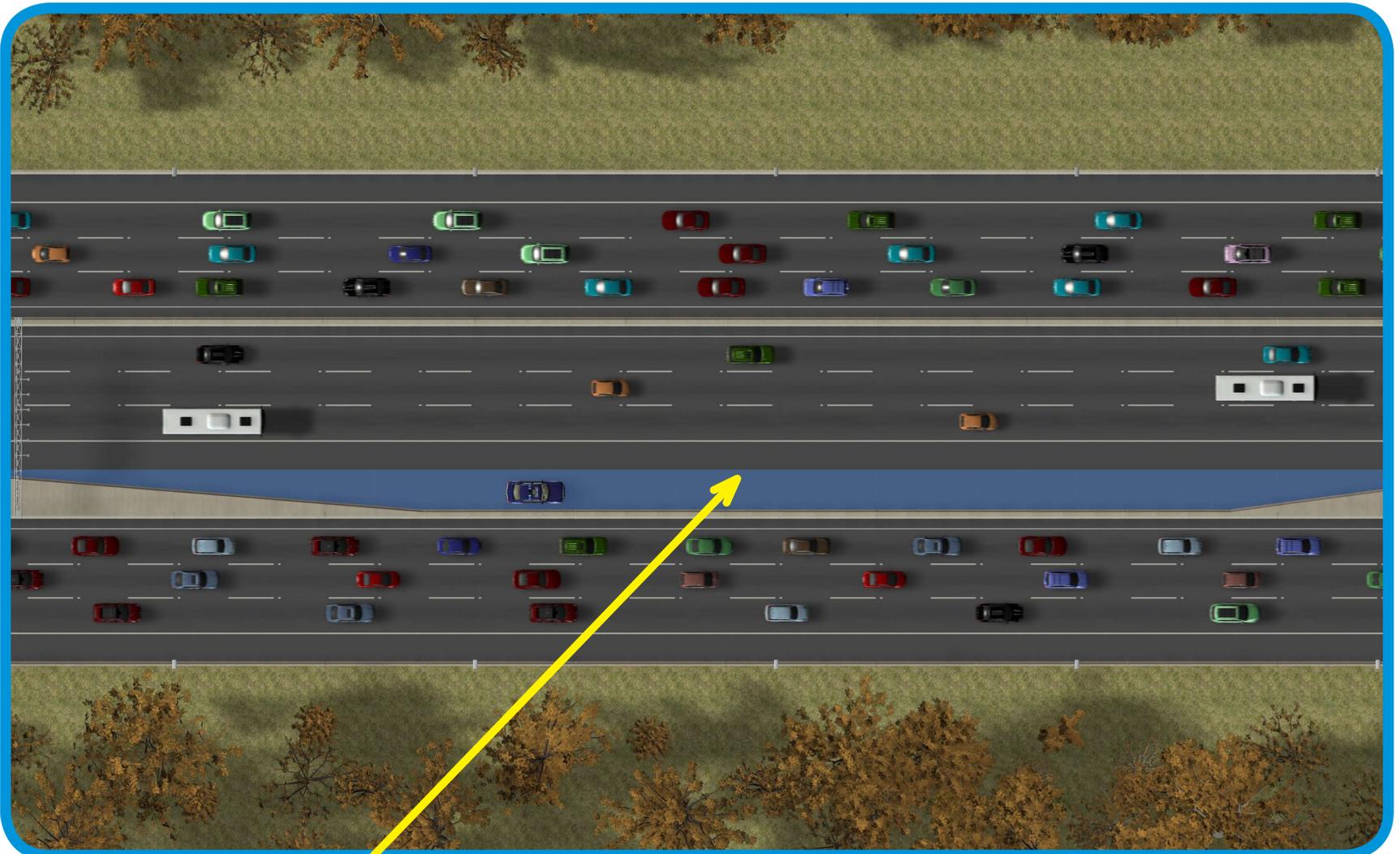
SAFETY & INCIDENT RESPONSE

IMPROVED INCIDENT RESPONSE

- Better driver information through network of electronic signs
- Enhanced incident response crews
- 24-hour video monitoring
- Lane-use management system
- Traffic sensors alert operator to slowing traffic conditions
- Emergency pull-off areas
- Close coordination with local emergency responders
- Increased access for emergency vehicles



A new lane-use management system would extend from Fairfax County Parkway to near the Pentagon to alert drivers to accidents ahead and help emergency responders manage traffic.



NEW, EMERGENCY PULL-OFF AREAS

19 enforcement bays/emergency pull-off areas along the HOV/Bus/HOT Lanes would provide space for disabled vehicles to pull off the HOT lanes.



HOV / BUS / HOT LANES

TRANSIT AND CARPOOLING IMPROVEMENTS

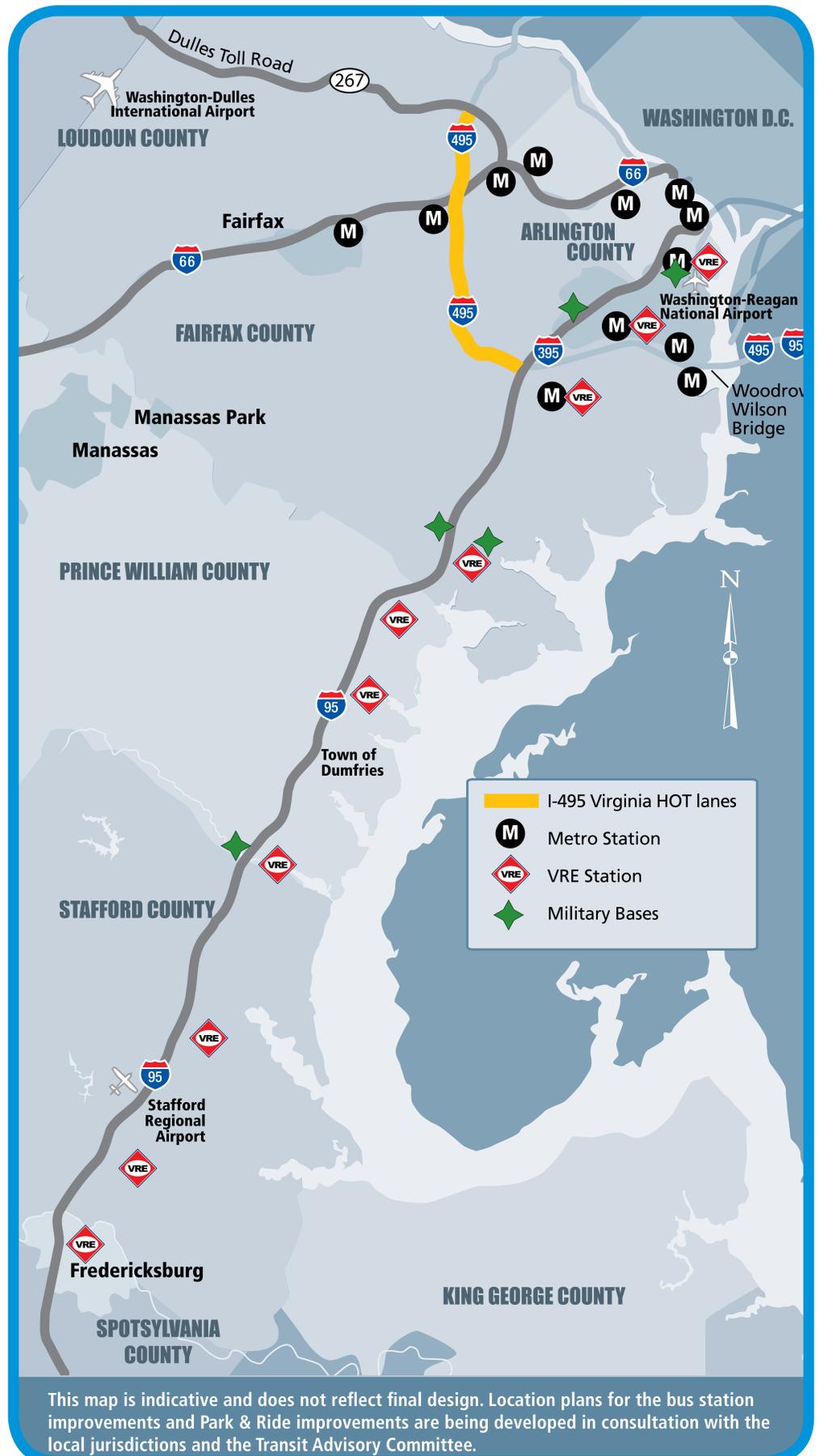
The I-95/395 HOV/Bus/HOT Lanes project will improve public transportation and carpooling in the corridor in two ways:

CONSTRUCTING INFRASTRUCTURE FOR TRANSIT AND CARPOOLS

- Expansion of existing HOV system to create regional, free-flowing network for buses
- Bus stations to support express bus service and new routes
- New access points to serve key activity centers
- New Park & Ride spaces

GENERATING FUNDING FOR TRANSIT AND CARPOOLING

The project is expected to generate funding for additional public transportation and carpooling improvements in the I-95/395 corridor through a payment from the private partners, anticipated federal funding and farebox collections from new transit service.





HOV / BUS / HOT LANES

TRANSIT/TRANSPORTATION DEMAND MANAGEMENT STUDY

In conjunction with the project, Department of Rail and Public Transportation (DRPT), local jurisdictions and transit operators conducted a Transit/Transportation Demand Management (TDM) Study in 2007 to develop recommendations to enhance transit and carpooling services in the corridor, supported by funding from the project.

STUDY GOALS

1. Maintain transit and HOV ridership
2. Make use of HOT lane features to attract new transit and HOV riders

ACTIVITIES

- Development and evaluation of new services
- Development of cost/revenue projections
- Forecast travel on proposed new services
- On-line survey of habits and attitudes of corridor travelers, public meetings

RECOMMENDED IMPROVEMENTS

- Increased frequency on some existing routes
- Add new routes
- Increase VRE train length on Fredericksburg trains
- Add Park & Ride spaces to existing lots, new lots

NEW BUS SERVICE PROPOSED

- Shirlington to Rosslyn
- Central Prince William to downtown Alexandria
- Kingstowne to Shirlington to Pentagon
- Woodbridge to Lorton/Tysons to Merrifield
- Lake Ridge to Seminary Road area
- Fredericksburg to Pentagon/Crystal City
- Fredericksburg to Washington, D.C.
- Massaponax to Washington, D.C.
- Lorton VRE Station to EPG/Ft. Belvoir (new shuttle)

MORE INFORMATION

Visit <http://www.drpt.virginia.gov>



FACILITY IMPROVEMENTS: PRELIMINARY

- New and Improved Transit Centers:
 - Pentagon Metrorail Transit Center
 - Franconia-Springfield Metrorail Transit Center
 - Massaponax Transit Center
- BRT stations along HOT lane corridor
- Five VRE Fredericksburg Line platform extensions at four stations
- More frequent VRE service
- Add 3,750 additional Park & Ride spaces
- TDM Program Elements:
 - Capital funding for vanpools
 - Enhanced Guaranteed Ride Home program
 - Financial incentives for vanpools and carpools
 - Rideshare program operational support
 - TDM program marketing support and telework program assistance

Improvements are proposed and do not reflect final design.



HOV / BUS / HOT LANES

TRANSPONDER SYSTEM TO REDUCE VIOLATORS

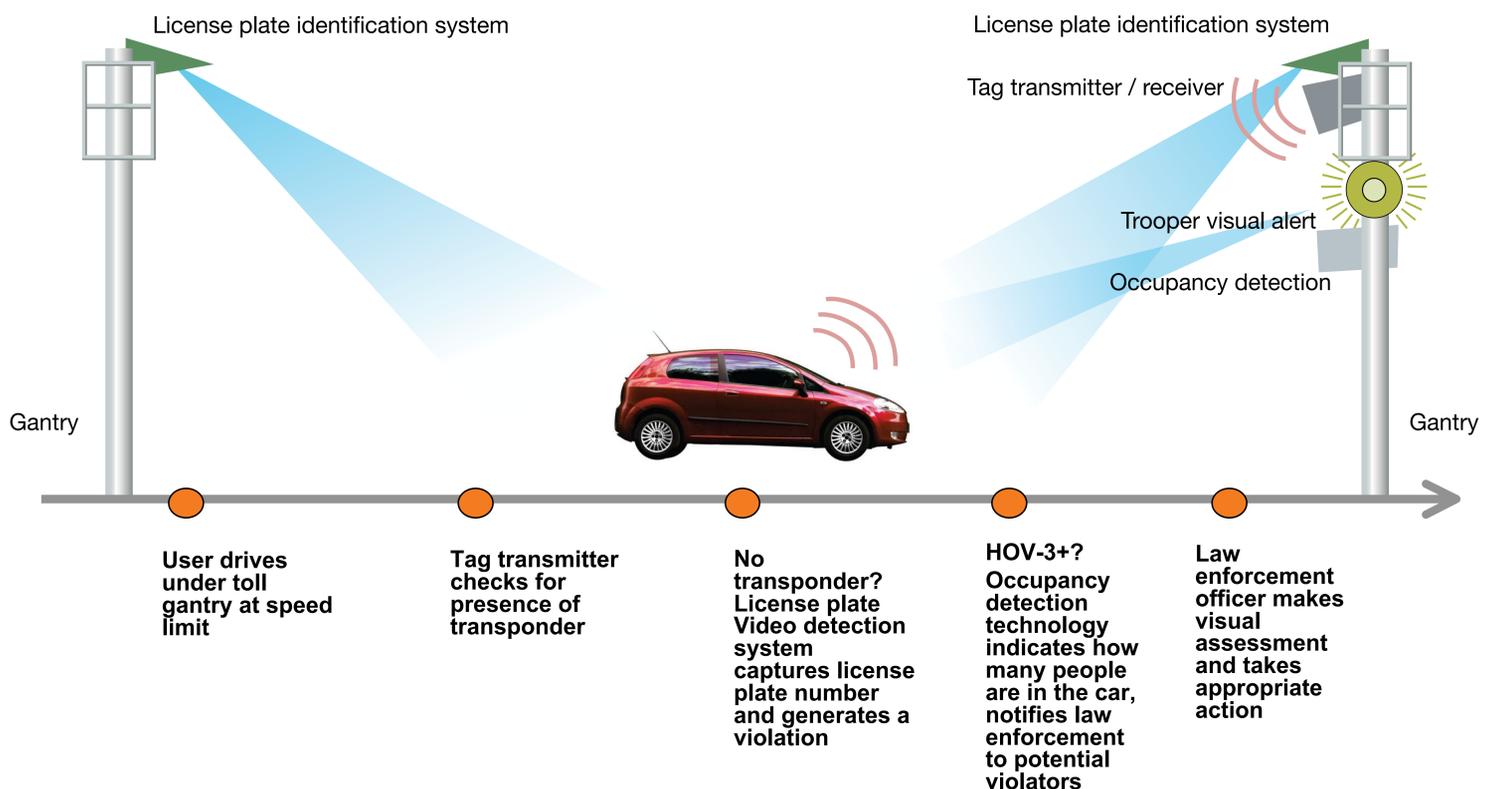
Enforcement planning is still underway, but proposed strategies would reduce violators on the HOV/Bus/HOT Lanes and allow drivers to make convenient choices.

- All users would be required to have an E-ZPass or new switchable transponder
- Carpoolers switched to "HOV" would not be charged a toll
- Compatible with all E-ZPass roadways
- Privacy and driver convenience paramount in planning
- Video enforcement would capture license plates, generate tickets to drivers not carrying transponders



- Vehicle occupancy detection technology would assist law enforcement officers in confirming carpools meet three-person requirement
- Customer education programs would ensure knowledge and convenience for all road users
- Project has explored other technologies and strategies, such as windshield stickers and E-ZPass pouches; extensive research supports current strategy as effective way to reduce violators

Enforcing I-95/395 HOV/Bus/HOT Lanes





HOV / BUS / HOT LANES

WHO WILL BENEFIT

ALL MOTORISTS

By adding new capacity and travel options on I-95/395, the project will help manage congestion on the regular lanes – keeping traffic moving and travelers out of gridlock.

REGION & LOCAL COMMUNITIES

The project will promote:

- Quality of life through new commuter choices
- Economic prosperity
- Improved regional emergency management
- Better air quality

CARPOOLS AND SLUGGERS

Proposed upgrades for the region's carpoolers and sluggers include:

- New access points
- Safety management
- New federal minimum speed standards
- Uninterrupted regional network enhanced enforcement of HOV-3

PUBLIC TRANSPORTATION USERS

The project will improve public transportation in the corridor in two distinct ways:

Constructing infrastructure for transit: New and expanded Park & Ride lots, bus stations and new access points extend HOV service to Garrisonville

Generating funding for transit: \$195 million anticipated to help fund transit improvements such as bus station upgrades, new buses and bus routes, expanded parking and new Virginia Railway Express railcars





HOV/HOT LANES



Design Public Hearing

Appendix B

November 2011



State Project: 0095-96A-107, P101
Federal Project: 0952487
UPC: 70849

I-95 HOV/HOT LANES DESIGN PUBLIC HEARING

Responses to Comments Received from Local Jurisdictions for the Public Record

The Virginia Department of Transportation (VDOT) conducted a Design Public Hearing that included information about the Environmental Assessment and the I-95 Transit and TDM Plan of the Department of Rail and Public Transportation (DRPT). The hearing provided interested citizens an opportunity to formally review, discuss, and provide input on the proposed project.

September 26, 2011
Botts Fire Hall
Woodbridge VA

September 28, 2011
Waterford at Springfield
Springfield, VA

September 29, 2011
North Stafford High School
Stafford, VA

Along with the public, elected officials and local jurisdictions made comments and submitted letters in regard to the I-95 HOV/HOT Lanes project. Copies of the letters, questions, comments, and/or resolutions are included in this appendix. Following each set of comments are the response letters, which have been distributed to the subject jurisdiction.

The project received comments from: The City of Alexandria; County of Fairfax; County of Prince William; Delegate David B. Albo, 49th District, Virginia House of Delegates; and Fairfax County Board of Supervisor's Member Gerald Hyland. Comments were also received from the Potomac and Rappahannock Transportation Commission (PRTC) and Marine Corps Base Quantico.

VDOT will continue to work with each jurisdiction throughout the project.

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Jurisdiction Comments and Responses
I-95 HOV/HOT Lanes

City of Alexandria

Letter from Mayor William D. Euille (August 25, 2011)

Attachments:

Letter from Director of Department of Transportation and Environmental Services

Richard J. Baier (May 9, 2010)

Letter from Mayor William D. Euille (November 5, 2009)

Memorandum

City of Alexandria Resolution

City of Alexandria Comments

Response from VDOT Regional Transportation Program Director John D. Lynch

Letter from Director of Department of Transportation and Environmental Services Richard J. Baier (October 13, 2011)

Attachments:

Letter from Mayor William D. Euille (August 25, 2011)

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City of Alexandria Comments

Response from VDOT Regional Transportation Program Director John D. Lynch

Commonwealth of Virginia House of Delegates

Letter from Delegate David B. Albo, 42nd District

Response from VDOT Regional Transportation Program Director John D. Lynch

County of Fairfax

Letter from Acting Director of Fairfax County Department of Transportation Tom Biesiadny

Attachment:

Agenda and Action Items from County of Fairfax Board of Supervisors

Response from VDOT Northern Virginia District Administrator Garrett W. Moore

Letter from Fairfax County Board of Supervisors Member Gerry Hyland

Response from VDOT Regional Transportation Program Director John D. Lynch

County of Prince William

Email from Transportation Planning Manager Rick Canizales

Letter from County of Prince William Board of County Supervisors Chairman Corey A. Stewart
Response from VDOT Regional Transportation Program Director John D. Lynch

Potomac and Rappahannock Transportation Commission

Letter from Executive Director Alfred H. Harf

Response from VDOT Regional Transportation Program Director John D. Lynch

United States Marine Corps Base Quantico, VA

Letter from Director of Installation & Environment Division C. Melendez by Direction of the
Commander

Attachments:

MCBQ Review Comments: I-95 HOV/HOT Lanes Design Public Hearing September 29,
2011

Letter from Colonel and Chief of Staff of Marine Corps Base R.L. Anderson by Direction
of the Commander

Response from VDOT Regional Transportation Program Director John D. Lynch

City of Alexandria

ENTERED
9/10/11



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



William D. Euille
Mayor

RECEIVED

AUG 30 2011

August 25, 2011

City Hall: (703) 746-4500

Home: (703) 836-2680

Fax: (703) 838-6433

william.euille@alexandriava.gov

VA MegaProjects

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

XC → Garrett Moore
Young Ho Cheng
Jen Aument - Tran Urban
Marie Traversky

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"



**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

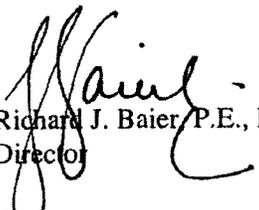
The Honorable Sean T. Connaughton
Secretary of Transportation
Patrick Henry Building, 3rd Floor
111 East Broad Street
Richmond, VA 23212-1934

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
300 King Street, Suite 200
Alexandria, Virginia 22304

William D. Euille
Mayor

City Mail (703) 838-2200
Home (703) 838-2080
Fax (703) 838-0333
alexandria.gov/mailroom

November 5, 2009

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

The Honorable Pierce R. Homer
Secretary of Transportation
Patrick Henry Building, 3rd 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

"Homecoming Queen" McLaughlin and Robert C. 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 Chamiele Herring
P.O. Box 1179
Alexandria, Virginia 22312

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

EXHIBIT NO. 1

17
10-27-09

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 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 (NVTA), 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-95 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. In order for the project to 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-95/Scenic 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 Sherrington/Quaker Lane interchange will operate in a satisfactory manner, including traffic flow around the busy, 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-95/95 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:

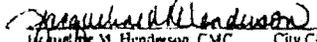
1. How will emergencies, such as collisions and vehicle pile-ups, be managed in order to maintain operations with minimal disruption? Is there a rapid response/clearance policy or plan?
2. Will local first responders be expected to respond to emergencies and/or incidents in the HOV-Bus/HOT lanes? If 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. EHRLIE MAYOR

ATTEST:


 Jacqueline M. Henderson, CMC City Clerk

Attachment 4



William D. Euille
Mayor

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



City Hall: (703) 838-4500
Home: (703) 836-2630
Fax: (703) 838-6433
alexrcmayor@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.

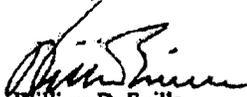
In addition, the City has many other concerns, shared with Arlington County, the Pentagon, and with the Washington Metropolitan Area Transit Authority, about the HOT lanes proposal that need to be discussed face-to-face with VDOT. We look forward to meeting with VDOT soon in a joint meeting with these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

Attachment 5



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

alexandriava.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,

A handwritten signature in black ink that reads "Sean Kumar".

Sean Kumar
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission

17
10-27-09



Heather Rogers
<rogers.heather@comcast.net>

10/28/2009 02:39 PM

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

To: william.cuille@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: 10/27/09 Council Meeting & Hot Lanes

Time: [Wed Oct 28, 2009 14:39:34] Message ID: [16478]

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 Park Fairfax 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

few, without having the appropriate information to do so? This is
Comments: 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

17

10-27-09



Greg Cota
<grcota@hotmail.com>

10/28/2009 03:14 PM

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

To: william.euille@a.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



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 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.co
m>
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
bcc

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:

10/27

"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

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

6363 Walker Lane, Suite 500
Alexandria, VA 22310
Office (571) 483-2600
Fax (571) 483-2601

GREGORY A. WHIRLEY
COMMISSIONER

November 7, 2011

I95-00054

The Honorable William D. Euille
Mayor, City of Alexandria, Virginia
301 King Street, Suite 2300
Alexandria, Virginia 22314

Dear Mayor Euille:

Secretary Connaughton has asked me to thank you for your letter of August 25, 2011 (copy attached) received August 30, 2011 and to respond on his behalf.

VDOT is aware and respectful of the position of the City of Alexandria with regard to HOT lanes on I-395. It is VDOT's position that the Department must address the increasing congestion on I-95 due to the continued growth of employment and residents in Northern Virginia and in the I-95 corridor. The Base Realignment and Closure Act (BRAC) activities that have brought approximately 20,000 new jobs to the corridor have contributed significantly to this increase in congestion. The Commonwealth has proposed the HOT Lanes from Garrisonville Road in Stafford County to the vicinity of Edsall Road in Fairfax County to add capacity and allow more choices for commuters, with minimal environmental impacts to the corridor. The Transit and Transportation Demand Management (TDM) Plan prepared by the Department of Rail and Public Transportation (DRPT) further encourages more carpools, vanpools, slugging and transit use. Thus the Secretary is proposing a balanced approach to easing the congestion in this corridor.

Thank you again for your comments and be assured that VDOT will continue to work with the City on projects that provide benefits for Northern Virginia and Alexandria.

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Lynch".

John D. Lynch, P.E.
Regional Transportation Program Director



**DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES**

P.O. Box 178 - City Hall
Alexandria, Virginia 22313
703-746-4025

October 13, 2011

John D. Lynch, P.E.
Regional Transportation Program Director
Virginia MegaProjects
6363 Walker Lane
Alexandria, VA 22310

Dear Mr. Lynch:

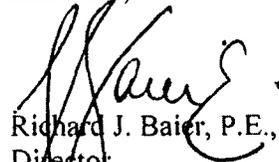
Based on the review of the information provided at the three meetings held during the week of September 26, 2011, the City of Alexandria has the following comments with respect to the I-95/I-395 HOT Lanes project.

1. The impacts of the I-95 HOT Lanes should be assessed for facilities beyond the I-95/I-395 facility itself.
2. The impacts to residential communities adjacent to I-95/I-395 should be properly evaluated.
3. The benefits and potential adverse impacts to communities affected by the I-95/I-395 HOT Lanes should be evaluated.
4. Air quality and noise impacts should be properly mitigated.
5. Infrastructure to improve transit operations in the I-95/I-395 corridor should be provided to enhance the person throughput of the proposed facility.
6. The improvements should be implemented minimizing aesthetic impacts on adjacent land uses and minimizing the impacts to trees and existing vegetation.

Attached are previous comments that the City has provided on the I-95/I-395 HOT Lanes Project which express the concerns on the former proposal and hold true for the current proposal.

If you have any questions, please contact me or Abi Lerner at rich.baier@alexandriava.gov or abi.lerner@alexandriava.gov, respectively.

Sincerely,



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

Attachment



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

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"



**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

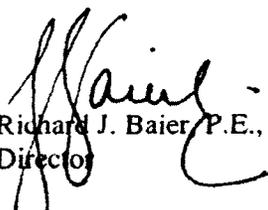
The Honorable Sean T. Connaughton
Secretary of Transportation
Patrick Henry Building, 3rd Floor
111 East Broad Street
Richmond, VA 23212-1934

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
100 King Street, Suite 2000
Alexandria, Virginia 22304



William D. Eville
Mayor

City Hall (703) 838-2122
Fax (703) 838-2650
Toll Free (703) 838-0223
alexandriava.gov

November 5, 2009

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

The Honorable Pierce R. Homer
Secretary of Transportation
Patrick Henry Building, 3rd 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. Eville
Mayor

Enclosure

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

"It is the Town of Green Herbs and Root, 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

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

EXHIBIT NO 1

17
10-27-09

City of Alexandria, Virginia

MEMORANDUM

DATE: OCTOBER 21, 2009
TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL
FROM: JAMES K. HARTMANN, CITY MANAGER *J*
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 and 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 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 (NVRTA), 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 to the northern segment of the I-95 portion of the corridor,
2. The operational analysis results presented in the project Interchange Justification Report (IJR) be disaggregated to accurately 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 before 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-395/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-395 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:

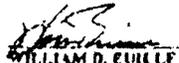
1. To what extent will electronic or photographic enforcement techniques be used?
2. What agency or agencies will be responsible for enforcement?
3. How enforcement will be effectively accomplished without compromising safety or unduly impacting operations?
4. What is the estimated cost of enforcement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

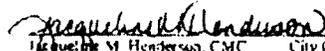
1. How will emergency, such as collisions and vehicle breakdowns be managed in order to maintain operations with minimal disruption? Is there a rapid response clearance policy or plan?
2. Will local first responders be expected to respond to emergencies and/or incidents in the HOV (Bus/HOT) lanes? If so, what funding is being provided to offset increased costs to local jurisdictions?
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. RIFFE MAYOR

ATTEST


 Michelle M. Henderson, CMC City Clerk

Attachment 4



William D. Buille
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
alexmayor@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 F. 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

Attachment 5



DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES

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

alexandriava.gov

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

October 8, 2009

Re: I-395 HOT Lanes

Dear Mayor Euille 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 black ink.

Sean Kumar
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission

17
10-27-09



Heather Rogers
<rogers.heather@comcast.net>

10/28/2009 02:39 PM

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

To: william.cuille@alexandriava.gov, frank.fannoni@alexandriava.gov,
kerry.donley@alexandriava.gov, alicia.hughes@alexandriava.gov,
council@krupicka.com, delpeppen@aol.com,

cc

bcc

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



Time: [Wed Oct 28, 2009 14:39:34] Message ID: [16478]

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 Park Fairfax 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

few, without having the appropriate information to do so? This is
Comments: 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

17
10-27-09



Greg Cota
<grcota@hotmail.com>

10/28/2009 03:14 PM

Please respond to
Greg Cota - grcota@hotmail.com

To: william.eville@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 U's HOT Lanes

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.co
m>
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
bcc

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:

110
"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 out-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

RESOLUTION NO 2360

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

6363 Walker Lane, Suite 500
Alexandria, VA 22310
(571) 483-2600

GREGORY A. WHIRLEY
COMMISSIONER

November 7, 2011

I95-00052

Richard J. Baier, P.E., LEED AP
Director, Department of Transportation
And Environmental Services
P.O. Box 178, City Hall
Alexandria, Virginia 22313

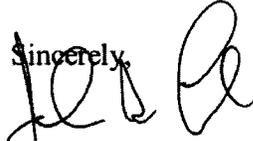
Dear Mr. Baier:

Thank you for your letter of October 13, 2011 (copy attached) received November 3, 2011 regarding the I-95 HOV/HOT Lanes project. As you know, VDOT has conducted an Environmental Assessment on the project that speaks to a full range of environmental issues. The Department of Rail and Public Transportation has developed a Transit and TDM Plan to assure the continuation and growth of carpools and vanpools, additional transit and slugging opportunities. Some of your concerns are addressed within those documents.

The project will be built within the confines of the HOV lanes and therefore impacts to trees and existing vegetation will be minimized in the northern terminus.

The Department has been working with Fairfax County and the City of Alexandria to address issues of concern to their residents for some time now and will continue to do so. VDOT looks forward to a project-long community outreach program and periodic meetings with you and the Council.

Please do not hesitate to contact me if you have additional concerns.

Sincerely,


John D. Lynch, P.E.
Regional Transportation Program Director

MT/mb/n

Attachment: Copy of letter dated October 13, 2011 with referenced documents

Commonwealth of Virginia House of Delegates



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

DAVID B. ALBO
6367 ROLLING MILL PLACE, SUITE 102
SPRINGFIELD, VIRGINIA 22152

FORTY-SECOND DISTRICT

COMMITTEE ASSIGNMENTS
COURTS OF JUSTICE (CHAIRMAN)
PRIVILEGES AND ELECTIONS
GENERAL LAWS

October 14, 2011

Mr. John Lynch, PE
Virginia Department of Transportation
6363 Walker Lane, Suite 500
Alexandria, VA 22310

RECEIVED
OCT 20 2011
VA MegaProjects

Dear Mr. Lynch,

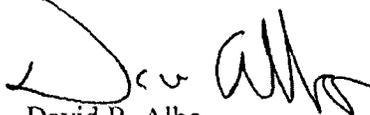
As the elected representative of the 42nd district and the Laurel Hill and Laurel Highlands communities, I am requesting the completion of a sound wall on the west side of I-95 from the current sound wall at the Lorton exit extending northward.

When the noise study was done for the widening of I-95, the neighborhoods were told their community had not been figured into the study because they had not been built when the study began. Today, the Laurel Hill community has over 3,000 residents and 732 homes and the Laurel Highlands community has 238 homes. The noise levels have greatly increased throughout the years and a sound wall is necessary.

The most recent noise and sound wall study that was published on VDOT's MegaProjects website lists the above area as a "feasible" and "reasonable" area for a noise barrier. As you move forward with the HOT lanes project, I am writing to make sure that my communities receive the sound wall.

Please let me know if you have any questions or concerns.

Sincerely,


David B. Albo



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

6363 Walker Lane, Suite 500
Alexandria, VA 22310
(571) 483-2600

GREGORY A. WHIRLEY
COMMISSIONER

October 26, 2011

The Honorable David B. Albo
Virginia House of Delegates
6367 Rolling Mill Place, Suite 102
Springfield, Virginia 22152

VAGEC-00001

Dear Delegate Albo:

We are in receipt of your letter regarding the Laurel Hill and Laurel Highlands Communities and their desire and need for sound walls. We have also received similar correspondence from those communities.

The current I-95 project plans show sound walls near both of these communities. The final noise study and design will determine the final locations and heights of the sound walls. Once that information is developed, we will work with each of the communities.

We will keep you apprised as we move into that phase of the project. Please do not hesitate to contact me if you should have any other questions or concerns.

Sincerely yours,

A handwritten signature in black ink, appearing to read "John D. Lynch".

John D. Lynch, P.E.
Regional Transportation Program Director

County of Fairfax



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 13, 2011

Mr. Garrett Moore
District Administrator
Northern Virginia District
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Subject: Comments On Environmental Assessment/Design Plans for the I-95 High Occupancy Toll (HOT) Lanes Project

Dear Mr. Moore: *Garrett*

I am writing you at the request of the Fairfax County Board of Supervisors to provide comments regarding the environmental assessment/design plans for constructing the I-95 High Occupancy Toll Lanes. The Board reviewed this project at their September 27, 2011 meeting and approved the following comments:

- Coordinate plans to manage stormwater runoff, including sediment and erosion control, outfall treatments, and necessary easements, with the Fairfax County Department of Public Works and Environmental Services (for all locations) and the Fairfax County Park Authority Planning and Development Division (for park properties). In particular, the County wants to ensure that areas of known existing stormwater management concerns and stream degradation adjacent to the project are adequately addressed to provide stabilization during and at the completion of construction, so as not to exacerbate existing stream degradation. It is desirable that planned stormwater management facilities and areas identified on preliminary road plans be maximized and optimized where possible to help alleviate existing and future stormwater impacts due to the highway. The County requests the opportunity to provide input during the early stages of stormwater drainage designs to provide collaborative opportunities for implementation of identified watershed capital improvement projects. Also, the County would like the opportunity to review the portions of the construction plans dealing with stormwater and erosion and sedimentation control and will provide comments on these elements on a priority basis within the Virginia Department of Transportation's (VDOT's) established review timeframes.
- To reduce the expected significant traffic impacts on neighboring communities and the secondary street system of various Base Realignment and Closure (BRAC) installations being constructed along the I-95 corridor, direct access should be provided to and from the HOT lanes to/from the BRAC facilities where physically and operationally feasible. The cost of this direct access should be borne by the developers of the BRAC

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
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properties, rather than at project cost.

- The project team should provide the design exception documentation for the narrow shoulder widths along the corridor and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and autos.
- Slugging has been very successful in moving large numbers of people in the corridor. This project should ensure that this practice continues at its current or increased levels.
- The project team must ensure that, at a minimum, the project meets the federal performance thresholds for High Occupancy Vehicle (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.
- Ensure that the current transit operating speeds are maintained. Even though federal laws only requires a speed of 45 miles per hour to be maintained, buses on the current HOV lane operate at significantly higher speeds. Decreased speeds will increase local operating costs.
- Introduction of low occupancy vehicles on the HOV lanes compromises transit's efficiency. Provide some type of priority to transit at especially congested points along the facility, such as the access/egress points.
- The project team must ensure that all the intersections in the corridor, such as Route 236 and Beauregard Street, that are affected by additional traffic are mitigated and operate at an acceptable level of service.
- In locations where feasible, construct new sound walls before existing sound walls are removed or, at a minimum, in those areas where pre-replacement is not feasible due to topographic changes, commit to replace the sound wall within a minimal time frame after removal, so that residents are not left without sound protection for long periods of time.
- Further review should be given to the construction of sound walls adjacent to Laurel Crest, Gunston Corner, Laurel Hill Park, Edsall Gardens, Landmark Mews, and Lincolnia Community Park to protect the public parks and the communities.
- Coordinate with Fairfax County Department of Transportation (FCDOT) Transit Services Division, WMATA, and other transit operators in the corridor and Virginia Department of Rail and Public Transportation (DRPT) to determine the best provision of transit in the corridor, including funding for the recommended service increases.
- Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor to ensure they can adequately and safely accommodate buses.
- Coordinate with FCDOT Transit Services Division and other transit operators using the I-95 HOV lanes to address safety concerns raised by the limited number of refuge areas for disabled vehicles in the segment of the facility north of the Occoquan River.
- The project should provide a detailed plan for the emergency pull-outs and how these

pull-outs impact the flow of traffic.

- Provide information on the sequencing of construction and a construction staging plan for the project.
- Provide traffic mitigation during the construction phase and provide traffic mitigation measures where neighborhoods are impacted by diverted traffic.
- When a traffic management plan during the construction, develop traffic mitigation plans in accordance with the "Guidelines for Temporary Traffic Management During Construction" adopted by the Fairfax County Board of Supervisors on September 22, 2008.
- Identify truck haul routes to be used for construction activity and ensure that construction vehicles associated with the project do not use local streets.
- Consider additional options for public transportation during construction.
- In identifying construction staging areas, work closely with the affected communities and district supervisors.
- Schedule regular briefings with the Board offices, County staff, community groups, and the general public on what to expect in the following months during the construction phase of the project.
- VDOT should provide the County the opportunity and sufficient time to review and comment on their finalized comprehensive agreement with Fluor-Transurban before it is executed.
- VDOT should provide the total cost of the project and indicate the source of the funding as well as the public and private shares of the project.
- VDOT should analyze the cost/benefit ratio of the project and show the return on this public investment.

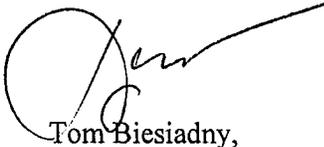
The Board had the following additional comments for consideration:

- Additional coordination is requested to ensure that the project remains fully in conformance with the Board's Environmental Agenda and the County's Comprehensive Plan.
- VDOT should provide their philosophy on tolling and congestion pricing mechanisms. The project team should provide information on how they will price the I-95/495 corridor.
- Further review should be given to the construction of sound walls where feasible, to protect public parks and communities. VDOT should provide the new policy for sound walls and how it impacts the project.
- VDOT should be transparent with regards to the source of funding for this project. VDOT should clearly present the public and private share for this project.
- The transit improvements in the corridor should be coordinated with DRPT and FCDOT Transit Services Division. DRPT and VDOT should show how the transit improvements in the corridor will be funded.

Mr. Garrett Moore
October 13, 2011
Page 4 of 4

Attached please find a copy of the Board item that was presented on September 27, 2011. I look forward to working with you and your staff to address these concerns. Please call Seyed Nabavi at (703) 877-5759 or me at (703) 877-5663, if you have any question or need additional information.

Sincerely,



Tom Biesiadny,
Acting Director,

san / attachment

cc: Members, Board of Supervisors
Anthony H. Griffin, County Executive
Robert A. Stalzer, Deputy County Executive
Catherine Chianese, Assistant County Executive
John D. Lynch, P.E., Regional Transportation Program Director, VDOT
Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Karyn L. Moreland, P.E., Chief, Capital Projects Section, FCDOT
Seyed A. Nabavi, P.E., Capital Projects Section, FCDOT
Randy White, Countywide Transit Services Coordinator, Transit Services Division, FCDOT
Jaak Pedak, Transportation Planning Division, FCDOT

**ADMINISTRATIVE
ITEMS**

**(Continued)
Approved**

- | | | |
|----|-----------------|--|
| 10 | Approved | Additional Time to Commence Construction for Special Exception Amendment SEA 2005-LE-027, Hilltop Sand and Gravel Company, Inc. (Lee District) |
| 11 | Approved | Authorization to Advertise a Public Hearing on a Proposal to Abandon Part of the Right-of-Way of Willard Road (Sully District) |
| 12 | Approved | Board Approval of the Distribution of a Plain English Information Statement for the 2011 School Bond Referendum |

ACTION ITEMS

- | | | |
|---|-----------------------------------|--|
| 1 | Approved w/
amendments | Approval of Revisions to Chapters 2, 4, 5, 7, 8, 10, 14, 17 of the Fairfax County Personnel Regulations to Align With Federal Law, FOCUS System, Fair Labor Standards Act, and Department of Justice Requirements, and to Incorporate Administrative Updates |
| 2 | Approved w/
amendment | Comment on the Proposed Federal Capital Improvements Program – National Capital Region, Fiscal Years 2012-2017 |
| 3 | Approved | Comments on Design Plans for the I-95 High Occupancy Toll Lanes Project (Mason, Lee, and Mount Vernon Districts) |
| 4 | Approved | Consumer Protection Commission Report on its Comprehensive Review of the City of Falls Church's Water Ratemaking Process |

**INFORMATION
ITEMS**

- | | | |
|-------|--------------|--|
| 1 | Noted | Submission of Testimony In the Application of Washington Gas Light Company for a General Increase in Rates and Charges, and to Revise its Terms and Conditions for Gas Service, State Corporation Commission Case No. PUE-2010-00139 |
| 11:30 | Done | Matters Presented by Board Members |
| 12:20 | Done | Closed Session |

ACTION – 3

Comments on Design Plans for the I-95 High Occupancy Toll Lanes Project (Mason, Lee, and Mount Vernon Districts)

ISSUE:

Board issuance of comments on the design plans for constructing High Occupancy Toll (HOT) Lanes on I-95.

RECOMMENDATION:

The County Executive recommends that the Board offer conditional concurrence with the design plans for constructing HOT Lanes on I-95/395, generally as presented at the September 26, 28, and 29, 2011, public hearings, subject to the following modifications, comments, and requests for additional coordination to ensure that the project remains fully in conformance with the Board's Environmental Agenda and the Fairfax County Comprehensive Plan:

- Coordinate plans to manage stormwater runoff, including sediment and erosion control, outfall treatments, and necessary easements, with the Fairfax County Department of Public Works and Environmental Services (for all locations) and the Fairfax County Park Authority Planning and Development Division (for park properties). In particular, the County wants to ensure that areas of known existing stormwater management concerns and stream degradation adjacent to the project are adequately addressed to provide stabilization during and at the completion of construction, so as not to exacerbate existing stream degradation. It is desirable that planned stormwater management facilities and areas identified on preliminary road plans be maximized and optimized where possible to help alleviate existing and future stormwater impacts due to the highway. The County requests the opportunity to provide input during the early stages of stormwater drainage designs to provide collaborative opportunities for implementation of identified watershed capital improvement projects. Also, the County would like the opportunity to review the portions of the construction plans dealing with stormwater and erosion and sedimentation control and will provide comments on these elements on a priority basis within the Virginia Department of Transportation's (VDOT's) established review timeframes.
- To reduce the expected significant traffic impacts on neighboring communities and the secondary street system of various Base Realignment and Closure (BRAC) installations being constructed along the I-95 corridor, direct access should be provided to and from the HOT lanes to/from the BRAC facilities where

physically and operationally feasible. The cost of this direct access should be borne by the developers of the BRAC properties, rather than at project cost.

- The project team should provide the design exception documentation for the narrow shoulder widths along the corridor and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and autos.
- Slugging has been very successful in moving large numbers of people in the corridor. This project should ensure that this practice continues at its current or increased levels.
- The project team must ensure that, at a minimum, the project meets the federal performance thresholds for High Occupancy Vehicle (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.
- Ensure that the current transit operating speeds are maintained. Even though federal laws only requires a speed of 45 miles per hour to be maintained, buses on the current HOV lane operate at significantly higher speeds. Decreased speeds will increase local operating costs.
- Introduction of low occupancy vehicles on the HOV lanes compromises transit's efficiency. Provide some type of priority to transit at especially congested points along the facility, such as the access/egress points.
- The project team must ensure that all the intersections in the corridor, such as Route 236 and Beauregard Street, that are affected by additional traffic are mitigated and operate at an acceptable level of service.
- In locations where feasible, construct new sound walls before existing sound walls are removed or, at a minimum, in those areas where pre-replacement is not feasible due to topographic changes, commit to replace the sound wall within a minimal time frame after removal, so that residents are not left without sound protection for long periods of time.
- Further review should be given to the construction of sound walls adjacent to Laurel Crest, Gunston Corner, Laurel Hill Park, Edsall Gardens, Landmark Mews, and Lincolnia Community Park to protect the public parks and the communities.
- Coordinate with Fairfax County Department of Transportation (FCDOT) Transit Services Division, WMATA, and other transit operators in the corridor and Virginia Department of Rail and Public Transportation (DRPT) to determine the best provision of transit in the corridor, including funding for the recommended service increases.

- Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor to ensure they can adequately and safely accommodate buses.
- Coordinate with FCDOT Transit Services Division and other transit operators using the I-95 HOV lanes to address safety concerns raised by the limited number of refuge areas for disabled vehicles in the segment of the facility north of the Occoquan River.
- The project should provide a detailed plan for the emergency pull-outs and how these pull-outs impact the flow of traffic.
- Provide information on the sequencing of construction and a construction staging plan for the project.
- Provide traffic mitigation during the construction phase and provide traffic mitigation measures where neighborhoods are impacted by diverted traffic.
- When a traffic management plan is being prepared during the construction, develop traffic mitigation plans in accordance with the "Guidelines for Temporary Traffic Management During Construction" adopted by the Fairfax County Board of Supervisors on September 22, 2008.
- Identify truck haul routes to be used for construction activity and ensure that construction vehicles associated with the project do not use local streets.
- Consider additional options for public transportation during construction.
- In identifying construction staging areas, work closely with the affected communities and district supervisors.
- Schedule regular briefings with the Board offices, County staff, community groups, and the general public on what to expect in the following months during the construction phase of the project.
- VDOT should provide the County the opportunity and sufficient time to review and comment on their finalized comprehensive agreement with Fluor-Transurban before it is executed.
- VDOT should provide the total cost of the project and indicate the source of the funding as well as the public and private shares of the project.
- VDOT should analyze the cost/benefit ratio of the project and show the return on this public investment.

A corollary I-95 Corridor Transit and Transportation Demand Management Plan study is being undertaken by DRPT to identify current and future transit services and needs in the corridor to complement the HOT lanes project and improve its operational efficiency. The following comments are offered in response to the DRPT recommendations:

- The Board is concerned that this represents a retrenchment from the previous commitments to fund transit as part of the HOT lanes public-private partnership

- agreement, and as a result the I-95 HOT lanes may not operate at optimal efficiency as called for in DRPT's stated goals for the project.
- The diminution of the \$195 million in transit services that were part of the original proposal means that there will be more auto vehicle trips utilizing the I-95 corridor and further congesting Fairfax County roads.
 - The Board is concerned about the increase in the parking demand from the previous I-95/I-395 Transit and TDM study and that the greater proportion of projected costs in the new Transit/TDM Plan will go to park-and-ride lot expansion, meaning that more trips will be on the road than earlier projected.
 - The Board would like to see data prepared on the origins of commuters using Fairfax County park-and-ride lots. The Board is concerned that park-and-ride spaces be located as close as possible to where the demand is occurring. It has a strong preference that sufficient park-and-ride spaces be provided in Prince William and Stafford Counties so that park-and-ride spaces in Fairfax County (Springfield area) will be able to serve County residents, rather than commuters located downstream in the corridor. Doing so will also discouraged commuters in those downstream counties from driving longer distances to access transit and thereby creating additional congestion on roadways in Fairfax County.
 - The Board is concerned that the Transit/TDM Plan for the corridor no longer includes a Bus Rapid Transit (BRT) recommendation.
 - The Transit/TDM Plan for the corridor needs flexibility to ensure that the 750 additional structured parking spaces identified as being needed to support the Franconia-Springfield Station can be included with the parking planned to be provided at the Springfield CBC Circuit City site, as well as at other potential off-site locations.
 - The Transit/TDM Plan needs flexibility to ensure that the shuttle services recommended for that satellite parking can be successfully integrated with the circulator bus service planned to serve greater Springfield, which is already an element of the County's 10-year Transit Development Plan.
 - The Board is concerned that more than three-quarters of the recommended transit and park-and-ride improvements are unfunded and must therefore compete with other important project needs in the already fiscally-constrained and much-downsized VDOT/DRPT Six Year Improvement Program.

TIMING:

The Board should take action on this matter as soon as possible to allow VDOT to proceed with the negotiations of a comprehensive agreement with their private partners, Fluor and Transurban. Final design and construction operations will follow once the agreement has been satisfactorily completed.

BACKGROUND:

On February 3, 2011, Secretary Sean T. Connaughton announced a new I-95 HOV/HOT Lane project that will be implemented from Garrisonville Road in Stafford County to Edsall Road in Fairfax County.

This new project will create approximately 29 miles of HOV/HOT Lanes on I-95. This project will add capacity to the existing HOV lanes from the Prince William Parkway to the vicinity of Edsall Road; improve the existing two HOV lanes for six miles from Route 234 to the Prince William Parkway, and construct a nine mile reversible two-lane extension of the existing HOV lanes from Dumfries to Garrisonville Road in Stafford County, to help alleviate the worst traffic bottleneck in the region.

HOV-3, motorcycles, buses, and emergency vehicles will use the HOV/Bus/HOT lanes free of charge. Non-HOV motorists will be able to access the HOV/Bus/HOT lanes by paying a toll. Tolls will be based on demand. This practice is also called congestion pricing. Tolls will change throughout the day according to real-time traffic conditions to manage the number of cars in the HOV/Bus/HOT lanes and keep lanes free of congestion.

The Virginia HOV/Bus/HOT lanes project is being developed as a public-private partnership between VDOT and Fluor-Transurban. VDOT will continue to own the I-95 roadway and Fluor-Transurban will construct, operate, and maintain the HOT lanes.

DRPT is also playing an active role in the project, since the project will provide opportunities for expanded public transportation in the I-95/I-395 corridor. Fairfax County staff is also participating in this effort.

Project Cost and Schedule:

This project is a Public-Private Transportation Act (PPTA) project. VDOT is in the process of negotiating a comprehensive agreement with their private partners, Fluor and Transurban.

The anticipated project schedule is as follows:

Commercial Close:	Fall 2011
Right-of-Way Acquisition:	Starts after commercial close
Design/Construction:	Spring/Summer 2012
Completion/Opening of HOT Lanes:	2 - 3 years after start of construction

The cost of the project is not finalized, and VDOT is in the process of finalizing the comprehensive funding agreement with Fluor-Transurban.

Board Agenda Item
September 27, 2011

REVISED

Right-of-Way Impacts:

The proposed project is anticipated to be located entirely within the existing right-of-way; and, therefore, no permanent right-of-way taking will be required.

FISCAL IMPACT:

No Fairfax County funds are required for this project.

ENCLOSED DOCUMENTS:

None

STAFF:

Robert A. Stalzer, Deputy County Executive

Tom Biesiadny, Acting Director, FCDOT

Eric Teitelman, Chief, Capital Projects and Operations Division, FCDOT

Todd Wigglesworth, Acting Division Chief, Coordination and Funding Division, FCDOT

Karyn L. Moreland, Chief, Capital Projects Section, FCDOT

Seyed A. Nabavi, Senior Transportation Planner, Capital Projects Section, FCDOT

Randy White, Countywide Transit Services Coordinator, Transit Services Division, FCDOT

Jaak Pedak, Senior Transportation Planner, Transportation Planning Section, FCDOT



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

November 28, 2011

Mr. Tom Biesiadny, Director
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895

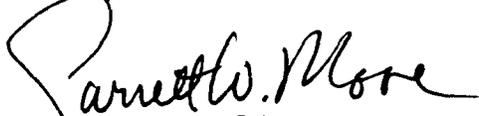
Dear Mr. Biesiadny:

This is a follow-up to my letter of October 20, 2011, regarding the Fairfax County Board of Supervisors' comments about the environmental assessment/design plans for the I-95 High Occupancy Toll (HOT) Lanes Project.

Attached is the Virginia Department of Transportation's (VDOT) response to the Board's comments of October 13, 2011. Please note that our responses directly follow each comment; when one response was appropriate for several comments, we did not repeat our response. If you have any questions, please contact me.

My staff and I look forward to working with you and your staff through the many challenges we will have as this design/build project moves forward.

Sincerely,


Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Copy: John D. Lynch, P.E.

**RESPONSE OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION TO
FAIRFAX COUNTY BOARD OF SUPERVISORS COMMENTS
OF OCTOBER 13, 2011**

The Comments and Responses are as follows:

Comment 1:

Coordinate plans to manage stormwater runoff, including sediment and erosion control, outfall treatments, and necessary easements, with the Fairfax County Department of Public Works and Environmental Services (for all locations) and the Fairfax County Park Authority Planning and Development Division (for park properties). In particular, the County wants to ensure that areas of known existing stormwater management concerns and stream degradation adjacent to the project are adequately addressed to exacerbate existing stream degradation. It is desirable that planned stormwater management facilities and areas identified on preliminary road plans be maximized and optimized where possible to help alleviate existing and future stormwater impacts due to the highway. The County requests the opportunity to provide input during the early stages of stormwater drainage designs to provide collaborative opportunities for implementation of identified watershed capital improvement projects. Also, the County would like the opportunity to review the portions of the construction plans dealing with stormwater and erosion and sedimentation control and will provide comments on these elements on a priority basis within the Virginia Department of Transportation's (VDOT's) established review timeframes.

Response:

VDOT and the design-build team are committed to working with Fairfax County DPW&ES and the Park Authority Planning and Development Division as the design work for stormwater management facilities are developed. Since this is a design/build project and project plans have not advanced to 100% design, we cannot anticipate all issues at this time or what the best resolution of those issues might be. We can say with certainty that all outfalls created by the project will be fully mitigated, and we will continue to explore how design might serve to mitigate existing outfall concerns that may result from adjacent commercial/residential development or roadways. Construction drawings which will include the drainage design will be provided to the County. Design at prior points of completion will be coordinated with the County through the VDOT Project Manager. Contractual requirements are that stormwater management and erosion and sediment control are to be designed to VDOT standards, which in some cases may be at variance with County standards. We should be able to schedule meetings to facilitate the dialogue between us on a regular basis to discuss the easements required and the overall design. We appreciate your willingness to provide comments on a priority basis. VDOT and other members of the Project Team will meet with FCPA, and the County's Stormwater Planning Division to better understand this issue and to work in partnership to determine an appropriate path forward.

Comment 2:

To reduce the expected significant traffic impacts on neighboring communities and the secondary street system of various Base Realignment and Closure (BRAC) installations being constructed along the I-95 corridor, direct access should be provided to and from the HOT lanes to/from the BRAC

facilities where physically and operationally feasible. The cost of this direct access should be borne by the developers of the BRAC properties, rather than at project cost.

Response:

A proposed Defense Access Road (DAR) ramp to Fort Belvoir North Area involves the construction of a new connection between Heller Road on the eastern side of the Fort Belvoir North area and the existing flyover bridge that connects the HOV lanes with the northbound I-95 general purpose lane. Southbound, an exit to the Fairfax County Parkway already exists.

There are two more related projects that are not part of the I-95 HOT Lanes project. These include the VDOT Seminary HOV/Transit ramp to link the HOV lanes on I-395 to the growing Mark Center; and connecting the Seminary/Duke I-395 Auxiliary Lanes to improve traffic movement.

Comment 3:

The project team should provide the design exception documentation for the narrow shoulder widths along the corridor and identify specifically how they plan to address these constrained areas in terms of safety, both of transit and autos.

Response:

VDOT will provide the design exception documentation when it is available. VDOT's number one concern is for the safety of the users of the highway network in the Commonwealth. As you are aware, much of the interstate system in Northern Virginia has similar characteristics. There are currently 11 foot lanes with variable shoulders on the northern section of I-395, the Dulles Toll Road, and other roads throughout the commonwealth.

Comment 4:

Slugging has been very successful in moving large numbers of people in the corridor. This project should ensure that this practice continues at its current or increased levels.

Response:

The concerns of sluggers have been taken very seriously by VDOT and the concessionaire. The DRPT I-95 Transit and TDM Plan outlines the additional park and ride spaces that will be built along the corridor to assist individuals in forming carpools and vanpools. These park and ride lots also will be the backbone of additional transit service in the corridor. Their plan can be viewed at www.drpt.virginia.gov. This corridor will remain one of the strongest HOV corridors in the country and will now extend these travel options into the Beltway corridor.

Comment 5:

The project team must ensure that, at a minimum, the project meets the federal performance thresholds for High Occupancy Vehicle (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 list funding.

Response:

VDOT and the Concessionaire are committed to meeting, at a minimum, the federal performance speed threshold, which will be a contract requirement

Comment 6:

Ensure that the current transit operating speeds are maintained. Even though federal laws only requires a speed of 45 miles per hour to be maintained, buses on the current HOV lane operate at significantly higher speeds. Decreased speeds will increase local operating costs.

Response:

We believe that VDOT, the Concessionaire and Fairfax County have common financial interests in maintaining the highest speed possible.

Comment 7:

Introduction of low occupancy vehicles on the HOV lanes compromises transit's efficiency. Provide some type of priority to transit at especially congested points along the facility, such as the access/egress points.

Response:

As stated above, VDOT, the Concessionaire and Fairfax County have common financial interest in maintaining the highest speed possible. The low occupancy vehicles will be dynamically tolled to limit their use on the HOT lanes to below capacity.

Comment 8:

The project team must ensure that all the intersections in the corridor, such as Route 236 Beauregard Street, that are affected by additional traffic are mitigated and operate at an acceptable level of service.

Response:

A Transportation Management Plan (TMP), in coordination with local jurisdictions, is being developed by VDOT that will address expected traffic impacts on streets near the project. The program will use a variety of control and technology strategies throughout construction. These will be augmented by both project level and regional TMP strategies to address bring both location-specific and region-wide congestion mitigation during construction. Continual monitoring of the maintenance of traffic plans will occur to make needed adjustments to minimize impact for residents, drivers and local businesses.

Comment 9:

In locations where feasible, construct new sound walls before existing sound walls are removed or, at a minimum, in those areas where pre-replacement is not feasible due to topographic changes, commit to replace the sound wall within a minimal time frame after removal, so that residents are not left without sound protection for long periods of time.

Response:

VDOT will insure that where possible, the contractors will start with construction of sound walls. Construction of new walls prior to dismantling old walls will be extremely difficult. The construction will do everything possible to minimize the time when the communities are without the sound walls and also to monitor and, where possible, to reduce the impact of noise during construction. There will be on-going communications with the affected communities. The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.

Comment 10:

Further review should be given to the construction of sound walls adjacent to Laurel Crest, Gunston Corner, Laurel Hill Park, Edsall Gardens, Landmark Mews, and Lincolnia Community Park to protect the public parks and the communities.

Response:

The Environmental Assessment conducted on this project has determined that none of the parks listed would be impacted. No construction is planned outside of the existing right-of-way near these properties. The I-95 project plans show sound walls along this corridor. The final noise study and design will determine the final locations and heights of the sound walls. Once that information is developed, we will work with each of the communities.

Comment 11:

Coordinate with Fairfax County Department of Transportation (FCDOT) Transit Services Division, WMATA, and other transit operators in the corridor and Virginia Department of Rail and Public Transportation (DRPT) to determine the best provision of transit in the corridor, including funding for the recommended service increases.

Response:

VDOT is working closely with the Department of Rail and Public Transportation (DRPT) in conjunction with the development of the Transportation Management Plan which will help to mitigate construction impacts and for the post construction as outlined in DRPT's transit plan. This will insure that there is coordination with the Fairfax County Department of Transportation, Transit Services Division, WMATA and other operators in the corridor.

Comment 12:

Coordinate the design of the ramps and lanes with all the public and private transit providers in the corridor to ensure they can adequately and safely accommodate buses.

Response:

VDOT adheres to FHWA and AASHTO standards in construction of roadways, bridges and ramps. These standards insure the safe accommodation of all vehicles, including standard transit vehicles.

Comment 13:

Coordinate with FCDOT Transit Services Division and other transit operators using the I-95 HOV lanes to address safety concerns raised by the limited number of refuge areas for disabled vehicles in the segment of the facility north of the Occoquan River.

Response:

VDOT and DRPT will work with the transit community to address these issues of concern.

Comment 14:

The project should provide a detailed plan for the emergency pull-outs and how these pull-outs impact the flow of traffic.

Response:

The pull-out areas are shown on the design plans that were made available to the public. They can also be viewed on the website at www.vamegaprojects.com.

Comment 15:

Provide information on the sequencing of construction and a construction staging plan for the project.

Response:

This will be a design-build project, and construction sequencing and staging will be available at a later date. The Project Team will provide Fairfax County with copies of those plans when they are available.

Comment 16:

Provide traffic mitigation during the construction phase and provide traffic mitigation measures where neighborhoods are impacted by diverted traffic.

Response:

A Transportation Management Plan (TMP) is being developed by VDOT and the contractor in conjunction with localities, DRPT, and transit providers in the corridor that will address expected traffic impacts on streets near I-95 during construction. The program will use a variety of control and technology strategies throughout construction. These will be augmented by both project level and regional TMP to bring both location-specific and region-wide congestion mitigation during construction. Continual monitoring of the maintenance of traffic plans will occur to make needed adjustments to minimize impact for residents, drivers and local businesses.

Comment 17:

When a traffic management plan during the construction, develop traffic mitigation plans in accordance with the "Guidelines for Temporary Traffic Management During Construction" adopted by the Fairfax County Board of Supervisors on September 22, 2008.

Response:

VDOT will develop their Transportation Management Plan in accordance with FHWA guidelines and will coordinate this effort with each jurisdiction along the I-95 HOV/HOT Lanes corridor.

Comment 18:

Identify truck haul routes to be used for construction activity and ensure that construction vehicles associated with the project do not use local streets.

Response:

VDOT will continually monitor this situation. A majority of the supplies and equipment needed for this construction project will be delivered to the project site using access from I-95 and arterial streets. All project suppliers will be strongly encouraged to use I-95 whenever possible and thus avoid local streets. Strict guidelines will be developed and instituted for training truck drivers and other construction personnel to minimize any local road traffic by these vehicles.

Comment 19:

Consider additional options for public transportation during construction.

Response:

VDOT has included public transportation options as a primary TMP strategy and as such our TMP committee will be focused solely and specifically at programming and implementing transit solutions. This committee includes Fairfax County representatives. There are eight (8) strategies that are specifically transit TDM. We will integrate these strategies with DRPT's post-construction plans. We will also work closely with the counties and regional transit providers.

Comment 20:

In identifying construction staging areas, work closely with the affected communities and district supervisors.

Response:

VDOT and their partners are committed to working with the communities throughout the life of the project to provide timely, useful information about what to expect, where to expect it, and when to expect it. The project team anticipates holding many meetings with communities in the corridor throughout the life of the project.

Comment 21:

Schedule regular briefings with the Board offices, County staff, community groups, and the general public on what to expect in the following months during the construction phase of the project.

Response:

VDOT is committed to a project-long community outreach program and will use many venues, including the www.vamegaprojects.com website, regular dissemination of mail through the web-based distribution channels, and other media. We welcome a program of periodic meetings with the Board, its members and the County staff, and community groups.

Comment 22:

VDOT should provide the County the opportunity and sufficient time to review and comment on their finalized comprehensive agreement with Fluor-Transurban before it is executed.

Response:

An agreement between the Commonwealth and private parties is currently being negotiated and release of this document may jeopardize VDOT's negotiation position. The major business terms will be made available to the public before the execution of the agreement. The comprehensive agreement will be available to the public upon full execution of the agreement.

Comment 23:

VDOT should provide the total cost of the project and indicate the source of the funding as well as the public and private shares of the project.

Response:

As shown in public hearing documents, the I-95/I-395 project will cost approximately \$1 billion. The project is being financed and constructed under Virginia's Public Private Transportation Act. The private sector is expected to contribute a majority of the project's funding and financing, with support from a state contribution. Financial plans are expected to be finalized by year's end.

Comment 24:

VDOT should analyze the cost/benefit ratio of the project and show the return on this public investment.

Response:

Please see the preceding response.

THE BOARD'S ADDITIONAL COMMENTS FOR CONSIDERATION

- 1. Additional coordination is requested to ensure that the project remains fully in conformance with the Board's Environmental Agenda and the county's Comprehensive Plan.**

Response:

VDOT will continue to have periodic meetings with the Board, its members and staff.

- 2. VDOT should provide their philosophy on tolling and congestion pricing mechanisms. The project team should provide information on how they will price the I-95/495 corridor.**

Response:

The operation of the HOV/HOT Lanes will be managed by the Concessionaire. Virginia is mandating that HOV-3+, motorcycles and transit will travel free on the HOT lanes. Variable toll prices will be used to manage the number of toll-paying customers who choose to enter the lanes and keep the lanes free flowing. An informational campaign on the operation of the HOT Lanes on I-495 will begin to reach the public in early 2012. Information on the I-95 HOT Lane operations will begin about one year before the project is completed.

- 3. Further review should be given to the construction of sound walls where feasible, to protect public parks and communities. VDOT should provide the new policy for sound walls and how it impacts the project.**

Response:

VDOT has recently updated the State Noise Abatement Policy and created a Guidance Manual. The policy and manual can be located at the following address: <http://www.virginiadot.org/projects/pr-noise-walls-about.asp>.

- 4. VDOT should be transparent with regards to the source of funding for this project. VDOT should clearly present the public and private share for this project.**

Response:

Please see the response to Question 23.

5. **The transit improvements in the corridor should be coordinated with DRPT and FCDOT Transit Services Division. DRPT and VDOT should show how the transit improvements in the corridor will be funded.**

Response:

The transit improvements in the corridor will be funded through DRPT. Please refer to their I-95 Transit and TDM Plan on their website at www.drpt.virginia.gov.



Gerald W. "Gerry" Hyland
Board of Supervisors, Mt. Vernon District
2511 Parkers Lane
Alexandria, VA 22306

Telephone (703) 780-7518

Fax: (703) 780-1491

October 13, 2011

RECEIVED

OCT 20 2011

**VDOT
I-95/I-395 HOT Lanes**

Virginia Department of Transportation
Mr. John D. Lynch, P.E.
Regional Transportation Program Director
6363 Walker Lane, Suite 500
Alexandria, VA 22310

Dear Mr. Lynch,

I would like to submit this letter as part of the I-95 HOV/HOT Lanes public comment period indicating my full support for sound walls along the I-95 corridor in the Springfield and Lorton areas. For years, I have heard concerns about the constant noise from the interstate from the Springfield Oaks, Lorton Station, Laurel Hill, Laurel Highlands, and Lorton Valley communities and the Lorton Station Elementary School parents and faculty. As you may be aware, many of these communities and the school are new and were not considered in past studies, so I was pleased to see that all these communities are within the areas considered noise barrier feasible and reasonable in the Preliminary Noise Analysis Final Report. I look forward to the final noise analysis and hope that these communities, as well as Lorton Station Elementary School, will receive sound walls which will provide much needed relief to thousands of residents and students in the Lorton and Springfield communities.

Thank you for your consideration and I look forward to working with you as this matter moves forward with the I-95 HOV/HOT Lanes project.

Yours in public service,

Gerry Hyland

cc: The Honorable Mark Warner
The Honorable Jim Webb
The Honorable Gerry Connolly
The Honorable Dave Albo
The Honorable George Barker
Mr. Dan Storck, Mount Vernon School Board Representative
Mr. Garrett Moore, VDOT
Mr. Peter Dickinson, Laurel Hill HOA
Ms. Susan Fremit, Lorton Station HOA
Mr. Clint Herbert, Lorton Valley HOA
Ms. Melissa Huibregtse, Lorton Valley HOA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

6363 Walker Lane, Suite 500
Alexandria, VA 22310
(571) 483-2600

GREGORY A. WHIRLEY
COMMISSIONER

November 7, 2011

I95-00051

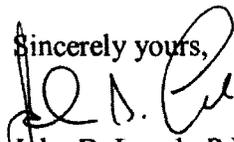
The Honorable Gerald W. Hyland
Fairfax County Board of Supervisors
2511 Parkers Lane
Alexandria, VA 22306

Dear Supervisor Hyland:

Thank you for your letter of October 13, 2011 (copy attached) received October 25, 2011 regarding sound walls along I-95 in the Springfield and Lorton areas. The Department has received similar correspondence from many members of those communities.

The current I-95 project plans show sound walls along this corridor near these communities. The final noise study and design will determine the final locations and heights of the sound walls. Once that information is developed, we will work with each of the communities.

The Department will keep you apprised as it moves into that phase of the project. Please do not hesitate to contact me if you should have any other questions or concerns.

Sincerely yours,


John D. Lynch, P.E.
Regional Transportation Program Director

MT/mb/n

Attachment: October 13, 2011 letter from Gerald Hyland

County of Prince William

Lydia A. Fair

From: Canizales, Ricardo [rcanizales@pwcgov.org]
Sent: Friday, October 14, 2011 10:13 AM
To: info@I-95hotlanes.com
Cc: Blaser, Tom J.; Lynch, John D., P.E.; Sinner, Maria J., P.E.
Subject: I-95 Joint Meetings - Prince William County Staff Comments

Mr. Lynch –

As we have shared with you before, the Prince William Board of County Supervisors has sent a letter in support of this project, since the HOT lanes stop at the Capital Beltway and no longer run to the Washington DC line. With that said, staff has a couple of policy and technical comments for VDOT to consider as they move forward with finalizing the design and starting construction of the facility.

1. HOV-3 restrictions must be the standard used for getting on the HOT Lanes for free. An HOV-4 restriction should not be recommended or implemented at any point during or after project completion.
2. VDOT needs to consider an off-ramp from the HOT lanes northbound onto Exit 158 – Prince William County Parkway. This is a very important area of the County that houses the largest park and ride facility in the Commonwealth and has a thriving office and retail component that necessitates easy and convenient access from the I-95 HOT Lanes. With the current design, commuters and travelers would have to use Exit 160 and backtrack to access the Prince William County Parkway.
3. Adequate shoulder widths are needed to be provided for commuter bus breakdowns and enforcement of the HOT Lanes both north and southbound, when lanes are reversed.

Thank you for your time and effort on this project. We look forward to hearing from you. Please let me know if you have any questions regarding our comments.

Sincerely,

Rich Canizales

**Transportation Planning Manager
Prince William County
Department of Transportation
5 County Complex Court., Suite 240
Prince William, VA 22192
(703) 792-5985 Office
(703) 792-8150 FAX
Email: rcanizales@pwcgov.org**



Corey A. Stewart
Chairman

COUNTY OF PRINCE WILLIAM

1 County Complex Court, Prince William, Virginia 22192-9201
(703)792-4640 Metro (703) 631-1703 FAX: (703) 792-4637

BOARD OF COUNTY SUPERVISORS

Corey A. Stewart, Chairman
Maureen S. Caddigan, Vice Chairman
W.S. Wally Covington III
John D. Jenkins
Michael C. May
Martin E. Nohe
Frank J. Principi
John T. Stirrup

February 17, 2011

Sean T. Connaughton
Secretary of Transportation
Office of the Secretary of Transportation
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, VA 23219

RE: High Occupancy Toll Lanes

Dear Secretary Connaughton:

On behalf of the Prince William County Board of County Supervisors, we thank you for your ongoing commitment to improve the Commonwealth's transportation system. As you know, in the past Prince William has not been supportive of High Occupancy Toll (HOT) lanes on I-395. Many of the commuters in the I-95 corridor originate in Prince William and points south, and Prince William has seen the genesis of a truly innovative private sector alternative to the traditional commute. "Slugging," the practice of three or more commuters carpooling up the High Occupancy Vehicle (HOV) lanes from a commuter lot, has taken thousands of vehicles off of the Commonwealth's roadways with no government involvement nor resources needed. To date, the Commonwealth has been unable to adequately demonstrate to the Board that HOT lanes on I-395 would not have created significant traffic on the existing HOV lanes, or that there is a realistic or safe way to add new lanes to HOT lanes on I-395, leaving HOV and HOT vehicles to compete for the capacity of the existing lanes. This would have a dramatically negative impact on travel times of HOV trips originating in Prince William and would have had significant impact on the practice of "slugging." As a result, the County cannot support HOT lanes on I-395.

You recently announced that the Virginia Department of Transportation has discontinued its plan to build HOT lanes on I-395 inside the Capital Beltway. This change in scope of the HOT lanes plan largely addresses the concerns of the Board of County Supervisors. HOT lanes on I-95 and I-495 do not pose a similar challenge in that right-of-way exists for additional lanes to be constructed for High Occupancy Toll vehicles. In addition, commuters will continue to be required to carpool in order to use I-395 HOV lanes, thus preserving the slugging system.

Provided that HOV-3 remains free of cost into perpetuity, Prince William County is open to supporting the revised scope of HOT lanes on I-95 and I-495. Adequate commuter parking remains a challenge in the County, particularly now as the privately owned Potomac Mills Mall has reduced its commuter parking by over 700 spaces. Lastly, we understand that as part of this project, HOV/HOT lanes will be extended all the way through Prince William County to

Letter re High Occupancy Toll Lanes
February 17, 2011
Page 2 of 2

Spotsylvania. However, I am confident that with your leadership, the Commonwealth and the County will be able to find solutions that will improve commutes in Northern Virginia, increase our commuter parking capacity and preserve the unique "slugging" system that has evolved in our community.

I look forward to Prince William and the Commonwealth working together to resolve these shared transportation challenges.

Sincerely,

A handwritten signature in black ink, appearing to read "Corey A. Stewart". The signature is fluid and cursive, with the first name "Corey" written in a larger, more prominent script than the last name "Stewart".

Corey A. Stewart

Cc: The Honorable Robert F. McDonnell, Office of the Governor
Members, Prince William Board of County Supervisors
Members, Prince William County Delegation, Virginia General Assembly
Melissa Peacor, County Executive
Susan Roltsch, Deputy County Executive
Tom Blaser, Director of Transportation



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

6363 Walker Lane, Suite 500
Alexandria, VA 22310
(571) 483-2600

GREGORY A. WHIRLEY
COMMISSIONER

October 26, 2011

Rick Canizales
Transportation Planning Manager
Prince William County
Department of Transportation
5 County Complex Court, Suite 240
Prince William, VA 22192

VAGEC-00002

RE: I-95 HOV/HOT Lanes

SUBJECT: Design Public Hearings

Dear Mr. Canizales:

We thank you for your staff comments on the I-95 HOV/HOT Lanes Design Public Hearings. VDOT will continue to work with Prince William County as we move into final project design. In response to your recent questions, we offer the following:

- 1. HOV-3 restrictions must be the standard used for getting on the HOT Lanes for free. An HOV-4 restriction should not be recommended or implemented at any point during or after project completion.**

Response:

The Commonwealth Transportation Board determines HOV eligibility on its roadways, including HOT lanes. The private company will not determine HOV eligibility requirements.

- 2. VDOT needs to consider an off-ramp from the HOT lanes northbound onto Exit 158 – Prince William County Parkway. This is a very important area of the County that houses the largest park and ride facility in the Commonwealth and has a thriving office and retail component that necessitates easy and convenient access from the I-95 HOT Lanes. With the current design, commuters and travelers would have to use Exit 160 and backtrack to access the Prince William County Parkway.**

Response:

Access points in Prince William County were designed based on anticipated traffic volumes and movements, to complement the existing HOV ramps and Park and Ride lots, and to facilitate the effective and safe movement of traffic. The project will improve travel in Prince William County because it will alleviate the existing bottleneck at Dumfries, add a new lane to the HOV system in Prince William County, and provide Prince William County travelers new options for getting on and off the HOV lanes. In the morning, a new ramp just north of Prince William Parkway will enable travelers to get out of the HOV lanes onto the regular lanes for more convenient access to places in Prince William County such as Rt. 123 and Rt. 1. In the evening, travelers coming from locations in southern Fairfax County, such as Lorton, will be able to hop on the HOV/HOT lanes at Alban Road or Rt. 1 and take HOV into Prince William County. There is no access to the HOV lanes in this area today.

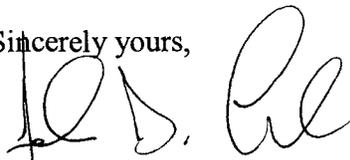
3. Adequate shoulder widths are needed to be provided for commuter bus breakdowns and enforcement of the HOT Lanes both north and southbound, when lanes are reversed.

Response:

The project between Garrisonville Road and the Prince William Parkway has full 12 foot shoulders on both sides. North of the Prince William Parkway, the project includes a consistent shoulder on the east side of at least 10 feet; left-hand shoulders vary from 3 to 10 feet. The project also includes 14 emergency pull-off areas to aid distressed travelers and promote safe enforcement of the HOT Lanes. I am sure you are aware that much of the interstate system in Northern Virginia has similar characteristics. There are currently 11 foot lanes with variable shoulders on the northern section of I-395, the Dulles Toll Road and other roads throughout the Commonwealth.

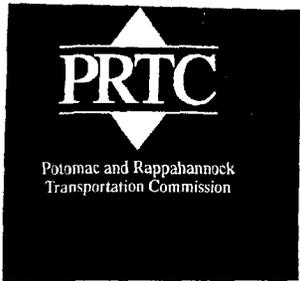
Thank you for your interest in the project. VDOT is committed to a project-long community outreach program and a program of periodic meetings with your Board, its members and the County staff.

Sincerely yours,



John D. Lynch, P.E.
Regional Transportation Program Director

Potomac & Rappahannock Transportation Commission



14700 Potomac Mills Road
Woodbridge, VA 22192

ENTERED
10/13/11

October 6, 2011

RECEIVED

OCT 11 2011

VA MICHIGAN

Mr. John Lynch, P.E.
Regional Transportation Program Director
Virginia Department of Transportation
6363 Walker Lane
Suite 500
Alexandria, VA 22310

RE: I-95 Joint Meetings

Dear Mr. Lynch:

The Potomac and Rappahannock Transportation Commission (PRTC) would like to pose a question related to the proposed I-95 HOT lanes design.

The question is prompted by the fact that the width of each HOT lane between the Prince William Parkway and the northernmost limit of the project is eleven feet, with adjoining shoulders that vary in width but are typically 3.5 feet wide on the western side and ten feet wide on the eastern side. Those dimensions are a matter of concern to PRTC, because PRTC operates extensive commuter bus service on I-95, employing buses that are 102 inches wide (8.5 feet) with mirrors on both sides of the bus that protrude outward beyond the 8.5 foot dimension.

PRTC's concern is that buses traveling at high speeds in lanes that are only eleven feet wide will be more at risk of "mirror clipping" incidents. If the HOT lanes marking remain in the same place whether the lanes are flowing northbound or southbound, the concern becomes most acute in the afternoons, because buses traveling in the right-most lane ("the slow lane") will have very little maneuvering room, what with a mere 3.5 foot width shoulder, to steer clear of a vehicle in the neighboring lane that encroaches on the lane the bus is using. In the morning, buses traveling in the right-most lane would have the ten foot shoulder as a sort of refuge area to steer clear of a threatening neighboring vehicle, lessening the risk of a mirror clip.

All this said, PRTC's question is "could the HOT lanes be delineated differently depending on the direction of travel?" If the lane delineations could be shifted when traffic is flowing southbound to provide for a ten foot wide shoulder adjacent to the slow lane, the likelihood of mirror clipping incidents could be lessened in both directions. Perhaps a shift as described could be accomplished with a combination of lane markings and overhead signage delineating the lanes?

Sincerely,

Alfred H. Harf
Executive Director



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
6363 Walker Lane, Suite 500
Alexandria, VA 22310
Office (571) 483-2600
Fax (571) 483-2601

GREGORY A. WHIRLEY
COMMISSIONER

November 7, 2011

I95-00053

Mr. Alfred H. Harf
Executive Director
Potomac and Rappahannock Transportation Commission
14700 Potomac Mills Road
Woodbridge, VA 22192

Dear Mr. Harf:

Thank you for your comments on the I-95 HOV/HOT Lanes project. As you know, the Department of Rail and Public Transportation is coordinating the transit plans for the I-95 corridor and has met with transit agencies and local governments' transit operators.

The project between Garrisonville Road and the Prince William Parkway has full 12 foot shoulders on both sides and two 12 foot lanes. North of the Prince William Parkway, the project includes a consistent shoulder on the east side of at least 10 feet; west side shoulders vary from 3 feet to 10 feet. The project also includes 14 emergency pull-off areas, which occur on both sides of the HOV lanes, to aid distressed travelers and promote safe enforcement of the HOT Lanes.

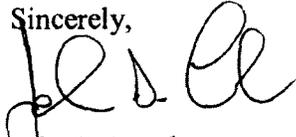
Much of the interstate system in Northern Virginia has similar characteristics to the I-95 HOV/HOT lanes project. There are currently 11 foot lanes with variable shoulders on the northern section of I-395, the Dulles Toll Road and other roads throughout the Commonwealth, all of which carry transit vehicles.

Thank you for your interest in the project. VDOT is committed to a project-long community outreach program and a program of periodic meetings with your Board, its members, you and your staff.

Alfred H. Harf

Alfred H. Harf
November 7, 2011
Page Two

Sincerely,

A handwritten signature in black ink, appearing to read "John P. Lynch". The signature is written in a cursive style with a large initial "J" and "L".

John P. Lynch, P.E.
Regional Transportation Program Director

MT/mb/n

United States Marine Corps Base Quantico, VA



UNITED STATES MARINE CORPS
MARINE CORPS BASE
QUANTICO, VIRGINIA 22134-5001

IN REPLY REFER TO:

11000

B 042

OCT 25 2011

Mr. John Lynch, P.E.
Regional Transportation Program
Director
6363 Walker Lane
Suite 500
Alexandria, VA 22310

Dear Mr. Lynch:

Enclosure (1) has been prepared to provide Marine Corps Base, Quantico (MCBQ) comments upon review of the I-95 HOV/HOT Lanes Project Design and EA.

Enclosure (2) is the previously prepared MCBQ Decision Letter for the Telegraph Road Bridge Replacement Project, in conjunction with the I-95 HOV/HOT Lanes Project.

Please respond with any questions regarding the provided comments. Our point of contact is Joseph Winterer at (703)784-5530.

A handwritten signature in black ink, appearing to read "C. Melendez", written over a horizontal line.

C. MELENDEZ
Director, Installation &
Environment Division
By direction of the Commander

Enclosures (2)

MCBQ Review Comments:
I-95 HOV/HOT Lanes Design Public Hearing,
September 29, 2011

Marine Corps Base Quantico, VA (MCBQ) has reviewed the designs and Environmental Assessment (EA) document for the I-95 HOV/HOT Lanes Project, and provides the following comments.

- 1) Based on the results of the EA and the current design alignment of the I-95 HOV/HOT lanes, MCBQ agrees that no cultural resources located on Base property are adversely impacted. MCBQ requests that future design changes be coordinated with base Natural Resources and Environment Affairs (NREA) office to ensure base archeological sites are not impacted.
- 2) The EA provides "no effect" results, but does not provide references or citations for support documents and surveys (i.e. archaeology, wetlands, wildlife and endangered species, etc.) MCBQ requests that additional documents or references be provided to support the EA conclusions.
- 3) A decision letter was submitted to VDOT on October 4, 2011, providing MCBQ's construction alternative preference for the reconstruction of Telegraph Road Bridge. The letter is attached as enclosure 2. A separate NEPA action and Real Estate action will be required to complete reconstruction of the Telegraph Road Bridge on MCBQ property. Further coordination between MCBQ, VDOT, and NAVFAC Real Estate is need before authorization for construction is granted.
- 4) MCBQ remains committed to the success of the Federal Highway System and improving the transportation system throughout Northern Virginia. MCBQ requests that VDOT continue to communicate project schedule updates and coordinate pertinent design changes.



UNITED STATES MARINE CORPS
MARINE CORPS BASE
QUANTICO, VIRGINIA 22134-5001

IN REPLY REFER TO:

11000

B 04

04 OCT 2011

Mr. Tom Fahrney
Virginia Department of Transportation
Commonwealth BRAC Coordinator
14685 Avion Parkway
Chantilly, Virginia 20151-1104

Mr. Fahrney,

SUBJECT: REPLACEMENT OF TELEGRAPH ROAD OVER I-95 FOR HOTLANES

Per previous discussions and correspondence, Marine Corps Base (MCB) Quantico has reviewed the construction methods proposed by Virginia Department of Transportation (VDOT) to replace the Telegraph Road Bridge over Interstate-95. The replacement of this bridge is required as part of the High Occupancy Toll (HOT) Lanes project being undertaken by VDOT. Four alternatives were presented by VDOT.

- Alternative 1: Close Telegraph Road for the entire project duration.
- Alternative 2: Provide minimum two lanes/two way access across Telegraph Road Bridge throughout the project duration.
- Alternative 3: Provide minimum one lane/two way access across Telegraph Road Bridge throughout the project duration.
- Alternative 4: Provide minimum one lane/one way access across Telegraph Road Bridge throughout the project duration.

Several factors were considered by MCB Quantico during the evaluation of each proposed alternative. Based on emergency response times, security considerations, and traffic operation concerns previously expressed by MCB Quantico, the Base Commander of MCB Quantico prefers alternative three; Provide minimum one lane/two way access across Telegraph Road Bridge throughout the project duration.

This decision is being provided by MCB Quantico in response to VDOT's request for the preferred execution method for the reconstruction of the Telegraph Road Bridge. This does not

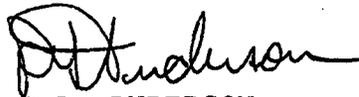
ENCLOSURE 2

provide a final approval or concurrence with of any design plans, nor does it provide an official agreement to perform any actions on MCB Quantico property. Further actions will be required between MCB Quantico, VDOT, and NAVFAC Real Estate, before final project approval and authorization to enter MCB Quantico property is granted.

MCB Quantico remains committed to the success of the Federal Highway System and improving the transportation system throughout the Northern Virginia area. I look forward to continued coordination and collaboration between MCB Quantico and VDOT as the HOT Lanes project progresses.

The MCBQ point of contact for any questions or concerns is Mr. Michael Law, Associate Counsel at (703)784-3009 or e-mail michael.law@usmc.mil.

Sincerely,



R.L. ANDERSON

Colonel, U.S. Marine Corps
Chief of Staff, Marine Corps Base
By Direction of the Commander



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

6363 Walker Lane, Suite 500
Alexandria, VA 22310
Office (571) 483-2600
Fax (571) 483-2601

GREGORY A. WHIRLEY
COMMISSIONER

November 10, 2011

195-00055

Mr. C. Melendez
Director, Installation & Environment Division
Marine Corps Base
Quantico, Virginia, 22134-5001

Dear Mr. Melendez:

Reference is made to Enclosure (1), MCBQ's letter dated October 25, 2011. The Department would like to thank you for the review comments on the I-95 HOV/HOT Lanes Project Design Public Hearing. The comments on the Environmental Assessment (EA) have been accepted and will be addressed in the revised Environmental Assessment Document.

Reference is also made to Enclosure (2), MCBQ's letter dated October 4, 2011 to VDOT's BRAC Coordinator, Tom Fahrney which addressed MCBQ's preferred alternative for the Telegraph Road reconstruction activity.

Since receipt of this correspondence, a meeting has been scheduled with VDOT to have further discussions with MCBQ on this issue. The Department looks forward to our upcoming discussions.

Please be assured that VDOT is committed to keeping MCBQ engaged in the development and construction phases of the I-95 HOV/HOT Lanes Project, through our monthly coordination meetings with the MCB staff.

Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "John D. Lynch".

John D. Lynch, P.E.

Regional Transportation Program Director

Attachments: MCBQ Review Comments (I-95/HOT Lanes Design Public Hearing, 9/29/11)
with referenced documents.



HOV/HOT LANES



Design Public Hearing

Comment Report

November 2011



State Project: 0095-96A-107, P101
Federal Project: 0952487
UPC: 70849

I-95 HOV/HOT LANES DESIGN PUBLIC HEARING

Executive Summary of Project Transcript

The Virginia Department of Transportation (VDOT) conducted a Design Public Hearing that included information about the environmental assessment and the Department of Rail and Public Transportation's (DRPT) I-95 Transit and TDM Plan. The hearing provided interested citizens an opportunity to review, discuss and provide input on the proposed project. The meetings were held along the I-95 corridor as follows:

September 26, 2011,
Botts Fire Hall
Woodbridge VA

September 28, 2011
Waterford at Springfield
Springfield, VA

September 29, 2011
North Stafford High School
Stafford, VA

An Open House was held from 5 to 8 p.m. The meeting was arranged into 10 stations or study areas. Station 1 was a project video that gave an overview of the project including information about the operations of HOT lanes. The other stations included the Environmental Assessment and the Transit and TDM Plan and construction and design plan information. In addition to comment sheets, a court reporter was available to record comments from the public. The project team was available to respond to questions and concerns throughout each evening. Approximately 310 people attended the meetings.

The public was notified of the Design Public Hearing via newspaper advertisements, 12,300 postcards mailed to residents and businesses within ¼ mile on either side of I-95; VDOT variable message signs at project limits; email broadcasts to Civic Associations and Homeowners Associations; media advisories, public service announcements; the Web site and Info telephone line promotions. Postcards were translated into Spanish and distributed along the corridor at various stores, restaurants and other meeting places that might attract members of the Spanish speaking public.

The public was requested to provide written or oral comments at the hearing or to submit them by October 14, 2011 to be considered part of the formal hearing transcript. The public responded via the comment sheets and the court reporter and by email to info@I-95hotlanes.com and 1-855-895-4646. The use of VMS at the project limits elicited the greatest response. Seventy Four comments were received through the info line; 91 by e-mail; 11 letters, 31 comment sheets, and 13 gave testimony to the court reporters.

The transit plan comments are being recorded by DRPT, and their comment period will end on October 26, 2011.

This transcript is contained in three documents:

1. Comments from the public and responses.
 - a. Approximately 220 comments were received from 217 persons and organizations. Comments on the environmental assessment are included in the report. These comments and the project team's responses are incorporated in this Comment Report, categorized by topic. Appendix A follows the comments/responses. Table 1 is organized by commenter ID#, name, and organization. Table 2 is organized alphabetically by last name and comment category.

2. Appendix B. Comments from jurisdictions and responses thereto.
3. Appendix C. Documentation of public notice, actual copies of comments from the public, sign in sheets, Court Reporter transcripts, Project Brochure, newspaper notices, media and public advisories.

Comments/Responses Arrangement

The comments/responses are arranged by category. Categories are arranged alphabetically and then in numerical order by ID number.

The comment sheet offered a response of “Yes”, “No”, and “No Opinion”. Commenters checked these choices and some offered additional explanation.

Appendix A

Table 1: Commenter Identification by ID Number – Every commenter received a unique identification number in the order their comment was received. Table 1 lists the names and organizations (if applicable) of all commenters by their ID number. The purpose of this table is to provide the identity of the commenter to any interested party reading through the comments. Match the commenter ID number to the commenter’s name to determine the commenter’s identity.

Table 2: Commenter Identification by Last Name – This table identifies commenters alphabetically by last name and includes the commenters ID number and the categories of comments. The purpose of Table 2 is to assist a commenter track down the response to his/her comment. Search for the commenter’s last name and locate the commenter’s ID number. Locate the category of the comment and specific comment/response arranged in numerical order by commenter ID number.

I-95 HOV/HOT Lanes Design Public Hearing 2011

Public Comments and Responses

Category	ID	Comment	Response
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Enforcement

102		<p>I submitted a public comment last night at the Springfield public hearing on the 395/95 HOT lanes. My comments last night focused on the issue of the need for enforcement during the morning commute to ensure that when the HOT lanes end at Edsall Road, that the HOT lane non-HOV3 drivers exit and do not proceed onto the dedicated carpool lanes. This will require a dedicated enforcement lane and an officer present (like your representative said would occur in the Prince William and Stafford sections of the project) consistently at the last toll at Edsall Road. Without strict enforcement at that location, there is little to no real incentive for the HOT driver, after paying the last HOT toll (your contractors only concern) and then keep going onto the carpool lanes, clogging those lanes, increasing congestion and hurting the effective slug system. As it is, the slug system will take a hit because of the congestion that the HOT lanes will create due to increased use by nonHOV3 drivers. Without strict enforcement of the HOV3 rules, this will be worse. The current level of enforcement is not sufficient, ineffective and not probably not very safe, and that is with far fewer vehicles traveling on HOV than anticipated under the current project.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes. The project will fund state troopers to enforce HOV. Carpools will use a new switchable E-ZPass. If they switch their E-ZPass to HOV mode they will not be charged a toll. State troopers along the HOT lanes, including in the area of the northern terminus, will ensure that those vehicles claiming to be HOV have three people in the vehicle. For the HOT lane drivers exiting at I-395, a new ramp and a new auxiliary lane will provide sufficient room for vehicles to enter I-395 safely. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As a result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p>
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Category	ID	Comment	Response
	151	<p>I have attended the hearing today. September 28, at the Waterford in Springfield, and I had the opportunity to talk with Mr. John Lynch from VDOT. My primary concern is enforcement. I take two carpool Slugs from Old Keene Mill here in Virginia, Springfield/Burke area, and I take them into Arlington County, and already there's a problem with HOV violators. I travel about 6:15 in the morning, and I would bet on a bad day, it's four violators to every one person that's compliant. Sometimes you see one or two. My concern is the enforcement scheme. I was told by Mr. Lynch that there's going to be funding from the private contractor to fund state troopers, which would make sense in the effect that the contractor for this project will have a financial incentive to want it to be enforced. My concern, though, is at the Edsall Road area. Because at that point, the nonHOV drivers are supposed to exit, get onto the regular 395 lanes. And the rest of us that have carpools are supposed to go unimpeded towards the Arlington County or the District and points beyond. Once the driver passes -- the nonHOV driver passes Edsall Road, there's no financial incentive for the contractor to enforce the HOV -- enforce HOV compliance. They are not losing any money. And if the State has to rely upon just the regular state troopers that are funded through regular tax dollars, then the enforcement will be spotty at best. And the financial incentive for the nonHOV drivers, say, coming from Stafford is, Hey, I'm perfectly happy to pay \$5. It gets me to Edsall. And then after Edsall Road, I'm just going to roll the dice and keep driving on the HOV lanes, even though I'm one driver. And there's not much to stop me except for the occasional state trooper. And my chances of getting pulled over are slim. If you have a state trooper dedicated right at that area where the HOV people are able to continue straight, and the nonHOV are supposed to get off, that I think is absolutely critical to saving the Slug arrangement that's been developed in Northern Virginia. Without the Slug arrangement, the congestion is just going to be horrible. I personally take two to three cars off the road every single day, and have been doing so for six years. My husband has been Slugging for 12 years. That's a lot of people we take off the road every day, and it's the only way I can get to my job. So there has got to be now a commitment from the contractor, in my opinion, to have an enforcement lane set up right at the part where the nonHOV HOT lane riders are supposed to exit. And at</p>	<p>Thank you for attending the Springfield meeting and for your comments on the I-95 project. The enforcement of the HOV/HOT lanes will be aided by the use of a switchable E-ZPass and the addition of more state police. The extra officers are being financed and equipped by the operator of the HOT Lanes. There should be many fewer violators of the HOV restrictions.</p> <p>Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	151	that point, there needs to be state trooper enforcement for the HOV-3 restrictions. But my primary concern is enforcement to make sure that when it goes to the straight HOV-3 100 percent part after Edsall Road, that the carpool lanes continue to work as they do now and they don't get too congested with people trying to beat the 395 traffic. Thank you for the consideration of my remarks.	

Environment

86	By the time the I-95 hot lines would be completed, gasoline will cost upwards of \$7 a gallon, heading towards the \$10 mark before the decade is out, and the exurbs will have started to implode. Your hot lanes are a waste of money. The public would be better served by beginning to plan and facilitate the great migration back towards the inner suburbs and DC, by laying more street car tracks and working on other forms of transportation that can be powered by the electricity generated by coal, nuclear power, wind, tides, and solar panels rather than by petroleum products.	The I-95 HOV/HOT Lanes project provides an alternative to alleviate traffic in the region. Thank you for your comments on the I-95 HOV/HOT project. Experience in other parts of the country shows that people of all incomes tend to use the HOT lanes once or twice a week when there is a need to make an appointment, get to day care on time or for some other emergency. Another benefit of this public/private partnership is that the private sector – not taxpayers – is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.
87	This project's is environmentally indefensible. Please! No more than a 10 yr contract. This is a terrible boondoggle.	Unsupported subjective statement, simply expresses an opinion, provides insufficient information upon which to base a reasoned response.
91	I'd better not say anything about environmental assessments.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
95	<p>Please see below: two primary suggestions:</p> <ul style="list-style-type: none"> - Either “do nothing” or add one or two travel lanes in each direction south of 234, expanding the current lanes (plenty of room, easily doable without cutting down all those trees and creating another eyesore). <p>Please permit me a few comments with respect to the HOTlane project:</p> <ul style="list-style-type: none"> - Environmental: also see the devastation (there is no other word that comes to mind) on the VA side of 495 where the HOTlane project is under way, the environmental impact will be immense (and unnecessary, see below); absolutely horrendous also from an aesthetic perspective. 	<p>Thank you for your comments on the I-95 HOV/HOT Lanes project.</p> <p>There is no anticipated ROW impact. Most of the work will be completed within the current HOV lanes.</p>

Category	ID	Comment	Response
	109	With increased population and accompanying noise and emissions will now higher/improved sound walls be built. And would the walls offer any protection from pollution? 2 residents of Crockett Place have Alzheimer's and 21 died of cancer. We could use all the barriers we can get.	A preliminary noise analysis has been completed based on the conceptual plans for the project and the analysis concluded that noise abatement is warranted, feasible, and reasonable for several areas throughout the project corridor, as documented in the Environmental Assessment. No final commitments will be made on noise abatement until the final design phase of the project, during which all noise-sensitive land uses will be re-evaluated to account for the latest engineering specifics. Sound walls are not designed to offer protection from air pollution.
	112	I would like a sound wall built for the Laurel Hill neighborhood in Lorton, CNE-N barrier. It's very loud in our neighborhood. Thanks!	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.
	114	I represent a number of Laurel Hill residents who adamantly want a noise barrier wall to be constructed N of Lorton Road, west of 95. CNEN barrier. CNE-N section.	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.

Category	ID	Comment	Response
	117	<p>Please refer to your Preliminary Noise Analysis Final Report relating to area CNE BB shown on Figure 18, page 61 of the Report .</p> <p>We are resident home owners living in the senior citizens community of Four Seasons at Historic Virginia. Our community includes over 800 homes all of which are located in the vicinity of I-95, some within a half or three-quarters of a mile away. Only one of these homes is shown on Figure 18 within the blue circle denominated a "common noise environment". Your preliminary report indicates that a noise barrier along I-95 extending in front of this particular noise environment is "feasible but not reasonable", however there is no indication that the Four Seasons homes were taken into consideration when this finding was made.</p> <p>This is to notify you that the undersigned and many other Four Seasons homes are adversely impacted by noise coming from this segment of I-95 and to request that the reasonableness of barriers at this location to mitigate this impact be given further consideration. We note in this connection that only two modeling/monitoring receivers are shown in the referenced area but not close to Four Seasons homes. We think our situation merits specific attention and request that the noise barriers along this section be found reasonable, and be constructed as soon as possible, and before the proposed HOT lanes are opened to traffic, which is bound to increase the noise that we are subjected to each and every day. We further request that your receipt of this notice be acknowledged and we be advised of action taken on our requests.</p>	<p>The referenced homes are beyond the area where noise impacts have been identified, and therefore no noise abatement is warranted. A noise impact occurs if noise levels approach or exceed the federally-established noise abatement criteria, or if noise levels under the future build conditions substantially exceed existing noise levels. Neither of those conditions apply to this community. Notwithstanding, noise analyses will be redone during the final design phase of the project to account for the latest engineering specifics, and these sites will be re-evaluated at that time.</p>
	119	<p>The environmental assessment fails to consider alternatives to the one PPTA project. The submission of a highway proposably a private company should not halt considerations of alternatives.</p>	<p>The National Environmental Policy Act and its implementing federal regulations with respect to Environmental Assessments do not require evaluation of alternatives.</p>
	125	<p>Most of the cost impacts are for unreasonable environmental impacts that create cost over-runs. The studies should be reduced to save time and money.</p>	<p>Unsupported subjective statement, simply expresses an opinion, provides insufficient information upon which to base a reasoned response.</p>
	130	<p>Save as many trees as possible.</p>	<p>To the extent practicable, trees outside the construction limits would be preserved.</p>

Category	ID	Comment	Response
	131	My concern runs in crime rise, noise pollution, and air quality.	<p>Insufficient information to provide a reasoned response regarding ""crime rise"". In terms of noise pollution, studies indicate that 43 of the 60 Common Noise Environments along the corridor would be impacted and that noise abatement using noise barriers may be feasible and reasonable for 22 of them. Barriers evaluated for the other impacted receptors were not found to be feasible and reasonable. Additional studies will be conducted during the Final Design phase when more detailed design information is available. In terms of air quality, studies were completed as part of the Environmental Assessment and the analysis showed that the project would result in no violations of the National Ambient Air Quality Standards (NAAQS) for ozone (O3), carbon monoxide (CO), or fine particulate matter (PM2.5).</p>

Category	ID	Comment	Response
	152	<p>MS. STONE: I'm Ann Stone, 5226 Winter View Drive in Alexandria. I'm president of the Overlook Foundation Homeowners Association whose 443 homes are right next to Turkey Run, where the ramp will be. And our concern is that the one sound wall we have for half the community -- we don't even have a sound wall for both halves. The one sound wall we have is not long enough and is not tall enough right now without the elevation. And when you elevate, as I was told would be to the level of our parking lot, it means the tops of the cars would almost be seen over our sound wall because our sound wall is at the bottom of a hill and just barely comes up sufficiently over the top of the hill so that we don't see over it onto the highway right now. The sound is bad now. Our community is extremely concerned, obviously. They don't want to have the sound of cars driving in their kitchens. My house in particular is right next to the sound wall. We are within 20 feet of the sound wall now. So, again, anything taller and longer than exists there now -- and when I say longer, I mean longer. Maybe even perhaps curving around a little to drive the sound more into the forest as opposed to have it come around the wall, up to the back of the houses, would be terrific. Any help we can give you -- we have a lot of people in our community that are very politically active on both sides of the aisle, and they would be happy to make phone calls on behalf of anyone who needs assistance in getting the political will or whatever will is needed to get a longer and taller sound wall. Again, we have 443 residents. We have over 1,000 people that are being impacted. We are the largest community, single community near where this is going to be impacted. Our neighbors at Landmark Mews have no sound wall at all right now, so we support their effort to get one as well. They about a third of the size of our community, and both communities are working together. And we look forward to a successful amelioration of the concerns that we have. Because if you can cut down the sound, you know, we will be happy.</p> <p>MS. FOWLER: I don't have anything else. MS. STONE: Okay. And with me is Joan Fowler, who is at 5228 Winter View. And she is secretary of our foundation as well. And I guess you are saying you concur with my remarks? MS. FOWLER: I concur completely, and I think that our main concern is the proximity to our houses and the sound that the traffic is going to make. We are also concerned. MS. STONE: Exhaust. MS.</p>	<p>The referenced community is in CNE B, on the east side of I-395 between Turkeycock Run and Route 236 (Duke Street). The preliminary noise analysis based on conceptual plans for the project show that a noise barrier is warranted, feasible, and reasonable at this location. However, no final commitments will be made on noise abatement until the final design phase of the project, during which all noise-sensitive land uses will be re-evaluated to account for the latest engineering specifics.</p>

152 FOWLER: Yeah, the exhaust and all the environmental issues. But we are kind of concerned also about the fact that 24/7, there is going to be a charge to use. MS. STONE: Right. Because, yeah, we used to enter Turkey Run after 9 o'clock, before 11 o'clock in the morning, and go free on HOV into town. And, likewise, coming back before 3:30 from about -- what it is? About noon to 3:30, come back free. So -- MS. FOWLER: Well, also on the weekends -- MS. STONE: Yes. They are free. MS. FOWLER: -- and on the holidays. That's a major thoroughfare. There is also construction and accidents on 395. Sometimes the only thing that's moving is the HOV. And, you know, as taxpayers, why are we having to pay for a road that we are paying for through our taxes? It just isn't -- it isn't right. MS. STONE: Well, in nonrush hour situation -- MS. FOWLER: Yeah. MS. STONE: -- where, again, now it's open. And that's another burden, you're right. Because I literally schedule all of my meetings around the time that the HOV is available to people who are going in as a single passenger. MS. FOWLER: One other point. We have put up with, is the only word I can think of, construction at the Springfield Interchange. I work in Tysons, so the entire length of the Beltway for ten years. And now this is another construction project that could just as easily be terminated outside of the Beltway so that it doesn't impact -- MS. STONE: Or -- MS. FOWLER: -- so many people. MS. STONE: Yeah. Or up by the AMF bowling lanes, so it's not -- I don't understand why they don't do the flyover closer to 495 where there's no residents. And I know I guess because you already own the land at Turkey Run, and that's probably the explanation. But, again, if there was a way to move it away from where there is actually people living, obviously, that should be first thought. MS. FOWLER: Well, actually, the -- you have to own already the land in front of Marlo's because you took it over five or six years ago to put all your construction equipment there. So it doesn't make sense to me that you're putting it in our neighborhood because you own that land because you own land in other areas.

Category	ID	Comment	Response
	154	<p>And the -- my other objection is, which -- are there any provisions for higher sound walls and thicker and more frequently placed walls so that pollution can also be kept out with the projected increase in population? Because they say that traffic is going to increase 56 percent by 2035. So how can we get more protective walls to protect the communities that are alongside of the highway from noise as well as from environmental pollution, from exhaust as well as other pollutants? And there's my name and address. And yet the environmental studies show that it's going to be about a 56 percent increase in population in this area, which means 56 percent increase in traffic as well, and in pollution and in noise. I many, many years worked for the Labor Department, 36 and a half, in fact, and did a lot of work with OSHA in the noise as well as pollution areas. So that's why I'm most interested in what you have projected.</p>	<p>A preliminary noise analysis has been completed based on the conceptual plans for the project and the evaluations conclude that noise abatement is warranted, feasible, and reasonable for several areas throughout the project corridor, as documented in the I-95 HOT Lanes Environmental Assessment. No final commitments will be made on noise abatement until the Final Design phase of the project, during which all noise-sensitive land uses will be re-evaluated to account for the latest engineering specifics. Sound walls are not designed to offer protection from air pollution.</p>

Category	ID	Comment	Response
	160	<p>Basically, what my concern has been is four weeks ago a neighbor came to me from the 1300 block of Kings Crest to tell me that she found my name on the Internet, which meant that this VDOT/HOV lane impacted my area in my residence a little more than desired. And my problem is that I found out about this four weeks ago. I didn't find out that the HOV lanes were going to be coming. That I knew because I read the Free Lance-Star. The Free Lance-Star does not tell you who gets impacted, who's directly involved, who's going to lose their homes; if they are, who's going to have problems. They don't say anything like that. They just tell you the HOV lanes are coming, it's great for traffic, it's great for our area, et cetera, et cetera. The problem is that four weeks ago, I find out this from a neighbor because her husband works with the board of supervisors or utilities in Alexandria. Apparently he had knowledge of this, and his home is impacted, as well. And then I discover that there are pictures of my home on the Internet, there are impact lines on the Internet. In fact, a gentleman here says we are directly affected by the noise. This is my house right here. There's like 300 feet distance between my home and 95 south -- no, north, 95 north, and this all belongs to Silver Corporation. This is not my land. The distance between my home and this land is three feet. The distance between my home and the highway is 300 feet. If Silver Corporation wants to give this to VDOT or whoever's going to construct whatever they're going to construct there, we get impacted. Now, my neighbor lives in the 1300 block, I live in the 1200 block. My complaint is why did someone not inform me before four weeks ago because, according to them, they've been doing preliminary studies, they've been doing all kinds of stuff. This was my concern. Why did you not ask me if I'm going to get impacted? I have seen how homes are affected by the nearness of a road, by the nearness of a highway. If you go down Route 1 south when they built 95, you can see what the homes, towns that look like ghost towns south. I rarely use 95 because I got hit by a Mack truck; I use Route 1. Even towards Fredericksburg, you see the road is right next to a home. You see how dirty that home is. It's falling apart. It doesn't matter how hard you try to keep your home, the pollution that's coming off that road to your home affects it.</p> <p>Now, they are saying that they'll possibly put a noise barrier up or a sound wall, whatever</p>	<p>Thank you for your comments on the I-95 HOV/HOT Lanes project. To address your concerns about the notice sent to you and others along I-95 to alert you to the upcoming Public Hearing about the project were mailed to reach you 30 days in advance of the hearing. Also, a notice was published in the Fredericksburg Free Lance-Star on August 26, which is 32 days in advance of the Public Hearings. This is in accord with Federal Highway Administration and the Virginia Department of Highways Public Hearing requirements. The date coincides with the availability of plans and reports about the project.</p> <p>We mailed a post card to homeowners and businesses who were within ¼ mile on both sides of I-95. If the property was immediately adjacent to I-95, a letter was sent to the property owner. Since your property, as you describe it, is 300 feet back from the edge of I-95, and the land between your home and the highway is owned by someone else, you received a post card notice of the public hearings. It was a public hearing; all information about the project was available for review, persons who prepared the plans and reports were available to respond to any questions you might have and a court reporter was available to record any comments from the public.</p> <p>No right of way is needed for the project since most of the construction will take place in the median between the north bound and south bound lanes of I-95.</p> <p>As stated in VDOT's Noise Walls Fact Sheet (http://www.vdot.virginia.gov/projects/resour</p>

Category	ID	Comment	Response
	160	<p>they call it, and that's fine and dandy, but the thing about it is I'm going to walk out on my deck, and I'm going to be looking at a wall. Even 300 feet, more or less what a football field is, I'm going to be looking at a wall. In the wintertime all you're going to see is branches and a wall because now this is beautiful, this is foliage. We still, when Quantico has their drills, you can hear the machine gunfire. They shoot off their cannons, the house shakes. Quantico is like on the other side of I-95. The only problem is it encases Stafford. Their rear gate is about five minutes from our development. You know, I'm all for progress and up better. Another thing that I'm thinking about is if this is a road that we're going to go right by, we've got 15,000 families coming from Dahlgren, what is it, starting next year, 2012, because that's when we are starting to enlarge Route 1 to accommodate. Most of them are coming in to Quantico, which is right near our area. Let's just say a family is what, mother, father, and 1.5 kids, that's a car for each person. That's four cars multiplied by 15,000. What's going to happen to our little area where we are fighting so hard for nondeveloping because we want to keep it nice and suburban and rural, and we want to see greenery and stuff? Are we going to have what the houses on Route 1 encountered years ago when 95 came through? Businesses are going to close? Right now you've got, what, Borders in our areas, Borders is closed. Who else? Blockbuster, Borders, we have -- what is it, a bowling alley, Sports Authority. There are things closing in our area due to the recession. What's going to happen when you put a road that bypasses the town? Those are things that I believe they're coming up with. They say they're studying. Okay, but be fair to me and don't let me find out from my neighbor four weeks before. I thought this was going to be a hearing because that's what it said, public hearing. The post card, the only post card that I ever got, the only one that I've gotten, here it is, addressed to my husband, and it says that it's information meetings and design public hearing. To me, a public hearing is that I'm sitting in a chair listening to somebody pointing to me, you have a question, this is the answer to that question. This is like a high school science project, running around and looking at pictures and posters. You really can't say, no, we're not going to take anybody's home, but we're going to minimize the impact on your home. Boy, I'd like to minimize the impact when my four wisdom came out, but there wasn't that much</p>	<p>ces/noisewalls/About.pdf), many attempts are being made to construct noise barriers that are visually pleasing and that blend in with their surroundings. In terms of noise abatement, they can effectively reduce noise levels for people living next to highways.</p>

Category	ID	Comment	Response
	160	<p>there. Okay? People can assure you of many things, but they cannot black and white ascertain this will not happen. Well, we don't know, we made studies, we'll see what happens. No; this is my home. It took me 18 years to buy my home. I've been living in it for 15. The sacrifices that I have done mentally and emotionally, physically, and financially to keep it. It was 243,000 appraised in 2008, and now it's down to 118,000 in 2010. That's due to a recession. What's going to happen now?</p> <p>We have three years of construction, that's pollution for air. He's asthmatic, he's a Desert Storm vet that came back asthmatic. That's health pollution, noise pollution, environmental pollution, and then on top of that increased crime because you're giving access to more to come into this, way easier for them to come into our properties and stuff. I don't know. I'm for everybody making a living and getting ahead and being successful, but not on the unhappiness and suffering of somebody else. You know that's not right. That's not fair. If you're going to do that, at least let them know way before four weeks that you're going do it. You know what I mean?</p>	<p>The temporary air quality impacts from construction are not expected to be significant. Construction emissions are short-term or temporary in nature, and in order to mitigate these emissions, construction activities are to be performed in accordance with VDOT's Road and Bridge Specifications.</p> <p>No changes in access would be made as a result of the project. Accordingly, no increases in crime related to access issues would be expected.</p>

Category	ID	Comment	Response
	163	<p>Dear Secretary LaHood and Secretary Connaughton:</p> <p>We have reviewed the Virginia Department of Transportation and U.S. Department of Transportation’s Federal Highway Administration Environmental Assessment for the I-95 HOT Lanes Project. We find the document to be completely inadequate for evaluating the best approach to transportation issues in the I-95/I-395 Corridor and for evaluating whether or not to proceed with potential privatization of the lanes for up to 75 years.</p>	
		<p>Failure to Analyze Alternatives</p>	
		<p>The short Environmental Assessment fails to evaluate any alternatives other than HOT lanes project terminating at Edsall Road and “No Build.”</p>	<p>The National Environmental Policy Act and its implementing federal regulations with respect to Environmental Assessments do not require evaluation of alternatives.</p>
		<p>In effect, the EA starts from the conclusion, that a Public-Private Transportation Act (PPTA) project as proposed by Fluor-Transurban is the only build alternative. The EA reflects how PPTA negotiations can undermine the need for full consideration of alternatives. In Section 1.2 (History), the EA lists the March 2004 submission by Fluor-Transurban and the December 2005 negotiations with the company leading to an EA that looks only at the Fluor-Transurban project. The mere submission of a highway proposal by a private company should not exempt VDOT from conducting a thorough analysis of transportation and land use alternatives, and should not be used to undermine the purposes of the National Environmental Policy Act.</p>	
		<p>The described history of the project is not entirely accurate when it refers to “environmental studies” conducted between 2006 and 2010. The FHWA and VDOT agreed to allow a “Categorical Exclusion” and therefore did not conduct an analysis of alternatives or of community and environmental impacts.</p>	<p>The National Environmental Policy Act and its implementing federal regulations with respect to Categorical Exclusions do not require evaluation of alternatives. However, they do require environmental studies to substantiate a finding that a project meets the criteria for Categorical Exclusions. Such studies of community and environmental impacts (including air quality, noise, historic properties, endangered species, and others) were conducted prior to a final determination that the "northern project" met the conditions and criteria for Categorical Exclusions and that no significant environmental effects would occur as a result of the project. These studies, as well as the Categorical Exclusion approval document</p>
		<p>A primary reason behind the Arlington County lawsuit was the shared concern by Arlington, Alexandria, and Fairfax that VDOT had not addressed many questions about the project including community and environmental impacts.</p>	
		<p>Alternatives That Need to Be Considered</p>	

Category	ID	Comment	Response
	163	<p>The selection of a new terminus for the HOT lane project – at Edsall Road instead of the 14th Street Bridge – was arbitrary and politically motivated.</p> <p>A thorough and objective analysis of the transportation needs of the Corridor should include analysis of both a terminus at the eastern end of the 14th Street Bridge and the terminus selected by Secretary Connaughton at Edsall Road.</p> <p>In order to compare the two termini, the EA should fully evaluate the origins and destinations of commuters in the corridor to determine the relative demand to travel to jobs along 395 in Arlington, Alexandria, and the District of Columbia, as compared to the demand to exit I-95 to travel to jobs along the Capital Beltway. VDOT should consider the comparative effect of the two termini on both the general purpose lanes (particularly north of Edsall Road after toll payers reenter the General Purpose lanes) and on carpooling/slugging and bus/vanpool services.</p> <p>Just as they should have done with the original HOT lanes proposal, VDOT should consider non-HOT land build alternatives. These should include an extended and enhanced HOV and bus transit facility as well as improvements to Virginia Railway Express service. Given the additional funds available to VDOT as part of the nearly \$4 billion addition of funds to the Six-Year Plan, VDOT could publicly fund the extension of the HOV lanes to the south and expand/enhance HOV/bus capacity and service throughout the corridor. This approach should result in higher throughput of people during peak hours as compared to the HOT lanes proposal.</p> <p>A combination of extended HOV lanes, investment in bus and carpool facilities and service, investment in VRE service, enhanced ride-matching technologies and approaches, and integration with land use could offer the most effective long-term approach that moves the most people through the corridor with lower overall vehicle miles traveled, lower greenhouse gas emissions, and fewer toxic air pollutants. In addition, a full consideration of alternatives would include evaluation of a return to HOV-4 from HOV-3 and a publicly owned toll road option.</p> <p>Failure to Analyze the Full Range of Impacts</p>	<p>containing the basis for the determination, were made available for public review and comment.</p> <p>The basis for the project termini is discussed on page 6 of the EA.</p>

Category	ID	Comment	Response
	163	<p>In addition to failing to analyze a full range of alternatives, the EA fails to consider a range of potential impacts. Foremost among these are the impact of levels of carpooling/slugging and the relative effectiveness of different alternatives in addressing traffic from the Base Realignment and Closure (BRAC).</p> <p>The addition of thousands of single-occupant vehicles into the HOV lanes could so crowd the lanes that carpooling becomes less desirable. This crowding could be particularly severe north of the Springfield Interchange up to Edsall Road. Certainly, the financial interest of the private toll road owner/operator in revenues could supersede the interests of carpoolers (in case of the Beltway HOT lane PPTA, Virginia taxpayers must pay the private toll road operator if more than a certain number of vehicles are carpool). Even the mere shift of a certain percentage of current sluggers/carpoolers to HOT/SOV vehicles could interrupt the current volume of slugging/carpooling and cause it to lose critical mass and functionality, even collapsing the system to the point that it would be hard to restore. The potential impact on slugging/carpooling has not been analyzed.</p> <p>One of the most important issues facing the corridor is the traffic from BRAC, particularly at the Mark Center at Seminary Road and I-395 and at Fort Belvoir and the Engineering Proving Ground. Will the focus on HOT/SOV users lead to more vehicles, not fewer, in the corridor, and negative impacts on carpooling? Given that the Department of Defense agencies have significant authority to require and implement carpooling and transit use among its employees and given that the limit parking at the Mark Center is designed specifically to function in conjunction with high levels of carpooling and transit use, the EA should study the impact of HOT lanes on BRAC related traffic and congestion and compare it to alternatives using enhanced HOV and transit service.</p> <p>In looking at environmental impacts, particularly air quality, the limitation to just one build alternative means that the EA fails to consider the relative performance of alternatives in terms of per capita VMT, greenhouse gas emissions, and ozone, particulate and toxic air pollutants.</p> <p>Failure to Evaluate the Potential Financial Terms and Public Policy Implications of a</p>	<p>The National Environmental Policy Act and its implementing federal regulations with respect to Environmental Assessments do not require evaluation of alternatives. Moreover, impacts on levels of carpooling/slugging or BRAC-related traffic are not environmental issues warranting detailed study in the EA. The EA and the supporting Air Quality Analysis Technical Report show that no significant air quality impacts would occur as a result of the project.</p>

Category	ID	Comment	Response
	163	<p>Private Toll Road Compared to other Alternatives</p> <p>The EA fails to outline the draft terms of the contract between Fluor-Transurban and the Commonwealth of Virginia including the potential contribution by state taxpayers, the extent of government subsidized loans, potential toll rates, contributions (if any) to transit, and allocation of future revenues to future transportation needs in the corridor. Nor does it evaluate the proposal's costs and benefits compared to other alternatives.</p> <p>The financial and cost information should be compared to the financials for the alternatives we have outlined above, including state investment in HOV and transit expansion and public ownership of the toll way. Both the costs and the benefits including person-throughout and air quality performance should be compared between the alternatives.</p> <p>It is our understanding that the promised transit investments from the original HOT Lanes proposal have been stripped from the current proposal, but that is not mentioned in the EA, nor is there any discussion about the need to fund additional bus service.</p> <p>Failure to Allow for Adequate Public Input</p> <p>We are not aware that the public and key stakeholders groups in the non-profit and private sectors were consulted during the critical early phases of the EA, particularly in the scoping and selection of alternatives to be studied. By the time the EA is concluded and releases, as it has been here, the value of public input is significantly undermined and the public lacks adequate information regarding alternatives and impacts.</p> <p>Conclusion</p> <p>The Environment Assessment for the I-95 HOT Lanes Project is inadequate and should be redone to evaluate the full range of alternatives and impacts for the I-95 corridor and consider the full range of costs and benefits for alternative approaches. A decision involving \$1 billion or more in publicly subsidized spending and transfer of public right of way to a private company to collect tolls for up to 75 years merits far more thorough analysis. We urge you to reject this Environmental Assessment.</p> <p>Sincerely,</p>	<p>The contract between Fluor-Transurban and the Commonwealth of Virginia and any financial terms associated with it are not relevant environmental issues warranting discussion in the EA.</p> <p>The National Environmental Policy Act and its implementing federal regulations with respect to Environmental Assessments do not require scoping or evaluation of alternatives. Multiple public meetings have been held over the past several years regarding a HOT lanes project along the I-95 corridor. Input received from those meetings has been considered in the environmental analyses for this project. Moreover, the Environmental Assessment has been provided to the public for review and comment and any substantive environmental issues raised will be addressed in the Revised Environmental Assessment prior to a final decision.</p>

Category	ID	Comment	Response
	163	Stewart Schwartz	
	170	<p>4.1. In the EA, Section 4 – “Coordination and Comments” there is no mention of any Alexandria entity having been consulted or involved.</p> <p>7. Does NEPA not require that “the cumulative impact” of an action and “foreseeable future actions” be considered together?</p> <p>7.1. It appears that VDOT is considering (a) the HOT lanes, (b) the possible widening/linking of the Duke Street NB on-ramp and Seminary NB off-ramp and (c) the proposed new ramp to Seminary Road as three separate, independent, unconnected projects. Does NEPA not require you to do otherwise?</p> <p>7.2. Should the sudden narrowing of SB I-395 at Duke (only to then suddenly re-widen immediately after Duke) also be addressed as a major contributor to congestion in this corridor? It appears to be a very long-standing concern still unaddressed by VDOT.</p>	<p>At the time that agency coordination was initiated, no portion of the proposed project extended into the City of Alexandria, and therefore the City was not included in the coordination. The proposed terminus of the transition area now extends slightly into Alexandria. Discussion of the terminus area is included on page 6 of the EA. Additionally, previous correspondence with Alexandria officials from the "northern" HOV/Bus/HOT Lanes project was reviewed during the study. Finally, project information, including the EA and supporting technical reports, was made available at widely publicized public hearings held on three separate night. Please see Appendix B for City of Alexandria comments. Comments received from the City of Alexandria are also being addressed in the Revised Environmental Assessment.</p> <p>Cumulative impacts are discussed on pages 33 - 35 of the EA.</p> <p>The HOT Lanes Project has logical termini and independent utility as described on page 6 of the EA.</p> <p>The referenced segment is adjacent to the transition section of proposed HOT lanes and is not part of the scope of the project. It could, however, be addressed as a separate project if the need for it is justified.</p>
	199	Further, I believe that an Environmental Impact Statement – as called for under the National Environmental Policy Act and its implementing federal regulations – should be conducted for the HOT lanes project, to assess the full range of environmental impacts and transportation alternatives available for the corridor.	No significant environmental impacts are identified that would warrant preparation of an Environmental Impact Statement. The National Environmental Policy Act and its implementing federal regulations with respect to Environmental Assessments do not require evaluation of alternatives.

Category	ID	Comment	Response
	201	<p>The Sierra Club has been following and commenting on the various versions of HOT lanes being proposed in Virginia, including, most recently, their inclusion in the Six-Year Improvement Program. We recognize that there is a serious problem on I-95 and that adding lanes may be a part of the solution. And while there are traditional environmental issues of concern, the main concerns are the financial and operational design of the project, and how that will impact travel behaviors in the corridor. Travel behaviors translate into numbers and lengths of trips and by a mix of mode types. VDOT and FHWA have provided detailed maps of the project footprint, but minimal information on traffic impacts on I-95 and none on connecting arterials, I-395 or modal shares. There is no information from or even a mention of any existing analytical work by the relevant MPOs, or even VDOT. We disagree with the statement on Page 7 indicating that the environmental impacts are contained within the physical footprint but rather believe it falls within the carprint engendered across the corridor and the region.</p> <p>The Sierra Club asks for more study before proceeding because of the failure of VDOT and FHWA to study all reasonable alternatives, as required by the National Environmental Policy Act (NEPA). This Environmental Assessment (EA) studies one alternative, the one put forward by the concessionaire, an Australian Corporation. Their project is designed to maximize their profit, as expected, but who is looking out for citizens, trying to maximize their benefit and fiscal health? Surely not VDOT or the CTB, who appear to be focused on facilitating the interests of the concessionaire.</p> <p>Furthermore, the burden is not citizens' or the Sierra Club's to make the case that the one alternative is flawed, but rather, the VDOT and FHWA should show that after considering several approaches, they have identified the best one.</p> <p>We believe it is necessary that VDOT and FHWA develop additional alternatives. Such alternatives could be combinations of some or all of the following features:</p> <ol style="list-style-type: none"> 1. Keep the project entirely under VDOT control, including the profits and decisions about fares, auxiliary expenditures and transit enhancements. Bonding authority now being considered for several other less-needed 	<p>The National Environmental Policy Act and its implementing federal regulations with respect to Environmental Assessments do not require evaluation of alternatives.</p>

Category	ID	Comment	Response
	201	<p>projects could be shifted to this project . Such bonds would be more marketable here than on any of the other projects.</p> <p>2. Tolling all the lanes (now loosened by FHWA) and using the additional revenue to provide support for bus and rail infrastructure and/or operations. It could be a modest, flat toll. If the public knows the revenue will stay in the corridor, they will not object.</p> <p>3. The center lanes could be used as a transit and HOV only corridor.</p> <p>4. The DRPT transit and TDM plan should be integrated into the project as it was originally. The physical design, operations and finances are impacted by how this is done.</p> <p>Completely absent from this EA is any discussion of a linkage between transportation and land use, which is so vigorously proclaimed in VTRANS2035. All alternatives should explore strategies to influence land development patterns to encourage workers at Belvoir and other locations to live closer to their work, especially in compact communities that could be sited in parts of well-roaded Prince William County. The obvious purpose is to reduce the trip demand.</p> <p>Even with additional alternatives, the following are some questions (currently absent) that a traffic impact analysis in an EA should address in deciding whether an EIS should be prepared.</p> <p>What will be the impact of alternatives on I-395? Will they improve congestion or make it even worse? How many would travel in buses, in carpools and alone?</p> <p>What will be the effect on the Virginia Railway Express? Will a “successful” HOT lanes project attract riders back into their cars? How will slug lines be affected?</p>	<p>Land use patterns and development are the prerogatives of local governments and private landowners. Choices about where to live and work are decisions by individuals. Studies to influence land development patterns and live/work location decisions are beyond the scope of this EA.</p> <p>Chapter 2 of the EA addresses the effects of the project on travel on I-95.</p> <p>The exact effect on the Virginia Railway Express is unknown. It is possible that some current Express riders may elect to utilize the HOT Lanes some or all of the time; however, there is no meaningful means of quantifying such a shift. Similarly, there is no meaningful method to quantify effects on slug lines as there is little or no data available on the magnitude of slugging activity. It could be assumed that some people may start slugging in order to achieve the necessary occupancy threshold to utilize the HOT lanes at no charge, while others may be willing to pay a toll for the privilege of utilizing the HOT lanes without the inconvenience of picking up and dropping off riders. Notwithstanding, these</p>

Category	ID	Comment	Response
	201	<p>What are the possibilities for shifting truck traffic to rail options? What would be the impact of a significant shift on congestion?</p> <p>Will there ultimately be more or fewer cars in the corridor. In the first instance, HOT lanes are a means to permit single-occupant vehicles better access. What measures could entice drivers to choose another mode, because the effect could be broader than the corridor trips. This type of modal intensity is what one would expect to see from a thorough analysis of a billion dollar investment in a public facility. After the trips decline on the general purpose lanes, what is the likelihood that new drivers and diverted drivers will not be attracted to them, and return those lanes to their previous levels of congestion?</p> <p>What are the economics of the alternatives regarding their cost to drivers, bus riders the state and the proponents? The latter is of special interest, because during the discussion of the Beltway HOT lanes, we repeatedly raised the question of: "What happens if the "free" users, the carpools and buses, crowd out the paying customers and there is not enough revenue to pay off the bond? We did not get an answer from our public officials until we saw the final contract after it had been signed. The answer to the question was for the state to promise that, in the event that there was not enough revenue to assure Fluor-Transurban at least a 10 percent profit, the state would make up the difference for the first 40 years. Private profit, public risk – which should be revealed up front.</p> <p>VDOT should also be reminded that with the last HOT lanes project on the Beltway, you made a mess of Accotink Creek and Lake Accotink because of poor sedimentation control. Citizens sued, and the Attorney General stepped in with a powder-puff lawsuit to bail you out, so we would prefer not to see a repeat of that scenario.</p> <p>There is no discussion of impacts on energy consumption, which is largely petroleum, and on greenhouse gas emissions. Since the Transit and TDM plan are not part of this project, it is improper to include their effect in the analysis of this project. Climate change is probably the most significant environmental impact.</p>	<p>are not environmental issues warranting detailed study in the EA.</p> <p>Possibilities for shifting truck traffic to rail options are beyond the scope of this study.</p> <p>It is expected that there will be more cars in the corridor.</p> <p>The economics and finances of the project are beyond the scope of the EA.</p> <p>Opinion noted, no response necessary.</p> <p>Environmental Assessments are intended to focus only on those resources or features that have a likelihood of being significantly impacted. Energy consumption is not one of those resources or features. There are currently no federal or state requirements to analyze greenhouse gas emissions for individual transportation projects. Climate</p>

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change is inherently a global issue that is more appropriately addressed, minimally, at the regional level or even more appropriately at the state or national level by assessing the impact of transportation systems as opposed to individual projects. Further, climate change does not readily lend itself to an analysis at the local level, and national air quality standards have not been established. Relative to the scope of global climate change, any change in greenhouse gas levels as a result of the project are likely to be insignificant, which can be concluded by comparing the anticipated vehicle miles traveled (VMT) and speeds along the project corridor for both the build and no-build conditions. VMT data and relationships to pollutants are presented in the Air Quality Analysis technical report (Appendix B of the EA).

We note your comment on the end of page 7 stating that one purpose of the HOT lanes is to provide an option for single-occupant vehicles to bypass congested conditions. We disagree. It is time to begin to design systems that bypass the SOV.

Opinion noted, no response necessary.

209 The bridge you will construct at 150 will disturb the wildlife present. All the trees that will be cut down in the middle section of 95 is a mistake. These trees have been there for years, probably centuries. It is being cut down for a profit not to the state but a private company for several years or decades.

The majority of the proposed alignment has been previously disturbed; however, the lack of intensive vegetation maintenance over time has resulted in growth of trees and shrubs. In the sections with the widest median are areas of dense mixed hardwood and pine woodland. Wildlife includes species adapted to urban/suburban conditions and highway corridors, such as rabbits, whitetail deer, eastern grey squirrels, red fox, and a number of common bird species. Impacts to terrestrial wildlife would include the elimination of habitat within the limits of construction. However, the habitat here is already considerably disturbed and degraded and lacks connectivity to other habitat areas beyond the adjacent northbound and southbound lanes. Moreover, terrestrial habitat in areas surrounding the project already has been extensively fragmented by agricultural activities, residential and commercial development, powerlines, and roads. The habitat types within the I-95 median and in the small areas of additional right-of-way to be acquired are not unique to the region and do not harbor any federally listed threatened or endangered species. Given the high volumes of high-speed traffic on the existing northbound and southbound lanes, this habitat is not particularly conducive to wildlife movements.

Category	ID	Comment	Response
	213	<p>The purpose of an Environmental Assessment is to assess alternatives.</p> <p>The current version of the Environmental Assessment for the I-95 HOT Lanes Project is fatally flawed. It fails to consider the full range of realistic choices, and it fails to consider the project's impacts on land use near the I-95 corridor.</p> <p>In the end, it may be good policy to lease the state's property rights in I-95 to a private partner for 75 years - but the alternatives to that choice should be identified clearly in the Environmental Assessment, before a political decision is made.</p> <p>The statement that "the proposed project would serve traffic generated by development on adjoining lands, but would not cause such development" (p. 33) indicates the inadequate analysis in this document.</p> <p>Improved transportation infrastructure will affect land use near the I-95 corridor. Developers will recognize the benefits of easier access to DC/Tysons, once new lanes are built south of Prince William County, and counties will re-plan and re-zone to reflect the increased value of lands near I-95. If land use and transportation initiatives are integrated, then development and re-development stimulated by the expansion of I-95 could be beneficial - but clearly there is an impact to be assessed, not ignored, before the decision is made.</p>	<p>Thank you for your comments.</p> <p>The purpose of an Environmental Assessment is to determine if a proposed action would have significant environmental impacts warranting preparation of an Environmental Impact Statement. The National Environmental Policy Act and its implementing federal regulations with respect to Environmental Assessments do not require evaluation of alternatives. Comments regarding indirect impacts with respect to land use and development are unsubstantiated opinion and speculation and do not require a response.</p>

Financing

1	<p>I have heard that on the proposed I-95 hotlanes that if too many carpoolers use the lanes then the state has to pick up the tab for the excess. If this is true, then at what point does the state have to pick up this tab? Is it after the system counts a certain number of car poolers by percentage? Any help answering this question would be appreciated.</p>	<p>The comprehensive agreement has not been finalized. Key commercial terms will be released prior to execution of the agreement.</p>
52	<p>What I need is the answer to this question. If this HOT lane project fails to achieve the envisioned financial objectives, and the private company defaults, does the State have to buy them out? In other words, will the tax payer pick up the bill?</p>	<p>One of the key benefits of the public-private partnership is that it enables the Commonwealth to shift some key risks to the private sector. In the case of I-95, the private sector - not taxpayers - is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.</p>

Category	ID	Comment	Response
	156	And what we need to do is actually have people who are willing to govern like grown-ups and do things like raise taxes. I would be willing to pay a higher gas tax instead of living in this sort of 14-year-old Randian utopia where everything is essentially sold off to the private sector for profits. And what we need to do is make a concerted effort in order to make the decisions that are necessary to build our transportation infrastructure in a responsible way that helps keep the goods going for the people in Virginia as opposed to these private companies getting profits for their CEOs to squirrel wherever and whatever.	Since the Commonwealth finds itself in a position of not having the means to make major transportation improvements, it must turn to a public/private partnership to address one of the most congested corridors in the country.
	161	I would like to see a different contract in place, very different from the one on the I-495 beltway. I do not want to see the same clause regarding HOV-3 vehicles. I'm referring to the part where the State of Virginia will pay Fluor Transurban the toll for all HOV-3 cars when they exceed 24 percent of the total flow at any one time. I think 24 percent is a very low threshold that will be easily and regularly exceeded. I also don't feel we should guarantee their profits in this manner.	Thank you for your comment. The comprehensive agreement has not been finalized. Key commercial terms will be released prior to execution of the agreement. One of the key benefits of the public-private partnership is that it enables the Commonwealth to shift some key risks to the private sector. In the case of I-95, the private sector- not taxpayers – is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.
	199	- Bad Bargain for Virginia Taxpayers. The total cost and impact of adding HOT lanes to I-95/395, and allowing a private company to set, collect, and profit from variable rate tolls for 75 years, makes this public/private partnership a very bad deal for Virginia taxpayers. It is our understanding that under the terms of the current I-495 HOT lanes agreement, Virginia would have to pay penalties to the private company if “too many” car-pool vehicles (greater than 24% at any time) use the HOT lanes. In addition, the tolls are likely to be so high (up to \$1.50/mile) that only the most affluent citizens would be able to afford to use the lanes on a regular basis, making it of little (if any) benefit to Virginia taxpayers of average or lower income.	Another benefit of this public/private partnership is that the private sector – not taxpayers – is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.

General

4	Looking for general information regarding the HOT Lanes.	Phone number provided continues to ring busy. Attempted to call several times.
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Category	ID	Comment	Response
	5	What are the HOT Lanes? Will I-66 be affected? When and where will the public hearings be held?	The project does not involve any work on I-66. The HOT lanes are high occupancy toll lanes, where travelers have the choice of paying the toll if riding alone to use the lanes or riding for free if your vehicle is HOV-3 or more during HOV periods. Gave public hearing dates and locations.
	6	She wanted to know how long the construction period would be and if the work would be done at night. Where will the work be done?	It will take about three years to fully construct the project. Work will take place during the day and evening. We will inform the public about work schedules. Most of the work will be done in the existing HOV lanes.
	7	What documents are on the project website?	Currently the newspaper ad for the public hearings is on the website. Project plans will be uploaded to the website.
	8	When will the start of construction be? Where will the access points be for the HOT Lanes?	The start of construction is expected to begin in 2012 and will take three years to complete. The project team sent him a copy of the project map for a list of the access points.
	12	I am looking forward to having the HOT lanes. Will there be an access point at Garrisonville Road. When will construction begin? Please send me additional information.	There will be an access point at Garrisonville Road. The construction is expected to begin in 2012. Sent the project map and newspaper ad for the public hearings.
	13	Where can I find more information on the project? What entry/exit points will there be for the project?	The project website, www.vamegaprojects.com , can provide you with additional information on the project. Sent a project map. Explained the upcoming hearings, which he may attend.
	14	Has questions regarding the HOT Lanes and about left over lumber being available to the public once it is removed. I live near Stafford and will try to come to the public hearing to view the displays and speak to team members with my questions.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	16	Would like to stop by the GEC on Tuesday, September 6 at 2:30 p.m. to view project plans.	We set up a date/time with her to see the plans. She came to the GEC to view the plans and spoke with Mike Snare on 9/6/2011.
	17	What are the HOT Lanes? When are the hearings?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	18	What are the HOT lanes? When will they be built? Will the project reach the Fredericksburg area?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	20	Saying the HOT Lanes are not a good idea - did not provide any contact information.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.

Category	ID	Comment	Response
	21	How long will the project last? Which days of the week will the work be done?	The project is expected to begin construction in 2012 and is expected to be a three year project. Until construction begins, we will not know when there will be any lane closures. We are mostly working in the existing HOV lanes.
	22	What is the HOT lanes project? When will construction begin?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	23	When is the construction expected to begin on the HOT lanes?	The construction is expected to begin in 2012 with project completion in approximately three years.
	24	What is the HOT Lanes project? What are the rules going to be for hybrid cars?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	25	When will the HOT Lanes be built?	Construction is expected to begin in 2012.
	26	What is the project website? I would like to view more information on the project.	<p>Thank you for contacting the I-95 HOV/HOT hot line. Below I have provided the web address where you can get more information/details about the project, as well as information regarding our upcoming Public Hearings later this month. Please feel free to contact us again should you have any more questions.</p> <p>www.vamegaprojects.com-home this will take you to the megaprojects general home page.</p> <p>http://www.vamegaprojects.com/about-megaprojects/i-95-hov-hot-lanes/ this will take you directly to I-95 HOV/HOT Lanes information page.</p>
	27	I would like to receive more information regarding the HOT Lanes.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	28	What is the HOT lanes project? I will not be able to attend the public hearings, but I am familiar with the other HOT lanes in the area.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	29	When will the HOT lanes be built?	Construction is expected to begin in 2012. It should take approximately three years to complete construction. Gave public hearing dates and locations. Sent a copy of the project map and newspaper advertisement detailing the public hearings.
	30	When will the HOT lanes be built? What is the southern terminus for this project? I will not be able to attend the public hearings, but I think the HOT lanes project is a great idea.	Construction is expected to begin in 2012. It should take approximately three years to complete construction. The HOT lanes will end at Garrisonville Road. Gave him public hearing dates and locations.

Category	ID	Comment	Response
	32	What is the project website? Does the project website have the cost of riding in the HOT lanes?	The project website is www.vamegaprojects.com . Tolls will vary based on real-time traffic conditions; a typical toll during rush hour is expected to be between \$5-\$7. Once this information is determined, it will be made available on the project website.
	34	What is the HOT Lanes project?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	35	What is the I-95 HOT lanes project? Is there a website?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	36	When will construction begin on the HOT lanes? How far south will the HOT lanes go? What is the project website?	Construction is expected to begin in 2012. It should take approximately three years to complete construction. The HOT lanes will end at Garrisonville Road. Gave him public hearing dates and locations. Please visit the project website at www.vamegaprojects.com .
	37	We have already paid for the 95 HOV lanes with taxpayer funds. They should not go to HOT lanes nor should they be turned over to private partnership. Leave them the way they are, as they are working. Change them to HOT lanes and they will no longer work and the state will lose out on its image.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	38	Please provide me with more information about the HOT lanes.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	39	What are the HOT lanes? When will construction begin?	Gave him general information about the project and informed him of the public hearings and project construction timeframe. Sent the project map, newspaper advertisement, and project website.
	40	Please provide me with information regarding the project.	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	42	Please provide me with information regarding the project.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	43	What is the I-95 HOV/HOT Lanes project? What is the project website?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	44	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.

Category	ID	Comment	Response
	45	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	46	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	47	What is the hot lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	51	What is the HOT Lanes Project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	54	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	55	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	56	What is the HOT lanes project?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	57	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	58	Please provide me with general information regarding the project.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	59	Can someone pls point me to the URL where the new studies -- Sept 9, 2011 versions have been posted? I've seen the old 2007/2008 erroneous studies but trust that those have been replaced by corrected studies.	Thank you for your comment. The environmental study can be found at www.vamegaprojects.com .
	60	I am a slugger. Do you need any volunteers for the project? Please add me to your distribution list. Please contact me if you need me to distribute any information to sluggers.	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	61	Please provide me with general information on the project.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	62	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.

Category	ID	Comment	Response
	63	What is the HOT lanes project?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	64	What is the HOT lanes project?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	65	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	69	Please provide me with general information on the project. Also, I see trucks and gravel on the HOV lanes as it ends near Dumfries when I travel south. What type of work, if any, is currently being done on I-95? My colleagues and I, who travel the I-95 corridor every day, would like the HOV lanes extended to exit 126, which would alleviate traffic congestion tremendously.	<p>Gave her general information about the project and informed her of the public hearings.</p> <p>There is maintenance work on I-95, but this is not HOT Lanes related.</p>
	70	Received request for information on the public hearings.	<p>The design public hearings on the proposed high occupancy vehicle (HOV) and high occupancy toll (HOT) lanes on Interstate 95 between Edsall Road in Fairfax County and Garrisonville Road in Stafford County will be held on Sept. 26, 28 and 29.</p> <p>The hearings will provide the public with the opportunity to review findings of VDOT's I-95 Environmental Assessment and the Department of Rail and Public Transportation's (DRPT) Transit and Transportation Demand Management plan (TDM).</p> <p>Per our discussions this morning, Paul Schray will represent Right of Way Section during these three meetings.</p> <p>We are anticipating about 200 to 250 attendees.</p> <p>Thanks in advance for looking into this matter</p>
	71	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	72	What is the HOT lanes project?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	73	Called with questions regarding the project - left a voicemail requesting someone call him back.	Called back and gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.

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	74	What is the HOT lanes project?	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	76	The I-95 HOT Lanes between Stafford County and the Capital Beltway are a vital multi-modal addition to our regional transportation network. Please expedite construction of this important project, and utilize this comment as necessary to get these lanes built.	Gave him general information about the project and informed him of the public hearings. Sent the project map, newspaper advertisement, and project website.
	77	The I-95 HOT Lanes between Stafford County and the Capital Beltway are a vital multi-modal addition to our regional transportation network. Please expedite construction of this important project.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	79	I am a commuter to DC and oppose HOT lanes. Current HOV lanes should not be integrated into any HOT project. It works-don't screw up a good thing. Suggest additional alternatives be considered.	Thank you for your comments. The Commonwealth's decision to build HOT lanes was predicated upon the current congested situation of the highway and the lack of funds to make any improvements without assistance from a third party. The HOT lanes will add needed capacity through a public/private partnership. The work will all be done within existing right-of-way which is necessary to keep the project affordable and possible within a short time frame.
	81	As a Fredericksburg commuter on I-95 for 23 years, I welcome any improvements that can be made to the I-95 corridor. I am in a vanpool and I know all of the riders would appreciate this construction project being started without delay. I-95 is in desperate need of help and I believe these HOT lanes are a step in the right direction. Thank you for allowing me to comment and I hope to see construction started soon.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	82	I would like the opportunity to view the public hearings online, since I cannot make it to any of the public hearings.	Please visit the project website to view project information: www.vamegaprojects.com .
	83	He called and asked for someone to call him back to answer some questions.	Called him back and gave him general information about the project.
	93	What is the HOT lanes project?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.
	94	What is the HOT lanes project?	Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website.

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	98	<p>In response to the Gridlock article in the newspaper. Perhaps no one is interested in coming to the hearings because we've all completely given up on VDOT in general. I for one am so disgusted, there is no possible way I could attend one of these events without completely losing my temper and possibly throwing something. Does NO ONE care about the traffic that is destroying the quality of life for those of us living in Triangle??!!</p> <p>All the construction is based in northern VA, has been for more than a decade when the mixing bowl project came into play. Big deal, I don't live there. All the HOT lanes projects on the beltway and more through Fairfax co., again WHAT ABOUT TRIANGLE? I'm sick of it. NONE of this will help me here where we can't leave our homes Thursday, Friday and Saturday because of gridlock. When was the last time we got wider lanes in Triangle? Extended HOT lanes to Stafford won't provide much help either, these will only benefit carpoolers and buses. What about the regular people that are unable to carpool or take public transportation? Oh yeah, you shrug that off and think "everyone could if they wanted to". Yeah? What about the firefighters and their 24 hour shifts? Public transportation won't get them home the next day will it? Their hours are not flexible, so these poor souls will sit on the regular lanes, miserable, unless they PAY fees that aren't fair. Not fair because not everyone is able to take advantage of HOV. Why can't all this money just be put into WIDER REGULAR lanes? (oh yeah.. that would benefit EVERYONE, and we can't have that!) You obviously only want to cater to those that play the 9 to 5 game with flexible hours and jobs in northern VA so they can work within the limits of HOV. What about students? Health care therapists that travel up and down I95? Oh yeah, too bad folks, VDOT doesn't care about you! The regular lanes are going to get worse because VDOT refuses to widen them and they'll have more people once the HOV goes 24/7 HOV or TAXED. At least now, everyone can take advantage of these extra lanes during off hours. (What a benefit? ... Take that away! Make more money! Tax the people!) This project makes me sick!</p> <p>What a waste. We pay taxes too, and this is crap.</p>	<p>We are happy to tell you that we had a good public attendance at all three hearings. In addition, many people sent us their comments about the project via email, letter, and telephone.</p> <p>In response to your concerns, the following is information on 2 County-administered projects, 1 VDOT-administered design, and an FHWA / EFLH Route 1 Corridor Planning/ Preliminary Engineering Study for the area at/ near Triangle, Virginia.</p> <ul style="list-style-type: none"> -Route 1 South project improvements and widening (4 to 6 lanes) (Joplin Road to Brady's Hill Rd) (County-administered) -The project's purpose is to provide congestion relief and improve operations; it includes utility relocation and drainage works. -Construction was awarded in late 2010 and is scheduled to be completed approximately in summer 2012. -Estimated project construction cost is approximately \$9.6 million; funding includes federal, state and local allocations. -Route 1/ Fuller Road (Route 619) improvements (from east of Joplin Rd. exit off I-95 to Quantico Marine Base entrance) (County-administered) -The project involves widening of Fuller Road (the access road to the Quantico Marine Corps Base), to a 4-lane divided road, with turn lanes at the intersections. The project also includes realigning of Fuller Heights Road intersection for added spacing to the Route 1 intersection. -A public hearing was held on May 18, 2011. -Total estimated project cost, including design, right-of-way and construction phases, is approximately \$6.6 million; funding includes federal, state and local allocations. -Construction for the project is scheduled to start in early 2012. -Route 1 widening design, within Town of Dumfries corporate limits -Design is underway for the widening of Route 1 northbound so both northbound and southbound traffic will be on the northbound alignment. Currently construction is not funded. -Route 1 Corridor Study - from Joplin/ Fuller Road (Prince William County) to Boswell's Corner (in Stafford County) -The purpose of the study is to complete planning and preliminary engineering for the

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	98		<p>corridor to determine next steps in implementing multimodal, safety and capacity improvements</p> <p>-Study was initiated through the Eastern Federal Lands Highway Office of the Federal Highway Administration; it includes planning and preliminary engineering/ feasibility analysis for widening of US-1 between above limits</p> <p>-Public meetings are planned in 2012 (to review base and design year conditions; possible build alternatives/design concepts)</p>
	138	He uses I-95 HOV every day from Springfield into D.C. and is not in favor of the HOT lanes in the 95/395 corridor. He asked to please not make them HOT lanes.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	139	What is the HOT lanes project?	Gave him general information about the project.
	140	How will the HOT lanes work?	Gave him general information on the project.
	149	What is the HOT lanes project?	Gave him general information about the project.
	166	What is the HOT lanes project? When will it begin? When will it end? The bottleneck at Dumfries is horrible. He wishes the project would extend further south.	Gave him general information on the project, including estimated timeframe and design information for Dumfries (Rt. 234) exit.
	169	He saw workers currently working on the road and was wondering if that was part of the project?	There is maintenance work on I-95, but it is not related to the HOT lanes.

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	170	<p>1. Preamble:</p> <p>1.1. Thank you for this opportunity to comment on what you apparently have in store for those of us who live near and/or make regular use of I-395.</p> <p>1.2. I did spend two hours at your “public hearing” in Springfield on September 28th. Perhaps I have been spoiled by the manner in which the public is heard in Alexandria but your modus operandi clearly appears to be “divide and conquer”; don’t let members of the public have much opportunity to share common concerns with each other or with you as a group.</p> <p>1.3. Quite frankly, the “public hearing” came across much more as a run-around than any sincere desire to hear from the public. Straight answers were in extremely short supply with typical responses including “I don’t know”, “that’s not my area”, “ask him” (and “him” only points to yet another “him”), “I don’t think so”, “I don’t think that’s what it says”, “we aren’t sure yet”, “maybe”, “that’s still being negotiated”, “oh, it’s no way near that much”, “oh, he’s wrong”, “he must not have understood you”, and on and on. Representatives of VDOT frequently contradicted what representatives of Fluor/TransUrban had said and vice versa. And, of course, there was no public forum in which to try and see exactly who was on what page and who, publicly, asserted and would stand by, what.</p> <p>4. Involvement of the City of Alexandria:</p> <p>4.1.1. Is one to assume that VDOT does not view Alexandria as having any role or voice in the HOT lanes matter?</p> <p>4.2. On March 18, 2009, the City of Alexandria claims to have submitted a 3-page document entitled “City of Alexandria, Virginia, Comments on the I-95/395 HOV/Bus/Hot Lanes, March 18, 2009” to VDOT. It appeared to raise a great many important and valid questions about the project. Yet the Alexandria City Council asserts that the City has never received a response from VDOT.</p> <p>4.2.1. Do you agree with the City’s assertions?</p> <p>4.2.1.1. If yes, why has the City not received any response(s)?</p> <p>4.2.1.2. If no, where would citizens find those responses?</p> <p>4.3. At the September 28th meeting, Del. Watts distributed a “News Alert” stating that “State officials fear Alexandria will block approval of addressing the regional traffic impact of BRAC and further delay or end the project.” Please elaborate on the specifics of</p>	<p>Thank you for your comments. They have been noted. In addition to the three public hearings, VDOT offered the opportunity to review the plans for the project at three locations and speak to one of the design engineers.</p> <p>VDOT determined that they needed to explore strategies that could quickly address one of the most congestion-prone areas in the country. The HOT lanes and a public-private partnership will provide an innovative solution that will provide transportation choices to residents in this area and will benefit carpoolers, transit riders, motorists, slugs, businesses and communities throughout the area. There are also three related projects that will be pursued under separate contracts; the HOV/Transit ramp to the Mark Center; the Auxiliary Lane connection between Seminary/Duke Street to improve traffic movement on the regular lanes; and widening the HOV off Ramp on I-395 to Eads Street to two lanes to improve safety.</p> <p>The comprehensive agreement has not been finalized. Key commercial terms will be released prior to execution of the agreement.</p> <p>The I-95 HOT Lanes contract will be different than the contract for the I-495 Capital Beltway HOT Lanes.</p> <p>One of the key benefits of the public-private partnership is that it enables the Commonwealth to shift some key risks to the private sector. In the case of I-95, the private sector – not taxpayers – is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.</p> <p>I-95 HOV/HOT Lanes project is a different project than the previous I-95/395 HOT Lanes project from 2009.</p>

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170 your apparent “fear”.

9. Guarantees to Fluor/TransUrban:

9.1. What does the State “guarantee” to the developers of the HOT lanes?

9.1.1. Is there a different agreement for I-495 as opposed to I-95/I-395?

9.1.2. Is it correct that these agreements have yet to be finalized?

9.2. What was the financial impact of terminating the HOT lanes at Duke Street rather than Eads Street, presumably one of the highest anticipated return-per-mile stretches in the proposed plan?

9.3. If private industry can undertake this project (with State guarantees?) presumably intending to make a profit, why can the State not at least do it on a break-even basis?

10. Other Questions:

10.1. How does VDOT respond to the criticism that the HOT lanes are really only for the wealthy – those who can afford them? The less well-to-do will have to live with additional congestion and possibly contributing financially to the guarantee made to a private company providing the HOT lanes for those that can afford them.

Copies To:

Alexandria Mayor and City Council
 Rich Baier, Director of Transportation and Environmental Services, City of Alexandria

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	171	<p>Three public hearings all set within the same work week? It is clear to me based on the VDOT's timing and methods in scheduling as well as the choice of format for these hearings that the department does not care to hear comment from the public regarding the HOT Lanes project. Like many other commuters in the area my job requires extensive travel and the likely hood that I would be able to attend one of three meetings in the same week is scant at best especially give the relatively short notice provided to the general public. My schedule is usually set three months in advance and I'm sure I am not an oddity in this regard. I was unable to attend any of the three meetings due to the fact I was out of town. Therefore I was not afforded an opportunity to have my questions and comments addressed directly by a responsible and accountable party at the VDOT. Instead my comments are relegated to the anonymous abyss that I'm sure all of these emails will wind up in.</p> <p>GGW articles appended below:</p> <p>Attachments: Corporate welfare and the Beltway HOT lanes, part 1: No free lunch; Corporate welfare and the Beltway HOT lanes, part 2: You better not carpool (too much); Corporate welfare and the Beltway HOT lanes, part 3: Don't worry until it's too late</p>	<p>Thank you for your interest in the I-95 HOV/HOT lanes. Your comments have been noted. The Public Hearings were advertised 30 days in advance in the Washington Post and other newspapers in the corridor as required by the Federal Highway Administration and Virginia Department of Transportation regulations. The meetings were held in three locations along the corridor so that all who have an interest in the corridor and wished to do so could attend the meeting most convenient to them. All of the comments that we receive will be responded to in the comment report that will be published in mid-November and will be available on the project web site at www.vamegaprojects.com/about-megaprojects/i-95-hov-hot-lanes. The project plans are available for anyone's review if they wish to do so by calling I-855-895-4646 to make arrangements.</p>
	178	<p>Requested general information on the project and project website address.</p>	<p>Gave him general information regarding the project and the address for the project website.</p>
	179	<p>How will your plan alleviate emergency vehicles like fire engines and ambulances negotiating Seminary road during a crisis situation during rush hour?</p>	<p>The Seminary Road ramp is the subject of a separate VDOT study.</p>
	184	<p>I'm adamantly against the HOT lanes. We can't sustain our Federal spending which means when it stops, we'll be left with a bankrupt company that creates artificially dense traffic.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	185	<p>Asked when construction is expected to begin and end.</p>	<p>Informed him that construction is slated to begin in 2012 and is expected to be about a three year project.</p>
	186	<p>And I'm certain that there is much behind the scenes with the Republican administration in Richmond so that this project will benefit the developers and contractors and NOT the average Joe.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

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	191	<p>I am writing on behalf of the Fairfax County Chamber of Commerce to express support for the proposed I-95 HOV/HOT Lanes project. The Chamber was an early advocate for the use of both HOT lanes and the Public Private Transportation Act to help solve our region's ever growing transportation crisis and we reaffirm our strong support for the project.</p> <p>Driven by our membership and our community's interest in expanding transportation choices, one of the top priorities of the Fairfax County Chamber of Commerce is promoting and supporting transportation solutions for our region. If Fairfax County and northern Virginia are to continue to be the economic center of this region, investments in our transportation infrastructure and new technologies must be made. That is why the Fairfax County Chamber of Commerce has strongly endorsed innovative partnerships with the Commonwealth of Virginia and projects like the I-95 HOV/HOT Lanes.</p> <p>With the installation of BRAC at Ft. Belvoir and the near 90,000 Department of Defense jobs located along the I-95 corridor, delay in providing a free flowing travel facility that integrates into a well managed regional network is unacceptable and further weakens economic growth. While Richmond and localities debate transportation funding, the private sector is prepared to immediately approach the problem with a solution.</p> <p>The Commonwealth of Virginia, Fairfax County and its private sector partners are making significant strides in improving transportation in the region. We must continue our investments in transportation infrastructure and continue to search for ground-breaking solutions like public-private partnerships if we are to meet all of our current and future transportation needs.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	192	<p>Northern Virginia needs HOT lanes. We need choices for transportation, and we need pay per use transportation schemes. We can no longer depend on gas taxes to fund our roadways and we need tolling. HOT lanes will improve our transportation landscape and help us overcome our transportation challenges.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	195	<p>On behalf of the Greater Springfield Chamber of Commerce I urge the Virginia Department of Transportation to move forward with the I-95 HOV/HOT Lanes Project.</p> <p>With the recently arrived increase in traffic associated with BRAC, and additional to come, we need this project more than ever. HOT lanes on I-95 will provide one more transportation option for our workforce, area residents and long-distance travelers, without taking away any of the means already in place.</p> <p>Following VDOT's announcement on February 3 we sent a letter to Fairfax County Board of Supervisors Chairwoman Sharon Bulova, reiterating our long-standing support for HOV/HOT lanes along I-95.</p> <p>Our Chamber would like to yet see HOT lanes all the way to Eads Street in Arlington County, but we understand that resolution to our transportation issues will have to be done within current limits.</p> <p>Moving forward with HOV/HOT lanes on I-95 will support economic development in Fairfax County, grow jobs and improve the quality of life for our commuters. New ramps and lanes will improve conditions for travelers who currently travel on the I-95 HOV lanes and for those who will use the future Beltway HOV/HOT lanes.</p> <p>Our Chamber is appreciative that VDOT continues its commitment to keep current SLUG options available to commuters along I-95 by adding access points in Fairfax County and commuter lots to the south. This long-standing commuting option is one that should be protected as an integral part of any transportation improvement plan.</p> <p>Again, please continue moving forward with the I-95 HOV/HOT Lanes Project.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

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	209	<p>I think the residents of the various counties that this project will affect should have had a say in their free HOV being used to turn a profit. I am totally against this in every way. My community of Woodstream will be invaded by construction to build a lane. Also all trash from highway vehicles will be deposited in our backyards. The beautiful trees I see from my bedroom will be removed to smell exhaust and see cars.</p> <p>Transit/TDM plans and HOT lanes need to be eradicated. There is a time and place for everything. But this is not the time nor place for this project. The economy is not recovering as expected. So no unnecessary projects should be constructed to dwindle more money down the drain.</p>	<p>Thank you for your comments. Since the Commonwealth does not have sufficient funds to make much needed improvements to this very congested highway, they turned to a new mechanism, a public/private partnership for help. The private entity will finance the building of the HOV/HOT lane improvements with some help from the Commonwealth. The tolls are necessary to assist the private companies in paying off the bonds which give s them the funds to construct the improvements, and for maintenance.</p> <p>This project is projected to support 8,000 jobs for construction of the HOT lanes so it is a boost to the economy of the region.</p>

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	215	<p>First let me thank everyone who worked to prepare and deliver the public sessions on the I95 Hot Lanes project.</p> <ol style="list-style-type: none"> 1. How did the advance clearing and grading work, without any erosion control, get approved (along the median at Quantico) for the HOT lanes project this summer when only advance soils analysis was supposed to be performed, and the project had not been "green lighted" to execute in the summer when this occurred? 1.A How does VDOT show this project is not a "done deal" when work is being performed in advance of project review and comment by the public? 2. Which funds (FY and budget line item) were used to pay for the work in #1? Who had authorization to proceed on a project that had not been approved? How did the contractor work on a project that did not have executed contracts? Or were contracts executed for this project in advance of the public sessions for the "proposed" HOT lanes projects. 3. Now that funds were expensed, when are these funds going to be assigned to the HOT Lanes project for the clearing and grading performed? 4. How does VDOT define "Emergency Vehicles?" 5. How will VDOT and their commercial partner identify and charge the appropriate fees to government vehicles being driven by first responders and law enforcement driving to/from work as single occupants, in other words commuting and not performing emergency services and that do not fit the definition of Emergency Vehicles? These folks cannot be given a free pass as that would be arbitrary and capricious enforcement of the rules as is now done on the HOV lanes -- a nontrivial number of vehicles each day which violate the occupancy rules but get a free pass from the state and local police who do not want to cause problems with their peers. Having Virginia enact an ordinance/law isn't going to change the lack of enforcement on this matter. 6. What contractual controls are in place in case the commercial partner: does not perform; ceases to exist; goes bankrupt, deviates significantly from the project's scope/schedule/budget? 7. What controls are in place to stop charging for HOT Lanes usage upon revenues reaching the project's reimbursement costs? Plenty of us Old Timers recall the toll lanes in Richmond continuing for decades past the recovery of 	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p> <p>The work that is taking place near Dumfries is not HOT lanes related. The only HOV related work that has been taking place is borings to test soil conditions and that cost has been borne by the concessionaire. This information is needed to be able to determine project costs and contractual conditions; which tasks are currently underway between VDOT and the concessionaire. We anticipate a meeting with Aquia Episcopal Church and have already spoken to the pastor, who attended the North Stafford meeting.</p> <p>Virginia law dictates that law-enforcement vehicles using HOT lanes in the performance of their duties can use the HOT lanes without paying a toll.</p>

Category	ID	Comment	Response
	215	<p>that project's expense and do not want to have that happen again.</p> <p>8. How will VDOT control expenses from construction for below standard delivery, rework, repairs, damages? This is based upon the history of VDOT paying for the Southbound Rte 1 flyover to 95 S being restored at the Occoquan bridge at taxpayer expense when it was caused by improperly stabilized backfill and drainage for the ramp structure during construction.</p> <p>8 a. How is routine maintenance going to be performed on the hot lanes for the duration of the contract? and by whom? and who reviews charges to validate reasonableness for maintenance/repair costs?</p> <p>9. My prior input (during the first round of public hearings back in 2009) regarding the inaccuracies of the environmental studies with respect to Aquia Episcopal Church stands. Your impact studies didn't even include taking sound measurements at Aquia Church, and, the ridiculous photographs taken from the Aquia Church parking lot at a perspective that looks out at over 75 feet above I95 was insulting to me. With foliage on or off the trees (and yes we don't have lush green foliage 12 months of the year) the highway would not have been visible in that photo unless a crane with its arm fully extended just happened to be traveling on the road at that moment. VDOT needs to be more engaged with Aquia Church (the only national historic landmark adjacent to this project) and more straightforward in the actualities of what is going to happen in the first and second phases of the project in the Aquia Church area.</p> <p>10. Chopawamsic creek is going to be impacted by this project and I didn't see where wetlands were going to be obtained to offset this impact.</p>	

Category	ID	Comment	Response
	218	<p>The HOT Lanes Program</p> <p>I am a citizen who is opposed to the HOT Lanes project, not because I am opposed to transportation improvement or public/private partnerships but because this project discriminates against citizens and residents of the state of Virginia on the basis of income. Only people who can afford the cost of the HOT Lanes will be able to use them.</p> <p>Since the major highway improvements initiated under President Eisenhower began in the 1950's this country has expended public funds for transportation to help all citizens. All residents typically use regular roads; especially those used every day for commuting. Transportation funds, like federal funds for our common defense, are a responsibility of the state and federal government for ALL citizens. Because the state, that is the taxpayers of Virginia, are required to insure the profits of the private company which is building this project, and will have to contribute to it this is unfair and unjust because citizens who can not afford to use the HOT Lanes will be subsidizing them.</p> <p>We need transportation policies and programs that:</p> <ul style="list-style-type: none"> - Serve all citizens equally; - Promote and encourage the use of mass transit, and multiple occupancy vehicles, so that there are fewer cars on the road. We will thus be able to get where we need to go more quickly, with less air pollution and noise, and less stress on individual commuters; - We also need to insure that projects and policies do not contribute to further congestion at intersections and roads immediately next to the road we are working on e.g.395; - We also need to see to it that the communities and residents adjacent to these projects are not devalued and abused and treated as "collateral damage"; and - Finally we need to keep in mind that these projects were intended to help commuters get to where they want and need to go. Dumping them at Duke or Seminary (via the Auxiliary Lane) does not help them or the surrounding communities. 	<p>Thank you for your comments on the I-95 HOV/HOT project. Experience in other parts of the country shows that people of all incomes tend to use the HOT lanes once or twice a week when there is a need to make an appointment, get to day care on time or for some other emergency. Another benefit of this public/private partnership is that the private sector – not taxpayers – is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.</p>

Category	ID	Comment	Response
	218	Attachment: Petition prepared on the Proposed VDOT Ramp into BRAC because some of the concerns I expressed involve the interrelations between the HOT Lanes, the Ramp into BRAC at Seminary, and the proposed Auxiliary Lane from Duke to Seminary.	
	219	<p>On behalf of the International Union of Operating Engineers Local 77, I am writing in support of the I-95 HOV/HOT Lanes Project. The Capital Beltway HOT Lanes Project has generated good work for many of our members over the last several years. If approved, the I-95 HOT/HOV Lanes Project could start as early as next year and would provide our members with another good union job to work on for the next 2-3 years. With the economy still struggling, this is critically important to our membership!</p> <p>In addition, the project will provide a significant improvement to the transportation network in our area – which was recently noted as having the worst traffic in the nation. The I-95 HOT/HOV Lanes Project combined with the one on the Capital Beltway will provide a seamless network that allows HOV/Bus/carpoolers continuous designated access all the way to Tysons Corner.</p> <p>It will extend the HOV network 9 miles further south on I-95, and upgrade and add an additional lane on the existing HOV lanes to just beyond Edsall Road inside the Beltway. With increasing traffic pressure to come with BRAC, these road improvements are desperately needed.</p> <p>The IUOE Local 77 urges the Virginia Department of Transportation to continue moving forward with this critical project.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects. It is estimated that the HOT lanes construction could produce 8,000 jobs.</p>

Lighting

Category	ID	Comment	Response
	135	<p>I attended the Sep 29th Design Public Hearing at North Stafford High School and would like to repeat my concerns regarding the proposed I-95 HOT lane project:</p> <p>- I hope the tall, high intensity "street lights", similar to the ones along the Prince William portion of the current HOV lanes, can be avoided where the HOT lanes are close to current residences. If lights are required, I hope they can be mounted (perhaps in some sort of strip form) along the insides of the physical structure separating the main lanes from the HOT lanes</p>	<p>At this time lighting is proposed only at the new access points along the corridor and north of the Beltway. A lighting warrant analysis is proposed to be done for the project, at which time it will be determined if lighting will be constructed on the project. If constructed it will be designed to minimize any spillover lighting to the adjacent properties.</p>

Operations

	3	<p>He saw our road sign with the number to call. He wanted to know how the HOT system would detect passengers. He said he sometimes has two children in car seats in the car and wonders if they can't be seen then what happens. He said would he have to go to court each time.</p>	<p>Explained the E-ZPass to him and that there would be state police enforcing the rule. Told him that he could be pulled over for HOV violation or that the cameras might take his license plate and he would get a ticket if he did not have an E-ZPass. Emailed him a copy of the newspaper advertisement.</p>
	24	<p>What are the rules going to be for hybrid cars?</p>	<p>Provided her with information regarding hybrid vehicles using the HOT lanes.</p>
	31	<p>What is the time frame for construction on the HOT lanes? How much will it cost to ride in the lanes for non-HOV vehicles and during non-HOV hours?</p>	<p>Construction is expected to begin in 2012. It should take approximately three years to complete construction. Tolls will vary based on real-time traffic conditions. Electronic signs will display the latest toll information in advance of entry points to the hot lanes so that travelers know what the current toll is and can decide whether or not to use the hot lanes. While toll prices will vary based on traffic levels, we expect a typical toll to be between \$5 and \$7 during rush hours. HOV-3+, motorcycles and buses will not have to pay a toll.</p>
	41	<p>What is the I-95 project and how will it affect hybrid vehicles traveling in the HOV lanes? Currently, hybrids can travel for free. Will this change?</p>	<p>Gave her general information about the project and informed her of the public hearings. Sent the project map, newspaper advertisement, and project website. Provided her with information regarding hybrid vehicles using the HOT lanes.</p>

Category	ID	Comment	Response
	48	<p>I was looking at the information on the HOV/HOT Lanes and see that it says;</p> <p>all users will be required to have an E-ZPass. Carpoolers will use a new switchable E-ZPass that allows them to alert the system that they have three or more people in the vehicle so they will not be charged a toll.</p> <p>My question is, does that include motorcycles?</p> <p>I understand that they will travel for free, as will cars with 3 or more passengers. Cars will have to have an EZ-Pass switched to HOV setting. Are motorcycles going to be required to carry a transponder?</p>	<p>Motorcycles will travel for free. At this time, it does not appear that motorcycles will require an E-ZPass to ride in the HOV/HOT lanes.</p>
	68	<p>The continued use of hybrid cars should be considered since they pollute less per mile than most cars carrying 3 people. This should have been one of the goals to reduce pollution and to improve the air quality in a region that is doing very poorly.</p>	<p>Virginia law does not include hybrids among those vehicles that can use HOT lanes for free. Hybrid drivers, like all drivers, will have choices. They may choose to pay a toll to access the free-flowing HOT lanes or use the regular lanes for free. They may also pick up sluggers or join a carpool to qualify for HOV-3 to ride free.</p>
	75	<p>I have a question regarding the HOV/HOT Lanes currently proposed for the I 95 and I 395 HOV lanes. Currently, Hybrid cars with designated plates can use the HOV lanes on I 395 and I 95 into Dumfries, where the HOV lanes end. Under the proposed plan, I see that Hybrid cars can use the I 395 portion toll free, but only between Edsall Rd and Washington DC. If the Hybrid car with the designated plates wants to use I 395 from Edsall Rd to the Franchonia Springfield parkway, would they pay a toll?</p> <p>It would be better to allow Hybrid cars with designated plates to continue without paying the tolls on the HOT/HOV lanes on I 395 and I95 south of Edsall, such as they are allowed now under the law. Please don't change that part. There are many Hybrid car owners with designated plates that use the HOV lanes beyond Edsall Rd, and points further south. Please allow them to continue to use the HOV/HOT lanes without a toll. Keep it as it currently is: Carpools of 3+, motorcycles, and Hybrid cars with designated plates.</p>	<p>Thank you for your comment. The law states that when the HOT lanes are operational carpools of 3+ persons, motorcycles, and buses will travel for free. Virginia law does not include hybrids among those vehicles that can use HOT lanes for free.</p>
	82	<p>What will be the charge to ride in the HOT lanes? How long will the tolls last? What will commuters get out of this project? Where is the money going, and how will we know the money is going to where it is planned to go?</p>	<p>Tolls will vary based on real-time traffic conditions; a typical toll during rush hour is expected to be between \$5-\$7.</p>

Category	ID	Comment	Response
	92	<p>Currently, it is possible to use these lanes free as a solo driver after 9 a.m. until 3:30 p.m. Will this still be possible?</p> <p>The HOV lanes are near capacity now - so adding single drivers will make it worse. Why not have VDOT just paint the extra lane?</p> <p>This is dumb!</p>	<p>When the HOT lanes become operational, they will operate as HOV/HOT lanes 24 hours a day. Variable tolls will always be in effect for non-HOV motorists. Regular lanes will remain free.</p>
	95	<p>- Importantly, extend the HOV hours and provide additional parking – this will instantaneously and greatly reduce the number of cars on the road during rush hour as there are many more options to carpool and get cars off the road for longer periods of time.</p> <p>- This would hugely reduce the cost of this project, without the serious environment (not to mention visual) impact, as VA plans on felling thousands of trees.</p> <p>- The HOT lanes may help traffic temporarily – if we are lucky! Even more people will move, even more cars will be allowed on the HOV/HOT lanes in addition to the “fuel efficient” vehicles (I thought the idea was to get cars OFF the road)</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	96	<p>First of all, I am appalled that this is a "done deal" that my concerns or comments will not stop. I am sorely disappointed that the southbound HOVs will become HOTs. Transportation infrastructure is an inherently governmental responsibility and the State of Virginia has now abrogated that responsibilities. I have copied my Delegate, Dave Albo on this message.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes. The responses you received at the public hearing are correct: The HOT lanes will operate 24 hours a day, 7 days a week. Tolls will always be in effect for non-HOV motorists. The HOT lanes will use congestion pricing to manage the number of toll paying customers in the HOT lanes. The HOT lanes operator has a business incentive to keep traffic moving. Travelers will not pay a toll unless they can depend on a faster, more reliable travel time.</p>
		<p>Having said that, my questions are below, tied to information provided by VDOT.</p>	
		<p>I-95 HOV/HOT LANES PROJECT</p>	
		<p>Will the I-95 HOV/HOT lanes operate 24 hours a day or just during peak travel times in the morning and evening? The HOT lanes will operate 24 hours a day. Tolls will always be in effect for non-HOV motorists.</p>	<p>The HOT lanes will use congestion pricing to manage the number of toll-paying customers in the HOT lanes. The HOT lanes operator has a business incentive to keep traffic moving. Travelers will not pay a toll unless they can depend on a faster, more reliable travel time.</p>
		<p>Will the HOV/HOT lanes operate on holidays? Yes. They will operate 24 hours a day, 7 days a week.</p>	<p>HOT lanes operations have been forecast for the year 2035. Please refer to the website at www.vamegaprojects.com to review copies of project documents.</p>
		<p>I find this another tax, in spite of your claim that I have a choice. In non-commute hours, the HOVs have always offered a lower traffic density and as far as I'm concerned, a safer ride. I will now be denied this option unless I pay.</p>	
		<p>How can you guarantee free-flowing conditions in the HOT lanes? The HOT lanes will use congestion pricing to manage the number of toll-paying customers in the HOT lanes. The HOT lanes operator has a business incentive to keep traffic moving. Travelers will not pay a toll unless they can depend on a faster, more reliable travel time.</p>	
		<p>What studies have you done and how can you prove this will always be the case? With continued growth to our south where Spotsylvania County is now becoming a commuter bedroom community, how can you guarantee that even the HOT lanes will not be subsumed by the increase in commuter traffic?</p>	
		<p>I would appreciate your response to these concerns and copies of any relevant documents that support your assertions.</p>	

Category	ID	Comment	Response
	97	<p>I am writing expressing my concern over the conversion of the current 95-395 HOV system into HOT lanes. I am disgusted the state of VA would hand over the current public built by tax dollars road to a Australian Company to construct one extra lane.</p> <p>My concerns:</p> <ol style="list-style-type: none"> 1. How will they tell if a car has 3 people, many people who live in Woodbridge use slugging method and do not know each other. 2. Will the grandfathered Clean Fuel vehicles be able to use HOT lanes without paying. 3. And how will Transfluron keep the agreement with HOV when the company is not making as much anticipated money. 4. Why can't people who have 2 people in a car also be counted as HOV? <p>If the state wants to continue with the HOT lanes project than it should only be limited to where the current HOV ends. HOT lanes can be from Stafford to Fredericksburg as there are no current state paid HOV roads. I am not as much against the 495 HOT lanes since there wasn't an already current HOV road system. But a company had to entirely finance and construct 4 lanes to be used for HOT lanes.</p> <p>I can't understand why a project that is hated as much as the 95-395 HOT lane project, that the elected officials continue go forward with this project. I have already written to my local county supervisor and I feel as though my concerns are not heard since I am not a rich lobbyist but a regular average tax payer. And where does this stop will 66 also be converted to HOT lanes.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes. The use of the HOV lanes will require all persons to use an E-ZPass or new switchable E-ZPass, which will have a movable switch to indicate whether they have three or more persons in the vehicle or if they will use the HOT lanes. There will be added state police enforcement paid for by the operators of the HOT lanes. We welcome HOV users and more park and ride spaces are being constructed to encourage carpools and transit usage. Virginia law does not include hybrids among those vehicles that can use HOT lanes for free. Hybrids will be required to pay a toll if they are not HOV-3+. All vehicles, including hybrids, will need to use an E-ZPass and either have 3 persons in the vehicle to ride free or pay a toll.</p>

Category	ID	Comment	Response
	100	<p>I am attempting to understand the HOT lanes and share that knowledge with others. I recently attended the information seminar at Botts Fire Hall in Woodbridge on September 26. All of my personal questions were well satisfied and thanks for that.</p> <p>I am reading everything possible and came across this list of statements from insidenova.com. (Please see attached.)</p> <p>Could someone please respond to those 12 statements in a reply to me, so I may better understand and address this gentleman's concerns? Thank you so much for your help.</p> <p>Attachment: Submitted Questions to insidenova.com</p> <ol style="list-style-type: none"> 1. No improvement of the current HOV lanes between Edsall Road and DC would be done, which is some of the worst part of congestion. 2. I will not be able to use the higher speed limit/limited access HOV lanes during off hours, which will cost me money and time. 3. An expensive toll will back up the HOV lanes at exits (as budget conscious people exit, and back up the lanes), like it does not at the Springfield exit of the HOV lanes. 4. You cannot exit on the Franconia-Springfield Parkway, unless you are on the HOV/HOT lanes. It will not cost regardless. 5. It will not help out of state travelers on weekends (which are some of the worst times to be on I-95). Usually all lanes including the HOV lanes are stopped during that time. 6. It will screw up traffic for probably half a decade. 7. It will screw up the widely successful HOV system. Why fix a system that works? If it ain't broke, don't fix it. 8. The HOV/HOT lanes would not be widened. Instead the plan is to use the current two lanes and shoulders, and fit the three lanes within the same amount of space reducing one shoulder. Increasing the likelihood of accidents, and slowing traffic down. And why exactly do we need a contractor to do this, can't we finance it ourselves? 9. The target speed for the contractor to maintain is 50mph (Transurban will be the one to estimate the average speed). So long as the traffic is averaging 50 mph, the toll will be at its minimum, when currently you can go 65mph, and I got 80. It will slow me and others down. 10. The contractor receives all of the toll 	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p> <p>HOT Lanes will improve performance in the HOV lanes by reducing bottlenecks, enhancing enforcement and adding capacity and new entry and exit points.</p> <p>HOT Lanes will be in effect at all times, including outside of rush hours and the weekends. This will provide travelers with a choice for a faster trip anytime. Buses, HOV-3+ and motorcycles will travel the lanes for free at all times.</p> <p>VDOT will oversee all aspects of the project, including tolling and operations. Tolls will vary based on real-time traffic conditions; a typical toll during rush hour is expected to be between \$5-\$7. Most toll-paying customers use HOT lanes only a couple of times a week - not every day.</p> <p>Virginia is advocating the project as a public-private partnership under the PPTA. The private sector is expected to pay the majority of construction costs. Under a revenue sharing agreement, if the project is a financial success then revenue will be shared back with Virginia to be used for additional transportation improvements in the corridor.</p>

Category	ID	Comment	Response
	100	<p>money, and has the ability to raise tolls. Transurban has a history of raising tolls significantly in it's other private roads.</p> <p>11. The contractor will have control of the highway for over 50 years.</p> <p>12. After the HOT/HOV lanes are created, no improvements can be made to the I-95 corridor (for over 50 years, without restructuring the contract), so as to protect Transurban's profits.</p>	
	101	<p>Good morning. As a long-time car-pooler from Dale City to DC I am curious as to how HOT will be implemented and the potential impact on HOV lanes and access. Several questions:</p> <p>1. How are HOV cars are going to be differentiated from HOT cars on what appears to be shared lanes in what is now solely HOV lanes?</p> <p>3. Will HOV vehicles be required to acquire transponders?</p> <p>4. How will HOV violators be identified?</p> <p>5. When is HOT expected to be operational?</p> <p>Thanks in advance for responding to my questions.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes project.</p> <p>All vehicles will be required to have an E-ZPass or new switchable E-ZPass. Requiring the use of an E-ZPass is an important strategy to keep violators out of the HOV/HOT lanes. Carpools will switch their E-ZPass to carpool mode to alert the operator they have three people in the car and will not be charged a toll. State troopers stationed along the HOT lanes will ensure those vehicles claiming to be HOV-3+ status have three people in the car. If they do not see 3 people in a vehicle, they will be pulled over and given a ticket.</p> <p>The HOT lanes will be in operation 24 hours a day, 7 days a week.</p> <p>Construction is expected to begin in 2012 and take 3 years to complete. The HOT lanes will not be operational until construction is completed.</p>
	102	<p>The final issue is one of evacuation. During the recent earthquake, the HOV lanes were opened to all traffic to facilitate evacuation of DC. The presentation last night said that VDOT will own the road; however, are there assurances in place that any financial penalty that the contractor may extract if VDOT opens HOV in an emergency situation would not impact the actual decision to open the roads. Public safety and safe evacuation is critical and given the disjointed emergency responses in the DC metro area, it would be difficult to add a financial concern to the equation.</p> <p>Thank you for your consideration of these remarks.</p>	<p>VDOT will own the roadway. In the event of an emergency, VDOT and the operator will work together to determine whether a temporary change in the operations of HOT lanes is necessary to help the region manage large-scale events such as evacuations and severe weather conditions.</p>

Category	ID	Comment	Response
	105	<p>I have long had these 2 main concerns/questions about the HOT lanes, both on I-495, and I-95. I haven't seen this discussed in the newspapers.</p> <p>- How will the automated E-Z-Pass device know how many occupants are in cars? Enforcement of HOV has long been an issue in NoVa.</p> <p>- Won't there be new backups and congestion at the exits of the HOT lanes where users get back into the main lanes?</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes project. All vehicles will be required to have an E-ZPass or a new switchable E-ZPass. Carpools will switch their E-ZPass to HOV mode to alert the operator that they have three people in the car and they will not be charged a toll. If they do not have three people in the car and choose to use the lanes by paying a toll, they will have it at the HOT setting. The information on the E-ZPass will be picked up by the overhead devices that will alert the state police officers that are monitoring the highway for enforcement purposes. If they do not see 3 people in a vehicle, they will be pulled over and given a ticket.</p> <p>Exits from the HOT lanes whether at the northern terminus or at the Garrisonville Road end will be through flyovers that will take vehicles out of the HOV lanes to the right side of the regular lanes.</p>

Category	ID	Comment	Response
	107	<p>I like what I have read so far, but I do have some questions. I live in North Stafford, park in the 610 commuter lot and get a ride to the Pentagon. I sometimes drive but only 2-3 times a month. I do have some concerns that although the HOV/HOT will go directly to the road I live off of which should make my commute faster, I have some reservations that enforcement of the rules will be almost impossible. Since I drive sometimes, I will need to have a switchable EZ-pass. What stops me from moving the switch to HOV, so I don't pay tolls while I am a single driver? If I do that, how do the police officers know that I am driving illegally? How can they enforce that? That really is my biggest concern.</p> <p>I understand that the studies from other parts of the country say only 25% of HOT lane users are the high income, well I would suggest that with Stafford county being in the top 10 in the country in wealthiest counties with the median income almost \$100,000 per year, \$10 dollars a day or \$50 dollars a week to drive on the HOT lanes isn't very much. I would raise the tolls much more to really discourage normal routine HOT lane travel by single riders.</p> <p>But then it goes back to the original concern. What forces me to pay the toll if my EZ pass is switchable? Maybe it can change colors or flash or something that the police can immediately identify what position the EZ pass is in. That way if I do have it in the HOV position and only have one person in the car, the police can see by the status of my EZ pass that I am not paying a toll.</p> <p>Something has to be done to resolve this or it will be taken advantage of.</p> <p>From what I am reading the whole purpose of this is to encourage HOV use and minimize cars on the roads by improving the use of commuter lots and the SLUG process. If the tolls are not high enough or we can't get the EZ pass thing resolved all you are going to do is increase the lanes south from 3 to 5 and as long as you have an EZ pass you can do what you want.</p> <p>I don't know if this is going to be answered, but I can't get to the meeting tonight at NSHS to talk to anyone, so I would like to have someone respond if possible.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes project. Everyone will have to use an E-ZPass to travel the HOV/HOT lanes. When you have it switched to the HOV position, the signal is transmitted to a police officer who will visually verify that there are three or more persons in the vehicle. If there are not, you will be pulled over and given a ticket.</p>

Category	ID	Comment	Response
	114	I see the need for tolling the out of state traffic clogging I-95 and the plan to allow people who do not have 3+ riders to pay is good, but I do not appreciate the idea of having to pay to use I-95 during non-peak times when the road is virtually empty irritates me to no end. You are punishing us for not traveling during peak hours!!!	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.

Category	ID	Comment	Response
	116	<p>However, I am opposed to expanding the HOV lanes to include tolls for non-HOV drivers. It is counter intuitive that HOT lanes with more single occupancy vehicles (SOV), even with dynamic pricing and increased police enforcement, will lessen congestion. We need to discourage non HOV use not encourage it. Provisions for a toll road for single occupancy vehicle use of the HOV lanes should be deleted.</p> <p>I also oppose "dynamic pricing." If in fact we are a commonwealth and transportation is an essential service for our economic well being, we should not be creating a "have" and "have not" (two-tiered) transportation system. With greater congestion, only the rich will be willing to pay the "congestion fee", disadvantaging lower income families.</p> <p>I object to the proposed public/private partnership to ostensibly fund the HOT lanes project. If the Commonwealth decides to pursue the arrangement, the public should have an opportunity to comment on provisions of the agreement since it involves the long term financing of a public project. I am especially concerned with provisions where the Commonwealth would have to pay penalties to the private company if "to many" car-pool vehicles (greater than 24% at any time) use the HOT lanes.</p> <p>Introduction of HOT lanes will also increase the likelihood of increased (SOV less than 3 passengers) traffic through our neighborhoods. Although the HOT lanes end near Edsall Road, toll traffic will greatly increase congestion in the mainline I-95 lanes, pushing traffic into nearby neighborhoods. Again, HOT lanes should not undermine the regional need for a high occupancy vehicle transit system.</p> <p>Eliminating the HOT provision would reduce the potential back-up of toll cars exiting the HOT lanes at Edsall Road. The exit ramps provide a mechanism for for balancing the flow of traffic in the HOV and regular lanes.</p> <p>One additional comment. The HOV and regular lanes of I-95 are an integrated transportation use of public right-of-way. They are designed to work together. Incorporating a private entity into public transportation impacts design and financing decisions for use of that public right-of-way. A decision to allow tolls and partner with a private company is potentially irreversible and</p>	<p>Enforcement will be primarily handled by the state police that will be funded and equipped by the toll road operators.</p> <p>There are no funds available to make any meaningful improvements without a contribution from the private sector. The estimated \$1 billion dollar project is being financed and constructed under Virginia's Public Private Transportation Act. The private sector is expected to contribute a majority of the project's funding and financing, with support from a state contribution. The tolls that will be charged for the use of the HOV lanes by vehicles carrying fewer than 3 persons will pay for the retirement of the bonds that are used to fund the project and for maintenance of the HOV lanes.</p> <p>One of the key benefits of the public-private partnership is that it enables the Commonwealth to shift some key risks to the private sector. In the case of I-95, the private sector - not taxpayers - is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.</p> <p>VDOT will oversee all aspects of the project, including tolling and operations. Tolls will vary based on real-time traffic conditions; a typical toll during rush hour is expected to be between \$5-\$7. Most toll-paying customers use HOT lanes only a couple of times a week - not every day.</p> <p>The HOT lanes will terminate just north of Edsall Road. Many carpools and transit vehicles will continue to travel north on the HOV lanes; some carpools and buses destined for locations along I-395 and toll-paying customers will exit the HOT lanes via a flyover ramp onto the right-side of the existing I-395. The ramp and a new auxiliary lane along I-395 will provide sufficient room for vehicles to enter I-395. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p> <p>The ramp is located just north of Edsall Road to provide travelers opportunities to exit the HOV/HOT lanes to reach destinations along I-395, such as Duke Street and King Street. It is</p>

Category	ID	Comment	Response
	116	<p>not in the long term interest of taxpayers concerned with the amortized cost of public investment.</p> <p>The Commonwealth of Virginia should consider raising the gasoline tax or have all users in the HOV lanes pay a nominal fee. A private partnership ultimately increases public costs and subjects taxpayers to potential liabilities.</p> <p>Thank you.</p>	<p>the only location that provides this important access, while not requiring the taking of private property or interfering with traffic operations at the major interchanges in the area. It also complements the existing, adjacent ramps connecting southbound I-395 to HOV in the evening.</p>
	121	<p>I am opposed to the HOT lanes approach. With the financial arrangements being considered, the citizens (tax payers) will end up paying for this when HOVs take up the capacity and only the very wealthy will be able to afford the premium tolls to use HOT during peak times.</p>	<p>Experience in other cities where HOT lanes are in operation has shown that people of all income groups will use the HOT lanes when they have to make an appointment, a doctor's visit or pick up a child at daycare. Most people would not use them more than once or twice a week.</p>
	128	<p>I don't understand why the HOT lanes will charge tolls 24 hours a day. I can understand tolls during busy hours, but don't understand why it can't be freely accessible to all as the HOV lanes are now.</p>	<p>Thank you for your comments. Tolls will vary to manage the number of toll-paying vehicles choosing to use the HOT lanes and keep from free-flowing. Tolling during all times provides travelers with a choice for a faster and more reliable commute at any time. Carpools, buses, and motorcycles can use the lanes at all times without paying a toll. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	134	<p>HOT LANES and other traffic issues:</p> <p>I think hot lanes are a very, very bad idea. Cost for one thing. I avoid tolls at all costs if I can.</p> <p>We got through the 8-10 year Springfield Interchange Project – just to turn around and have it torn up for Beltway HOT Lanes.</p> <p>Now they want to tear up I-95/395 for HOT Lanes. I won't go on the Beltway while working on the HOT Lanes – I tried it – too dangerous. I will take every side road I can. I won't pay one dime to ride in the HOT Lanes – ever.</p> <p>Most folks I know are government and military and they are not going to spend to ride HOT Lanes – they may make good money but they are economical and practical, too – they do Metro Check, Slug, Carpool, whatever is cheapest.</p> <p>The only folks that can afford to pay to ride some toll lanes are Contractors who get most of their income off the government anyway or someone in high dollar professions.</p> <p>Contractors may pay it but their company will more than likely reimburse them as I know many that reimburse for parking.</p> <p>The price for HOT Lanes is ridiculous too – the sliding scale – wow. Hoping for a quicker trip – no one can be sure of it if folks continue to drive.</p> <p>Why don't they see if people will pay the tolls on the Beltway Hot Lanes before they start tearing up I 95 for HOT Lanes.</p> <p>What if for the promise of a quicker trip in the HOT Lanes is not quick cause of congestion, after all even car pool lanes get congestion and now, you have just paid big bucks to get their quick but can't. Not sure the Clean Fuel vehicles should get the use of car pool lanes by themselves any longer. That is probably causing some of the congestion in car pool lanes.</p> <p>Most drive right now for the convenience and the cost and flexibility. BUILD MORE ROADS AND THE CARS WILL COME. (They always do.) One person this year wrote to Dr Gridlock (July 3, 2011) attached – “studies generally show that adding more road capacity does not reduce congestion.” I totally agree. I see</p>	<p>Thank you for your comments on the I-95 HOV/HOT Lanes. You touched on many topics and we would respectfully refer you to the I-95 HOV/HOT Lanes website to view more information about the project, www.vamegaprojects.com.</p> <p>Studies have shown that people of all incomes sometimes need a faster way to travel, whether it is to avoid paying higher fees at their child's daycare or for appointments. Most people only ride the HOT lanes once or twice a week.</p> <p>Congestion will continue to plague the Northern Virginia area because more jobs and more people to take those jobs are expected to come to the area. While the HOT lanes may not be the total solution, the Commonwealth has had to turn to public/private partnerships because there is not enough taxpayer dollars to make any significant road improvements without the help of the public sector.</p>

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134 every time a road is built around here it becomes congested eventually.

The car pool lanes here in DC are probably the best in the nation and they are about to get altered with HOT lanes – who knows where that will leave us – I think a big mess!!

Check out Dr Gridlock’s column on Feb 13, 2011 – most drivers agree – at the bottom – we like things just the way they are. The more you try to change things, the worse it will be and the more congested it will be. All this expansion, just keeps taking land away...they don’t keep widening the roads in Europe...only in America.

With the impatient drivers around here, I can see why no one wants to walk or bike all that much. Until the drivers start driving with consideration and courtesy because lives depend on it, instead of acting selfish and me first always, this area will be doomed no matter what is put in place for road changes. So maybe the laws and enforcement, has to get tougher and tougher – so that no one gets away with anything especially speeding and driving reckless.

My comments are all over the place on a lot of subject I realize but the road changes I am not in favor of. I have seen too many changes in the last 18 years I have been in South County and lived in VA and MD for 36 years. Some of the changes have been okay.

Thank you for your attention.

142 Will HOV restrictions be lifted during off peak hours or will HOT lanes be in place during off peak hours?

Why wasn’t the transponder made available for people to inspect and have a demonstration?

Have the sensors been tested during bad weather (thunderstorms, snowstorms) to see if they will be able to read transponders correctly during bad weather?

Is Fluor only going to hire cops to patrol the HOT lanes from Edsall Rd. to points south? Cops should be stationed at every ramp from Edsall, Seminary, Glebe, Washington Blvd. in the morning and evening to ensure SOV drivers are forced off the HOV lanes.

Thank you for your comments. They will be taken into consideration.

HOV restrictions will be in place 24 hours a day, 7 days a week. The new switchable E-ZPass that will be used on I-95 will have been tested on I-495 when operations begin in 2013 and will work in all weather conditions. Drivers will be required to use a standard E-ZPass or new switchable E-ZPass. The new switchable E-ZPass is expected to be available mid-2012. The project will fund the cost of law enforcement on the HOT lanes. Enforcement will be managed by the state police.

Category	ID	Comment	Response
	150	<p>But to think that up to \$20 -- we have seen articles that up to \$20 one way from Springfield to Tysons, I, my family, and neighbors have said, We just won't go to Tysons, or we will always take the back roads. And basically that's it. We will just -- I, my family, and my immediate neighbors do not support in any way, shape, or form High Occupancy Toll lanes. We would take other roads to bypass that because it's not worth it. There was one other point. Just a moment I'm trying to think. Oh, two neighbors indicated that this is why they don't go into Washington DC anymore, when they raised the parking meter rates. They were going down for an evening event. Instead of having no money going in after 6 o'clock, they go into a Verizon center venue. Once they go in, they can't come back out to refeed the meter, and then they are screwed. But that's basically it.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	151	<p>My other concern, which apparently isn't too much, is just to make sure that that responder isn't too expensive, because right now I can Slug for free, other than the cost to my car and the cost of gas. So I just don't want that to be too burdensome.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	153	<p>My concern is HOT and HOV lane. Right now, HOV lane can be used by single occupant after restricted hours. By having this HOT, per video, we are not increasing those people to ease the traffic condition from the regular lane to go use the HOV, which right now people can use. By having this HOT, we are telling those people that you have to pay the money or continue to stay on the regular lane, which is a more traffic backup on the regular lane. Because right now people can use HOV after certain hours free. That won't be an option anymore. That's it.</p>	<p>Thank you for you comment on the I-95 HOV/HOT Lanes and for attending the Springfield hearing.</p>
	154	<p>One question is, I paid a lot of taxes to create the HOV lanes, and I paid a lot of taxes for the interchange and voted for a lot of it. Why, as a person traveling in one person per car, do I have to now pay a toll to use the lanes that I feel I already paid for?</p>	<p>Thank you for your comments on the I-95 HOV/HOT Lanes and for attending the Springfield hearing. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	155	<p>I think this is a terrible idea, the HOT lanes. The HOT lanes are going to do precious little to solve our traffic problems on 95. I think we have to be honest about what the problem is. I'm kind of confused about whether we know what the problem is. I think the traffic problem on 95 is pretty easy to define. It is too much car and too little road. There are two ways to solve that: Take cars off the road, add road, or do both. This does neither. The proposal cites adding a third lane into the HOV existing two lanes that will then -- and by charging a toll, will then alleviate all of our traffic congestion. We have to decide how that's going to alleviate the traffic congestion, under what scenarios. We have two kinds of traffic problems: We have rush hour traffic problems. We have nonrush hour traffic problems. I have driven the highway for over 30 years in every time of day and hour scenario. I refuse to believe that this situation -- that this proposal will in any way solve either of those problems in either of those times. Let me explain. During rush hour on an average day, the existing HOV lanes move at a fairly good clip, at least faster than the main lanes. However, they are still fairly congested. Over the years, the restriction was lifted for just three people per car to use the HOV lanes. You now can also use it if you have a hybrid vehicle regardless of the passengers dating back to some year that you purchased. There were many one-passenger cars that are hybrids. That's fine. I'm not arguing with that. But they are on congested. On a bad day during rush hour, the carpool lanes will be just as congested as the regular lanes, i.e., if it rains, if it snows, if there is any kind of accident. Adding one lane to the carpool lanes during rush hour will offer negligible, if any, improvement. Yet, with that possible negligible improvement, we have put all of our eggs in that basket. We are -- I don't know who is paying for this, but we are paying lots of money at this exclusive hotel to talk about one lane when that has only potential negligible impact in solving our traffic congestion problem. That's during rush hour. 95 traffic congestion is not just a rush hour problem. VDOT's own studies show that almost two-thirds of the traffic during rush hour are not commuters who went to work. They are interstate travelers. And that makes sense because 95 is the main artery from Florida to Maine. People trying to go north and south around the District, 95 is the only reasonable road to take. The during nonrush hour and nonrush -- during nonrush hour,</p>	<p>Thank you for attending the public hearing and for your comments on the project. The Commonwealth is well aware of the congestion in the I-95 corridor but does not have adequate funds to address the problem without assistance from the private sector. We believe that the HOT lanes will provide an innovative solution that will bring new transportation choices to residents in this area and will benefit carpoolers, vanpoolers, transit riders, motorists, sluggers, businesses and communities throughout the area.</p> <p>Virginia law does not include hybrids among those vehicles that can use HOT lanes for free. Hybrid vehicles, like all drivers will have choices. If they travel singly, they will have to pay a toll; or they may choose to form a carpool of three or more persons and travel for free; or their owners may choose to take transit. The current HOV violators that represent about 24% of the vehicles in the HOV lanes should be dramatically reduced if not eliminated through additional enforcement by state police that will be funded by the HOT lane operators. These measures and the additional length of the project and the third lane in the most congested portion will provide added capacity.</p> <p>VDOT solicits input from the public through public meetings on a particular project, by soliciting comments on their web sites and through information telephone lines. We held three public hearings on the I-95 HOV/HOT lane project in Woodbridge, Springfield and Stafford and heard from a broad cross section of people who use or live near the I-95 corridor.</p>

155 you have traffic congestion oftentimes in both directions. Obviously, the carpool lanes or the toll lanes can only work to improve one direction. Typically, when you have congestion in the direction of the main lanes where the carpool lanes are also going, those main lanes are less congested because people can also use the HOV carpool lanes. Adding a third lane onto the HOV carpool lane will not appreciably add any extra capacity. Because regularly, if those carpool lanes are open for the main lanes, people are jumping in there and able to resume 55-plus mile per hour speed. On the other side where the carpool lanes are not moving, the poor schmoe there have no hope, even with the new HOT lanes. Let me get to the toll. I don't have any comfort level -- and I don't think we can have any assurance that somehow magically adjusting the tolls to somehow compensate for the traffic flow is to going to provide us the magic solution for regulating the traffic flow on these now HOT lanes to maximize the capacity depending on car volume to allow a certain speed. That is BS. I know of no artificial intelligence system or any government effort that can monitor contractors to that level of detail. I have been a federal government auditor and attorney for over 20 years. I have yet to see a contract where the contractor did not take full advantage and in fact went out of their way to take advantage of any gray areas or ambiguity in the contract to their own benefit to maximize profits. That's okay. We would expect a private company to maximize profit. Let's recognize that in the way we set performance standards and monitor them and to the degree that we can reasonably monitor what they are doing. Let me give an example. You can have two cars. We can decide to charge them \$10 toll at the height of rush hour. That would give the contractor \$20 total revenue, \$10 times two cars. The contractor, however, could say, you know, I could actually let five cars in at a lower toll of \$5, and earn \$25 revenue. I refuse to believe -- I don't have any comfort level that we can so well manage the contractor or that we can even establish a contractor performance metric that will to that degree ensure that doesn't happen. We will be at the mercy of the contractor. We will have press accounts of how that wasn't in the contract. We will have disagreements, and we will basically have congestion in the HOV -- the HOT lanes just like the main lanes. Maybe they will be a little better. Last point, let me get to the ability to pay the toll. This is not --

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	155	<p>this is Northern Virginia. We are not in some rural area where everybody is unemployed. This is one of the most affluent areas in the country. You charge people a \$10 toll to ride in the carpool lanes, no problem. You charge them \$20, probably no problem. On any given day, there will be people that must make meetings, must go to the hospital for appointments, must get babies delivered, must visit a sick aunt. Who knows? They would be more than willing to pay 20, 30, maybe \$40 to use those carpool lanes. Given the amount of traffic on the main lanes of 95, I have no comfort level that those people will not similarly clog the lanes like main lanes are now. In closing, I would just like to say I think this is sad that we have gotten to this point where we are looking for any solution that's proposed, by the way, by a private contractor, to try to improve our traffic flow. This is not a long-term solution. I've talked to some of the VDOT representatives in there. I have talked to some of their consultants. They recognize it's not a long-term solution. Then why are we doing it? The VDOT representative I talked to agreed generally that this would not solve the nonrush hour problems. This will only address rush hour problems. What about nonrush hour problems? I suggest we go back to the federal government, we go back to Richmond, we embark on some kind of research, some kind of effort to look for a bypass or outer Beltway that's been talked about for, god, I don't know, probably 20 years, or else we have condemned ourselves to gridlock. We are now the worst traffic locality in the nation. And I guess we are proud of that. We were fourth or fifth several years ago. It has steadily gotten worse. It's only going to get worse. And that will be, first, by orders of magnitude, I suppose, because we are not undertaking efforts to look at long-term solutions that really get interstate travelers off of our inner 95 Beltway onto an outer arm that will then take them point north instead of coming through the District and the Northern Virginia area. I resent the fact that this is where VDOT has left us. I think they have catered to the contractor. I have driven this road for 30 years. I can tell you what the traffic conditions typically are at any time of day because I drive it many different times a day. Even under what kind of weather pattern. I have volunteered my name, my phone number multiple times in case -- to provide input and otherwise bounce ideas off of on how to improve traffic flow. I have never once been</p>	

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	155	<p>contacted. I have been told, well, all those volunteer positions are taken up. I would like to know many volunteers have driven that road for 30 years. In this transient area, I don't believe that's the case. I believe VDOT is catering to a private company, Fluor Corporation, F-L-U-O-R, which, by the way, is the one that has proposed this idea. I was contacted by Flour Corporation approximately four years ago because I had given my name at one of these public hearings about the Beltway HOT lanes to provide input on for focus groups. They asked me if I would like to participate in a focus group, and in -- in exchange for me participating in a focus group, they would provide me a \$100 check and a five-course dinner at some hotel. They said there were a few questions I needed to answer before I could do that. Through the course of the first couple of questions, I made clear that I would be interested in providing focus group response on why I thought the HOT lanes were not the best course of action. They told me I did not meet their criteria for participating in the focus group. I would suggest that Fluor Corporation is biasing their analysis to support their proposal for the HOT lanes in order for them to embark on a great venture where they will have 60 or 70 years of a lease on these lanes and be able to maximize revenue. Sounds like a great idea to me if I had stock in Fluor. It's a shame that we have come to that. Thanks. I'm sure it will be filed away in an abyss somewhere.</p> <p>THE COURT REPORTER: I can put a note on there that you would like to be contacted.</p> <p>MR. PATCHAN: You can put a note on there, and you can also put in there I'm sure that I will told that all of those volunteer positions are full; they can't use anybody else to provide input because they want to box the product, put a third lane in the carpool lane. We have two carpool lanes. They work very well right now. At least you can use those currently to get a little faster into where you need to go than the main lanes. But we are going to take that ability away. We are going to let a private contractor financially gain greatly from being able to charge tolls with no assurance of any maintained traffic capacity on those lanes, and that's a damn shame. Thank you.</p>	

Category	ID	Comment	Response
	157	I'm absolutely opposed to charging or paying toll in the HOV lanes. I live in Dumfries south of where -- or north of where the HOV lanes currently end off 234. Absolutely opposed to paying and now being charged a \$5 fee to use the HOV lanes to go into Washington in non-HOV-3 times. Occasionally I use slugs when I have to go in at 8:00 in the morning, but I'm 73 years old. I avoid being on the road during rush hour. I time my trips back and forth to Washington in the HOV lanes during the non-HOV-3 times. Absolutely opposed to another tax, which is what the toll will be. I have an Easy Pass. I use it when I go on the Dulles Toll Road. I have seen what has happened to the tolls on the Dulles Toll Road, exorbitant now. This is another raising of taxes.	Thank you for your comments. The Commonwealth must address the increasing congestion on I-95 and without enough money in the transportation fund, it must turn to a public/private partnership that will build the roads that are needed. The cost for these improvements will be covered by tolls paid by the public.
	161	Another point, I would like to be able to ride in the HOT lanes without a transponder as I would not be a regular user. I would prefer the state owned and operated the HOT lanes and took the profits.	All vehicles, except motorcycles, that are in the HOV lanes will be required to have an E-ZPass or new switchable E-ZPass, whether they are using the HOT lane switch or the HOV-3 switch. E-ZPass transponders will be important to help enforce the HOT lanes and minimize violators.
	162	The other consideration is the cost. I can see it being almost \$50 one way to go from here to Tysons Corner. I have family there that I visit regularly. And if they're charging a dollar or more per mile, I wouldn't be able to use it. That would be a hundred dollars a trip to go and come. So the price concerns me.	Toll prices will vary based on real-time traffic conditions. We expect the typical toll price to be between \$5 and \$7 during rush hour. Experience on other HOT lanes suggest that most customers use them only a couple of times a week when they need a faster or more reliable trip. The minimum will be 20 cents per mile, which you might experience primarily during non-peak periods.
	170	10.2. It has been suggested that the HOV lanes might become exclusively HOV (and possibly HOT) 24 hours a day? If so, what does that mean to those SOVs who now wait until HOV lanes become non-restricted at, say, 6:00 pm? Perhaps they'll be incented to become HOVs but maybe they just won't bother to wait, further increasing congestion. Do you know the answer; are you making an informed decision?	The HOV/HOT Lanes will operate 24 hours a day.

Category	ID	Comment	Response
	171	<p>Arlington, Fairfax, and Prince William Counties and the City of Alexandria have all presented repeated, valid, and numerous concerns with this plan and most experts outside of the VDOT speculate that in the end HOT Lanes will slow, not speed up traffic as compared to the existing HOV Lane set up. Basic economics dictate the commuter and the tax payer will lose and corporate greed will prevail. I will not bother to spell out the details of how this will occur, that has already been done for me in the series of articles published in three parts on Greater Greater Washington's web site. In Part 1, Part 2, and Part 3 of the series Steve Kattula details the corporate welfare embedded in the HOT Lanes program and how a basic economic analysis of traffic friction and commuter options indicates that HOT Lanes will indeed slow and not speed up traffic. The more I read the more I realize this project is publicly irresponsible and the only beneficiaries are Fluor-Transurban. It is unconscionable to permanently transfer a major piece of public infrastructure to a private corporation to be used as a profit engine. Furthermore it is absolutely reprehensible and repugnant to obligate the Commonwealth to pay penalties if the model doesn't work to collect sufficient toll revenue for the private operator to make a profit.</p>	<p>Interstate 95 is one of the most congested corridors in the nation but the Commonwealth does not have adequate funds to address the problem without assistance from the private sector.</p> <p>One of the key benefits of the public-private partnership is that it enables the Commonwealth to shift some key risks to the private sector. In the case of I-95, the private sector – not taxpayers – is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.</p>
	176	<p>As a Virginia taxpayer who paid for the current infrastructure, I object to losing free access to HOV lanes on weekends - Virginia residents should have free access off peak. I object to Virginia losing control of the lanes for the long lease periods.</p>	<p>Thank you for your comments. HOT lanes will provide travelers a choice to pay a toll for a faster, more reliable travel any time of the day or on weekends. HOV-3+, buses and motorcycles will always have free access to the lanes.</p>
	181	<p>I work in a position where I need my car to do my job (building inspector). My schedule is such that I cannot have a ride along, I might start the day in any portion of the city. I have also paid taxes for the roadwork being done. It is unfair to penalize me for not having three people in the car riding on a state road that I have helped pay for.</p>	<p>Thank you for your comments. You will still be able to travel on the general purpose lanes on I-95 and I-395 as you do now. If you want to use the HOT lanes, then you will have to have an EZ Pass and pay a toll on I-95. I-395 will remain toll free as it is now.</p>
	183	<p>As an out-of-state traveler, it is never nice to see tolls spring up on roads that you have used for 40 years toll-free. And, if it is to be, make it good. Add lanes, add status signage, add more distance from the city. Make things better.</p> <p>And make the toll payment method widely accepted. DO NOT use a project-specific electronic transponder, DO use E-ZPass. DO use E-ZPass full-speed lanes.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects. E-ZPass will be used to distinguish HOV users from HOT lanes users.</p>

Category	ID	Comment	Response
	185	Asked if hybrids will be allowed to drive the HOT lanes for free.	Informed him that hybrid vehicles will need three or more passengers to ride in the HOT lanes for free.

Category	ID	Comment	Response
	199	<p>As a resident of the Heywood Glen neighborhood in the Mason District of Fairfax County and a member of the Lincolnia Hills/Heywood Glen Civic Association, I am writing to express my strong opposition to the proposed I-95 (and part of I-395) HOT lanes project.</p> <p>As has already happened in the I-495 Capital Beltway HOT lanes project, the proposed I-95/395 HOT lanes public-private partnership would effectively cede long-term control of Virginia's public highway infrastructure to a private firm, whose goal of maximizing return on investment via toll revenue is not necessarily aligned with the best interests of Virginia's taxpayers.</p> <p>My main concerns about the project include:</p> <ul style="list-style-type: none"> - Worse Overall Congestion on I-95/395, and Cut-Through Traffic in Adjoining Neighborhoods. Replacing the existing two HOV lanes on I-95/395 with three HOT lanes will increase congestion on the roadway, not reduce it. People who now car-pool will be given incentives to drive their own vehicles, and the HOV lanes, which now flow freely every morning, will become much more congested. And more traffic accidents will result from the placement of three lanes in a space designed for two and the elimination of safety shoulders. Also, Virginia will be prohibited from making roadway improvements near the HOT lanes without paying more penalties to the private company. - Outside of the "rush hour period" of 6-9 am and 3-6 pm, non-HOV vehicles now have the option to use the HOV lanes (paid for by Virginia taxpayer dollars) at no cost, which greatly helps to distribute the traffic and reduce bottlenecks on the regular lanes. If this option is taken away north of Edsall Road, most SOVs will not bother to enter the HOV lanes after 6 pm, and severe backups on the regular lanes of I-395 and I-95 are likely, as is cut-through traffic in adjoining neighborhoods, as people try to avoid this increased congestion and paying a toll on the HOT lanes. This is in addition to the increased congestion in the evening headed southbound on I-395 (and increased cut-through traffic) expected to result from the new Army Washington Headquarters Services Building now under construction at I-395 and Seminary Road. 	<p>Thank you for your comments. VDOT will maintain control of I-95 and will oversee all aspects of the project, including tolling and operations.</p> <p>Experience in other parts of the country shows that people of all incomes tend to use the HOT lanes once or twice a week when there is a need to make an appointment, get to day care on time or for some other emergency.</p> <p>The project is expected to begin construction in 2012.</p>

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- Multi -Year Construction Along the I-95/395 Corridor. VDOT anticipates that construction of the HOT lanes project to take up to three years to complete. This is likely to result in significant delays and increased cut-through traffic in adjacent neighborhoods even before the HOT lanes are opened, and possibly affect real estate values for many communities along the corridor.

While I understand that the I-95/395 HOT lanes project is delayed at this time due to financing difficulties, I respectfully request the Virginia Department of Transportation to: (1) reconsider its support for the I-95/395 HOT lanes project; (2) reassess current transportation needs in the I-95/395 corridor, in light of recent changes in commuting patterns (e.g., increased use of mass transit due to increased fuel costs, increased telecommuting) and the expected traffic challenges associated with the construction of the WHS building at the Seminary Road interchange; and (3) investigate the use of more effective, viable solutions to the transportation needs of the region. If, after reassessing our region’s needs and considering all viable alternatives, VDOT still supports this project, I request that the Commonwealth conduct a full Environmental Impact Statement that explores both the significant impacts on communities along the I-95/I-395 corridor and effective transportation alternatives to the HOT lanes proposal—not just “build” and “no-build.”

Thank you for your consideration of these concerns and requests. I look forward to your reply

204 HOT lanes are inherently undemocratic, because they drive low income commuters off the road. Thus they should be constructed only if there is no alternative to reducing congestion on an interstate.

Thank you for your comments on the I-95 HOV/HOT Lanes project. Experience in other parts of the country shows that people of all incomes tend to use the HOT lanes once or twice a week when there is a need to make an appointment, get to day care on time or for some other emergency. Another benefit of this public/private partnership is that the private sector – not taxpayers – is taking the financial risk should the project not meet traffic and revenue projections. Should the project be a financial success, the Commonwealth will share in that success through a revenue sharing agreement.

Category	ID	Comment	Response
	208	<p>Good afternoon, I am a "slug" from Stafford County to DC and some of my biggest concerns are the hot lanes will, in time, kill what is the most effective transportation option in the Washington, DC area which leads me to two questions:</p> <ol style="list-style-type: none"> 1. While I understand vehicles with three passengers can use the lanes for free, will there be any language in the agreement that the contractor cannot eliminate this? I can foresee the contractor not making as much from tolls as they expect and then deciding to eliminate the HOV-3 exemption from the tolls. 2. How will it be monitored who needs to and who does not need to pay the toll? I have read it will be done mainly through the use of an EZ Pass transponder, but what mechanisms will be in place to determine which cars should or shouldn't be charged? I just can't see how this can be accomplished without some sort of human element such as a toll booth which would be disastrous in terms of slowing down traffic. <p>Thanks for taking the time to review my concerns</p>	<p>Virginia determines HOV eligibility on its roadways, including HOT lanes. The private company will not determine HOV eligibility requirements.</p> <p>All vehicles using these express lanes will need to have an EZ-Pass or a new switchable E-ZPass. If the switch is placed in the HOV position, the vehicle will not be charged a toll. State troopers along the HOT lanes will ensure that those vehicles claiming to be HOV do have three people in the car. If they do not see 3 persons in the vehicle, the vehicle will be pulled over into one of the many pull-offs that are along the HOV lanes.</p> <p>There will be no toll booths.</p>

Project Design

	9	<p>What is the design of the I-95 project, specifically where the project will end in the south? Where will the new merge point be from the end of the HOT Lanes into the general purpose lanes?</p>	<p>Informed him the southern terminus of the project will be at Garrisonville Road. The merge will occur just before Garrisonville Road.</p>
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Category	ID	Comment	Response
	10	<p>To whom it may concern: I think it is a great idea that you have decided to extend the I95 HOV Lanes to Rt. 610 Garrisonville, Stafford. I just hope that you have taken into consideration this time about where you place the exit ramp when it comes into Rt 610. What I mean to say is that I travel this corridor all the time and the biggest headache that I run into is where the HOV lanes end right after the Rt 234 exit in Dumfries, VA. Whoever designed the project did not consider the fact that during rush hour you have all those people exiting the HOV lanes and trying to merge into the main I95 lanes that are already full, along with all the people coming onto the I95 main line from the Rt. 234 on ramp. It becomes a real bottleneck and traffic comes to a complete stop until you get past that section and then the traffic flows like normal. I hope that when you get this project finished that you don't do the same thing at the Rt. 610 exit. I would hope you would have learned from your earlier mistakes. This time please make sure the HOV lanes end a little bit ahead of the Rt 610 exit so that traffic has a chance to merge into the main stream and they are not competing with the traffic that is coming on from the Rt. 610 on ramp going further South. Or if you can't end the HOV lanes before Rt 610, then you extend them past where the Rt. 610 onramp going South comes into the mainline of I95 South. What I mean is you need to offset either one of these and not have the same situation that you have at Rt.234 and I95 South. You don't want to have the onramp to I95 South from Rt. 610 bringing on traffic from the right to merge with the mainline of I95 South and also have the end of HOV Lanes merging on the left side and they all dump into the mainline of I95 going South. It will cause another big bottleneck at that point as well. All you really have to do is leave the onramp to I95 South from Rt. 610 where it is and have the end of the HOV lanes merge about a mile down from there. Or end the HOV Lanes a mile before you get to Rt. 610. I know this sounds like peanuts to you, but I have seen the mess at the Rt 234 onramp going South and the ending of the HOV lanes and have to deal with it every it everyday, when this could have been averted if they had just moved the ending of the HOV lanes a little further down and over that bridge at the end. I hope you have factored these problems in to the new construction and extension. Thank you for your time.</p>	<p>Thank you for your comments on the I-95 corridor. They have been forwarded to the project team for their consideration as we move forward. You will be happy to know that the bottleneck that exists at Dumfries will be corrected and a flyover will bring traffic to the right hand side of the road at that location.</p>

Category	ID	Comment	Response
	11	<p>How far will the HOT lanes be extended? When will the southern most part be built? I would like the HOT lanes to extend further south. I am happy to hear about the new ramp in Dumfries. It is really bad on Thursdays and Fridays.</p>	<p>The HOT lanes are being built from near Edsall Road to Garrisonville Road along I-95. A third lane will be added from Prince William Parkway to near Edsall Road. There will be a two lane segment from Prince William Parkway to Garrisonville Road. The existing two lane segment from Prince William Parkway to 234 will be improved and a flyover will be built so that traffic exiting at this point will exit on the right side of the highway. This will eliminate a major bottleneck. An environmental assessment will be completed for the southern portion as well. The FAMPO regional plan shows the southern section completion in 2018.</p>
	33	<p>I disagree that HOT Lanes along the I-95 Corridor is the solution for reducing daily congestion.</p> <p>In my opinion, HOT Lanes is more of a band-aid rather than a remedy for a nearly five (5) decade old problem.</p> <p>It is abundantly clear, that the widening of I-95 is truly the solution. I'm quite sure you know this to be true with every fiber of your being.</p> <p>I firmly suggest you to rethink your position on this decision and to bring forth the right solution to easing the daily congestion along the I-95 Corridor, and that is to put our tax dollars to good use and plan to build more lanes to increase it's capacity.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	49	<p>I hear a lot about the HOT lanes extending to Stafford, but what about extending the HOV lanes to Fredericksburg? That is where most of the back-up resides.</p>	<p>The environmental study that is available on the project website studies HOT lanes to Massaponax. The current project will end at Garrisonville Road. The FAMPO regional plan shows the southern section completion in 2018.</p>

Category	ID	Comment	Response
	50	<p>I have just reviewed the conceptual design plans and the assessment reports and must commend you all for a job well done. One thing I think must be given serious consideration is the fact that there is no proposed ramp from the I-95 HOV lane directly onto Rt-234. As I'm sure your traffic studies have shown, there is always a huge back-up between the exit ramp at Cardinal Drive and just after Exit 152 mainly because of vehicles exiting from the I-95 SB HOV and trying to get over to the right lane of I-95 SB, commercial trucks getting in and out of the Weigh-in station, merging of the regular and HOV lanes just after Exit 152, and vehicles trying to get onto the ramps at Exit 152.</p> <p>I think a direct exit ramp from the HOV lanes to Rt-234, bypassing the regular I-95 lanes, will go a long way to alleviate the traffic jams in that corridor.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	53	<p>I would like to see ramps at Stafford County Route 610 and Newington Virginia. Without them HOV does not meet my needs. Thank you.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	66	<p>Re: Support for I-95 HOV/HOT Lanes Project</p> <p>To Whom it May Concern:</p> <p>I am writing to register the Greater Washington Board of Trade's strong support for the I-95 HOV/HOT lanes project. This project will offer major improvements to mobility in the I-95 corridor and will provide critical infrastructure and capacity for future regional transportation needs.</p> <p>By adding a third HOV lane from Edsall Road to the Prince William Parkway, extending two additional HOV lanes to Garrisonville Road in Stafford County, and improving access at major interchanges, new opportunities will emerge for alternative commuting and travel options for commuters and businesses.</p> <p>Other motorists will have a toll option to ride the HOT lanes on occasions when time is of critical importance, otherwise the general purpose lanes can always be used at no charge. The new HOT lanes will be kept congestion-free by variable toll rates with tolls fluctuating in response to real-time traffic volumes.</p> <p>We urge the Virginia Department of Transportation to move forward with this project as soon as possible.</p> <p>Sincerely,</p> <p>Robert T. Grow</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	76	<p>We would like to see them extend beyond Route 3 in Spotsylvania, not just to Garrisonville Road.</p>	<p>The environmental assessment extended to Massaponax, and the FAMPO regional plan shows the southern section completion in 2018.</p>
	79	<p>Start be expanding slow lanes (or general all purpose lanes) to handle existing volume.</p> <p>Consider an I-95 bypass to re-route north-south traffic outside of the metro area and reduce traffic.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	80	<p>I cannot attend the public meetings this week but I have an important question I would like answered. I travel from 123 to Exit 7b on 395 daily. I have noticed the recent lane widening before 395 on rt95 has improved traffic on 95 but had the effect of funneling more traffic quicker to 395 thus creating a worse bottleneck at the beginning of 395. (it just pushed the problem further up the road). If the hotlanes bring traffic faster to Edsall Rd. where it will end, how will 395 be able to handle that traffic on its current highly congested road with no additional lanes? Currently, 395 has worse traffic than 95 between 123 and the beltway.</p>	<p>The HOT lanes will terminate just north of Edsall Road. Many carpools and transit vehicles will continue to travel north on the HOV lanes; some carpools and buses destined for locations along I-395 and toll-paying customers will exit the HOT lanes via a flyover ramp onto the right-side of the existing I-395. The ramp and new auxiliary lane along I-395 will provide sufficient room for vehicles to enter I-395. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p>
	84	<p>Does not want the trees to be cut down in the median for not only environmental concerns, but also traffic concerns. Believes the trees currently provide a barrier between I-95 North and South. When an accident occurs on one side of a highway, the other side typically stops to rubberneck, which causes traffic on the other side of the highway as well. The trees provide a barrier to prevent this from happening on I-95. Disagrees with charging people to use the lanes. Also does not want Stafford to turn into Northern Virginia. Likes how Stafford is, and does not want it to change. Travels I-95 every day.</p>	<p>Thank you for your comments. The construction for the HOT lanes project will occur in the median. Barriers will be constructed to provide safety. It will provide some visual barrier as well.</p>

Category	ID	Comment	Response
	85	<p>Since Arlington has managed to thwart HOT lanes along I-395 for now, does VDOT foresee a bottleneck developing above Edsall Road when the lanes will go from three to two?</p> <p>Also, the I-395 HOT lanes project was supposed to resolve two huge bottlenecks north of the Beltway, specifically the new Mark center building and more importantly, the Pentagon offramp to South Parking and Eads Street.</p> <p>I would like to make sure these issues are addressed by VDOT.</p>	<p>Thank you for your comments. The HOT lanes will terminate just north of Edsall Road. Many carpools and transit vehicles will continue to travel north on the HOV lanes; some carpools and buses destined for locations along I-395 and toll-paying customers will exit the HOT lanes via a flyover ramp onto the right-side of the existing I-395. The ramp and a new auxiliary lane along I-395 will provide sufficient room for vehicles to enter I-395. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p> <p>The Mark Center projects consists of a ramp to Seminary Road from the HOV lanes to permit buses and carpools to exit to Mark center. There is another project to build an auxiliary lane between Seminary and Duke Streets on I-395 to improve traffic movement on the regular lanes. These two projects are not part of the HOT lanes project but the environmental documentation has begun. In another project, the HOV off Ramp on I-395 to Eads Street will be widened to two lanes to improve safety.</p>

Category	ID	Comment	Response
	88	<p>The design of the HOT lane project appears to relieve the regular lanes without helping the HOV commuter. The design speed limits are low in the areas where HOV makes the greatest gains without any design improvements north of Edsall Road. The Edsall Road exit should be improved while providing more regular express lanes north to DC & the Pentagon.</p>	<p>Thank you for your comments. Other projects are being studied in that area to improve the corridor.</p> <p>The HOT lanes will terminate just north of Edsall Road. Many carpools and transit vehicles will continue to travel north on the HOV lanes; some carpools and buses destined for locations along I-395 and toll-paying customers will exit the HOT lanes via a flyover ramp onto the right-side of the existing I-395. The ramp and a new auxiliary lane along I-395 will provide sufficient room for vehicles to enter I-395. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p> <p>The ramp is located just north of Edsall Road to provide travelers opportunities to exit the HOV/HOT lanes to reach destinations along I-395, such as Duke Street and King Street. It is the only location that provides this important access, while not requiring the taking of private property or interfering with traffic operations at the major interchanges in the area. It also complements the existing, adjacent ramps connecting southbound I-395 to HOV in the evening.</p>
	89	<p>Exit #38 (Southbound HOV to Southbound I-95). Using the existing slipway will continue to cause backups and delays. Replacing the slipway with a flyover makes more sense & the right of way already exists.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	90	<p>We want easier southbound access to HOT lanes coming from Potomac Mills, on-ramp at Dale Blvd.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	91	<p>Definitely against HOT lane expansion into NOVA. I paid an extra \$6000 dollars for my hybrid in '03 just to use the HOV from Woodbridge into DC. Now I am forced to pay to continue to use the privilege w/o (2) riders. This isn't worth my taxpayer dollars. It's fine the way it is. Just extend HOV south to Fredericksburg.</p>	<p>The HOV lanes will remain open during construction. Under current Virginia law, hybrids are allowed to travel in the HOV lanes. Current Virginia law does not include hybrids among those vehicles that can use HOT lanes for free. When the HOT lanes become operational, hybrid drivers, like all drivers, will have choices. They may choose to pay a toll to access the free-flowing HOT lanes or use the regular lanes for free. They may also pick up sluggers or join a carpool to qualify for HOV-3 to ride free.</p>

Category	ID	Comment	Response
	95	<p>- The issue south of the HOV merge is rather easily solvable: there is plenty of room to add one or two lanes south/northbound and there is plenty of room for it in most areas (as you hinted at in your article on 9/21); those lanes could be designated HOV with virtual separation (I also have some ideas about how to relatively easily enforce this without physical presence).</p> <p>- Now, during “normal” times of year – starting again in October – the HOV lanes will clog up north of Springfield going into the city: too many cars, the Pentagon mess, traffic into DC – this is not going to change and likely cannot really be changed. And the HOT lanes will make this MUCH worse (more cars!). So we can expect backups starting in Dumfries or even earlier.</p> <p>- Southbound, the HOV lanes are an issue primarily due to the merge (in particular during vacation times) – see above; here, the HOT lanes won’t do much as the problem will get moved farther south – likely only temporarily. This partially defers the problem; it is not a solution.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	101	<p>2. Will HOT lanes be segregated from HOV by a physical barrier or by a yellow line?</p>	<p>The HOV/HOT Lanes will be the same lanes. They will be separated from the general purpose lanes by a physical barrier.</p>
	102	<p>This leads me to the next issue ... how are you going to transition drivers off of the HOT lane onto 395/95. In the mornings, I can foresee a huge bottleneck at Edsall Road (and actually any other place where drivers would exit onto 395/95) as HOT drivers (non-HOV3 vehicles) exit the toll lanes onto congested if not stopped lanes on 395. I can foresee backups on the HOT lanes, similar to those that occur at the Pentagon HOV exit, that would extend for miles in the HOT lanes as drivers are stuck waiting to merge off of the HOT lanes and onto 395. I did not see any boards/information last night addressing that issue and whether there will be improvements made to 395 itself to have a dedicated merge lane to facilitate HOT lane drivers assimilation back onto 395 at the place where the lanes become dedicated HOV3 lanes.</p>	<p>The HOT lanes will terminate just north of Edsall Road. Many carpools and transit vehicles will continue to travel north on the HOV lanes; some carpools and buses destined for locations along I-395 and toll-paying customers will exit the HOT lanes via a flyover ramp onto the right-side of the existing I-395. The ramp and a new auxiliary lane along I-395 will provide sufficient room for vehicles to enter I-395. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p> <p>The ramp is located just north of Edsall Road to provide travelers opportunities to exit the HOV/HOT lanes to reach destinations along I-395, such as Duke Street and King Street. It is the only location that provides this important access, while not requiring the taking of private property or interfering with traffic operations at the major interchanges in the area. It also complements the existing, adjacent ramps connecting southbound I-395 to HOV in the evening.</p>

Category	ID	Comment	Response
	104	I am dismayed that the HOT Lanes on 95 South will end at Rt 610. 17 and Rt 3 are major commuter transportation hub for slugs. Why isn't the HOT Lanes extended to Rt 3 to alleviate the traffic to these commuter lots.	Thank you for your interest in the I-95 HOV/HOT project. The Southern Section, extending 28 miles from Garrisonville Road in Stafford County to Spotsylvania County near Massaponax has been included in the Environmental Assessment. The FAMPO regional plan shows the southern section competition in 2018.
	109	Will there be an entrance/exit in Springfield at Old Keene Mill and Franconia Roads?	Thank you for your interest in the I-95 HOV/HOT Lanes project. There will not be a new exit at Springfield, Old Keene Mill and Franconia Roads. There will be an exit for HOT lane vehicles to leave the HOV/HOT lanes near Edsall Road.
	110	This is not going to help weekend congestion.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	110	The private "partnership" is a mistake and a horrible concept, returning us to an 18th century model of road maintenance. Why can't we pay taxes like grownups?	Thank you for your interest in the I-95 HOV/HOT Lanes. Since the Commonwealth finds itself in a position of not having the means to make major transportation improvements, it must turn to a public/private partnership to address one of the most congested corridors in the country.
	111	We live in the Landmark Mews townhouses bordering on Stevenson Avenue, and we support the sound wall as described at this meeting. We appreciate that you will consider the views of the homeowners most directly affected by the sound wall project.	Thank you for your comments on the I-95 HOV/HOT lanes project. We will continue our dialogue with your community about the sound walls.
	113	This project is long overdue. It appears to alleviate commuter issues. VDOT should consider more public/private funded projects.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	115	I was not able to attend the meeting at North Stafford High School last week but have some input for you... And a question too. I fully support HOT lane expansion through our county. Many of us work in Northern VA and DC, and ease of commute is a huge quality of life issue. My only question is this: where will the flyover from the HOT lanes onto RT 610 (exit 143) Be located? I've lived down here and witnessed the growth of RT 610, and simply can't imagine how traffic will get from the HOT lanes to Garrisonville RD (exit 143) Can you shed any light on this topic?	Thank you for your interest in the I-95 HOV/HOT lanes project. Many of the exhibits and the Environmental Assessment are shown on our website: www.vamegaprojects.com . The exit at Rt. 610 will be a flyover that will cross over the general purpose lanes and come down just north of Rt. 610. This provides room for those who wish to exit at Rt. 610 to do so and those who wish to continue to go further south.
	118	Consider placing attenuators on the road at merger points or "soft sticks" to encourage entire use of the merger lanes.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.

Category	ID	Comment	Response
	119	Why the terminus at Edsall Rd? Is that really the best location?	<p>Thank you for your comments on the I-95 HOV/HOT lanes project.</p> <p>The ramp is located just north of Edsall Road to provide travelers opportunities to exit the HOV/HOT lanes to reach destinations along I-395, such as Duke Street and King Street. It is the only location that provides this important access, while not requiring the taking of private property or interfering with traffic operations at the major interchanges in the area. It also complements the existing, adjacent ramps connecting southbound I-395 to HOV in the evening.</p>
	120	Weave @ 610. Possible extend single lane south and let traffic merge into left lane of main line (like 234 now). Accidents at weave from HOT to main lanes will cause accidents, back up both HOT and main line 95 at 610 exit. Keep fly over for 610 exit only...or possible move SB fly over ramp back to ramp 45 NB so weave does not take place at major ramps to 610 highway.	<p>Thank you for your interest in the I-95 HOV/HOT lanes. The exit at Rt. 610 will be a flyover that will cross over the general purpose lanes and come down just North of Rt. 610. This provides room for those who wish to exit at Rt. 610 and those who wish to continue to go further south.</p>
	123	<p>Yea! About time we get rid of Dumfries bottleneck.</p> <p>Currently, during the morning commute from Garrisonville to D.C. there is a high accident rate in the last mile or two before HOV on-ramp. With current plan HOT/HOV ramp is just north of Garrisonville Road. This looks like there will be a lot of congestion from east bound 143 ramp to HOV on-ramp - likely lots of accidents. Suggest extending northbound HOV lanes to south of 143. Put in temporary HOV on-ramp and keep existing HOV North of 143. It will make it easier to go from left lane to HOV ramp at Aquia Creek area. Those from Fredericksburg will already be on HOV with temporary ramp south of 143 over pass.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	125	The project should start at 630/95 and dovetail with the new 630 interchange to save future money. That would eliminate future impacts on commuters and make the length 50 miles which has an assumption of value to money for fares.	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	129	<p>Not sure if this fits under design, but I could not get a clear answer regarding how many miles will be under construction at a time. One man said two miles, break, two miles, break, two miles, break. Wow. Really?</p> <p>Also, peak times for construction should include summer weekend - Saturday morning southbound traffic. It's already congested without construction.</p> <p>You need to explore more options besides "work from home" or "telecommute". Particularly, more bussing options and "leisure" options on busy weekends for local 95 drivers to get into D.C. We don't want to fight with tourists for lanes. Provide local people with more bus and train service at a reasonable cost to get into D.C.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes project.</p> <p>The entire project will be under construction at one time. The HOV lanes will be kept open during rush hour. Periodic lane closures will occur during non-rush hour periods.</p> <p>The Transportation Management Plan or TMP will contain options for commuters during the construction of the HOT lanes. When that is developed, it will appear on the project website for the I-95 HOV/HOT lanes at www.vamegaprojects.com.</p>
	130	<p>Looks very good. Start ASAP.</p> <p>At 610, everyone has to exit to right lane of 95 south. Those that want 610 then do so. Those that want 95 have to merge left thus interactions with those on 95 south that want 610. Could Phase I be carried to south of 610 then build a slip out so HOT south can merge with 95 souths left lane. Right now you're creating Dumfries Part 2 at 610.</p> <p>Of course Phase 2 will help to not create this choke point, but 610 is a busy exit, so to have HOT south, 95 south, and 610 all arrive at same point seems silly.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	131	<p>We live in the approximate Northern Virginia area. D.C. is a tourism mecca with Stafford and Fredericksburg trying to be one. We will always have congestion. We have other Stafford projects that need our attention.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	132	<p>I feel it will be a tough 3 year commute while construction takes place, but I look forward to the results of easing traffic.</p> <p>I would really like to see the lanes extended further past Garrisonville at least to Rt. 3 exit.</p> <p>I hope it's not too expensive to deter through traffic from not using the lanes.</p> <p>I would like to see dedicated exits from HOT lanes so they don't impede the traffic flow of vehicles not using HOT lanes.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

Category	ID	Comment	Response
	133	I do not understand why this project is necessary, particularly during a recession. Next year, we are expecting 15,000 former Dahlgren Employees to transfer to positions at Quantico. Our proximity to the DC/Metro area, the relative attractiveness of federal employment and transitions such as that ensure that there will always be congestion regardless of whether there is a HOT lanes project or not. This will not change anything; it is a waste of state and private sector money that could be used to create permanent jobs in the area.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	135	- I strongly support landscaping whatever strips remain after construction. If conscious planting cannot be afforded, then please at least consider letting "volunteers" regrow. I remember how relaxing it was to cross the Occoquan River before the HOV lanes came to Prince William County. There was an immediate feeling of being on a parkway...trees/tall bushes help with drainage, provide light and wind barriers and cut down on "rubber necking" in the event of accidents/events in the opposite lanes. Thank you.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	136	I would love for the hot lanes to extend all the way past Fredericksburg because the traffic is all ready heavy down that far. Would make more sense to do it now rather than later when the cost will be double what it would be now. Also it only makes sense to make the ramps from the hot lanes go directly into the park and ride lots so commuters avoid the traffic on Route 610 and 630 trying to get to the lots.	Thank you for your comments. They will be taken into consideration. The FAMPO regional plan shows the southern section completion in 2018. The placement of the ramps are shown on the plan drawings, and their placement takes into account the terrain of an area, intersecting roads, and other operational issues.
	140	How far south will the HOT lanes go?	Informed him of the southern terminus of the project.
	141	How will the hot lanes dump on to rt.610?	The nine-mile extension that will bring the HOV/HOT lanes from Dumfries Rd (Rt 234) to Garrisonville Road (Rt 610) will exit via a ramp that will carry traffic over the general purpose lanes to exit on the right hand side of I-95 southbound. The exit at Dumfries Rd will also be improved with a flyover ramp that will carry the HOV/HOT lanes traffic to a right-hand exit thereby eliminating a major bottleneck.

Category	ID	Comment	Response
	143	<p>As a vanpool driver for over 25 years, I would like to suggest that while they are looking to complete the lanes down to Stafford that they consider going on to Fredericksburg Route 3 exit to really cover the heavy traveled areas. I couldn't imagine the extra miles would impact as much now to what it would be in future years.</p> <p>I have lived in Dale City and now reside in Aquia/Stafford and the amount of traffic continues to grow with each month!</p> <p>I would also like to put in a request for the exit from HOT lanes at Aquia/Stafford Route 610 area be a "jump over" in order to avoid route 610 congestion which is already congested at rush hour times.</p> <p>It would be good to have two exits for 610 be constructed to go directly to the commuter lots on either side of 610.</p> <p>Thanks for taking my comments and I wish you well on this long awaited initiative!!</p> <p>Please contact me should you have any questions or concerns with what I have proposed.</p>	<p>Thank you for your interest in the I-95 HOV/HOT project. The Southern Section, extending 28 miles from Garrisonville Road in Stafford County to Spotsylvania County near Massaponax has been included in the Environmental Assessment. The FAMPO regional plan shows the southern section completion in 2018. There will be a new fly-over added at the Dumfries exit so that vehicles can exit the HOV lanes on the right hand side of the highway and alleviate a major bottleneck. The new Garrisonville Road exit will also be a flyover to the right hand side of the highway.</p>
	144	<p>I don't think we need HOT lanes at all on I-95. I think if the Hybrid exception was eliminated on HOV lanes it would take care of lot of the problem. Also, another thing that would eliminate a lot of the problem would be if Virginia spent what they should on on northern Virginia transportation. Transportation money isn't being properly allocated. The HOV lanes should extend to at least to Fredericksburg now.</p>	<p>Thank you for your comment. Virginia law does not include hybrids among those vehicles that can use HOT lanes for free. Hybrid vehicles, like all vehicles, will have to use an E-ZPass and if they have less than 3 persons in the vehicle they will pay a toll once the HOT lanes are in operation.</p>

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	145	<p>I read the FAQs and see that carpools (including informal slugging arrangements) will need to get an EZPass with switch. I understand that there will be police enforcement. Police officers will be notified when someone with their EZPass switch “flipped” is coming and will perform a visual check. Many vehicles now have tinted (some very dark) windows. How will this work? Also, while I do appreciate enforcement and get agitated when I see violators, the days when there actually are police out enforcing the current HOV lanes, the traffic flow is affected. How can you guarantee or even say with a high degree of probability that the commute time in these new HOT lanes will be comparable to the fast and efficient (most days!) commutes carpools currently enjoy? Additional paying commuters and the inevitable slow downs when police are present are almost certainly going to add time to my already long commute.</p>	<p>Thank you for your comments. We believe that the new E-ZPass users will help to alleviate the numbers of violators that currently clog the HOV lanes. When an E-ZPass is switched to the HOV mode, the system will register that and the state police will get the signal on a hand held device and be able to visually determine if the vehicle carries three persons. There will be many pull off areas where the police will be able to deal with violators and traffic should be able to move along without delay.</p>
	148	<p>What is planned for the traffic mess where I 95 south goes from 4 lanes to 3 ? 3 lanes merging, one right after another to go south - with merging traffic coming from rt 1 overpass to merge to I 95 ramp from rt I23 north loops around to I 95 merge on ramp from rt 123 to go south such poor design for that interchange – traffic backs up 7 days a week – this is not all commuter traffic – there are no other roads or highways for these cars but Rt. 1 – no help there!</p> <p>do you ever discuss the numbers of out of state / inter-state traffic on I 95 – all we hear about is the commuter traffic? especially on the weekends not to mention holidays when Prince William County residents are unable to get anywhere within the county or get out of the county - 10 –12 hours like a parking lot</p> <p>Signage on I 95 is very confusing – one sign will have numbers the next - names to direct drivers to the lanes they need to use - makes no sense to drivers not familiar with the area – someone needs to look at the signs as if they were a driver from outside this region</p> <p>– drivers do not get on the HOV lanes even when they could because they do not know where/when they can get off - If ever, due to poor signs</p> <p>toll roads sound good – we remember the tolls at Richmond and Petersburg so not a new idea for VA - pay for roads by the people driving on them</p>	<p>Thank you for your comments. This project will not be making any changes in the general purpose lanes. All of the work will be primarily within the HOV lanes, and where they are extended to Garrisonville Road in the median. New flyover ramps will touch down on the right hand side of the highway to alleviate the backup at Dumfries and the Garrisonville extension.</p> <p>All signage on the HOV/HOT lanes and general purpose lanes will be designed to make it easy to read and understand the message. Where the toll segments end and the new toll segment begins, there will be two notices to allow drivers to either continue in the HOT lanes or to exit them.</p>

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	150	<p>But essentially, DC area is number one in traffic congestion. Seventy-four hours per year. That's what they are saying now. We are up to \$1,495 of lost wages or gas. Number two, from my family and most of my neighbors' standpoint, the Solyndra solution, to throw billions of our tax dollars to construct HOT lanes where the proceeds go to a third-party contractor, is unacceptable. Talking to -- and I'm kind of coordinating things from my neighborhood. In their general comments, they, as I, would quit my job before paying one cent to be in any HOT lane. Just as my will will proceed as to preclude any part of my transition into Arlington Cemetery, as a retired military guy, in a vehicle from being in any lane requiring a toll. That would be family members, the funeral procession, or whatever. The idea that this is going to lessen congestion when our current HOV lanes are a godsend during nonrush hours, when you get south toward Quantico right now during -- close to rush hour, you are backed up a mile or two because of the merging of the lane into the conventional lanes. It seems to be a horror story that they will have anything less when they have HOT lanes going to Tysons Corner. And most of my friends and some of the customers I have had in my Best Buy store today have said we normally yield the right-of-way when people are merging into our lane from ramps. We would not even let anybody merge back in from a HOT lane. I wouldn't be that bad.</p>	<p>Thank you for your comments about the I-95 HOV/HOT lane project. The Commonwealth of Virginia recognizes that the I-95 corridor is one of the most congested in the country. HOT lanes provide an innovative solution that will bring new transportation choices to residents in this area and will benefit carpoolers, vanpoolers, transit riders, motorists, sluggers, businesses and communities throughout the area.</p> <p>There are no funds available to make any meaningful improvements without a contribution from the private sector. The estimated \$1 billion dollar project is being financed and constructed under Virginia's Public Private Transportation Act. The private sector is expected to contribute a majority of the project's funding and financing, with support from a state contribution. The tolls that will be charged for the use of the HOV lanes by vehicles carrying fewer than 3 persons will pay for the retirement of the bonds that are used to fund the project and for maintenance of the HOV lanes.</p>
	156	<p>I just wanted to say that I think we desperately need road expansion, that I think this is the wrong way to go about it.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	157	<p>I support the extension of the HOV lanes to the Fredericksburg area. I think it's a great idea, but charging for less than HOV-3 is unfair. I do think that when the VDOT engineered the road, they should have put the fourth lane in south of 123 to at least one more exit. There's a dramatic backup in the afternoon and evening at 123. I hope the change in the road will include moving the truck weigh station 20 miles south of where it is now. It's a dramatic backup point in the evenings, particularly Thursday and Friday in the summertime. As a matter of fact, if you're in the regular lanes, and an 18-wheeler pulls into the weigh station, is weighed, from behind where you were sitting in traffic, it pulls out in front of you and thus backs up traffic worse.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

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	158	<p>I'm a business person, and I own a business that is on Interstate Drive, which fronts 95. I have employees that live in Fredericksburg that would be able to car pool and use the HOV if they could get off somewhere in the Dumfries area, but the way the road is designed, it does not provide enough exits to get off the HOV to get on the regular lane. They would have to drive practically into Fairfax County to get off of it, then come back. It would be very beneficial if they had more exits because not everybody would want to take the road all the way into Washington, especially now it's going to be running for over 40 miles. The way the city is going, not everybody works in Washington, DC. Many people want to go east and west. The way it is now, they would have to be planning to go to Tysons Corner, but if you take a look at the way the demographic of the population is changing and the area we now service, it's growing by leaps and bounds. I think the barriers that they constructed that need to be manually opened and closed is a definite detriment to using this facility to its best benefit. If you look at the amount of space that these walls take, you could actually get another three lanes of traffic where you could reverse these lanes during the particular hours that you're interested in and also put them back into service almost immediately. Now it takes several hours for the road to be reversed.</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>
	159	<p>My specific concern is with exit No. 38 southbound, just south of Dale Boulevard. It's currently a slipway; it merges from the left as you're going southbound onto 95 main lanes. It's also currently the site of a daily backup as people are trying to get off the HOV lane onto the main lanes to get off onto Dumfries Road to go to Montclair, Manassas, so forth. My belief is that a flyover exit would make more sense and alleviate the merge traffic into the fast lane of I-95 southbound at that point. The final point I'd like to make is to date I have not heard a positive comment about the HOT/HOV lanes from anyone who isn't associated with the project. It would be to the benefit of the HOT/HOV lanes to try to prevent any likelihood of people going, well, they didn't fix the problem, the whole thing is broken. First impressions are lasting impressions. So if it becomes necessary to put in a flyover later, it's going to cost more. So why don't we do it right the first time instead of doing it twice?</p>	<p>Thank you for your comments. The exit from the HOV lanes at Dumfries Road will be improved with a flyover ramp to allow right hand access to Dumfries Road and the general purpose lanes and that will alleviate a major backup for southward bound commuters.</p>

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	161	<p>Additionally, I do not like the narrowing of the lanes north of Dumfries, meaning the fact they are not going to widen the lanes, only restripe the current lanes. I do not want to be riding next to a semi-tractor trailer in a very narrow lane going 55 miles an hour or faster.</p>	<p>Moving north, the project includes a full, 12-foot shoulder on both sides between Garrisonville Road and the Prince William Parkway. North of the Prince William Parkway, the project includes a consistent shoulder on the right-hand side of at least 10 feet; left-hand shoulders vary from 3 to 10 feet. The project also includes 14 emergency pull-off areas to aid distressed travelers and promote safe enforcement of the HOT lanes.</p> <p>Per Virginia law, only two axel vehicles will be permitted in the HOT lanes. No tractor trailers will be allowed to use the HOT lanes.</p>
	162	<p>The two main things I'm interested in are, one, the exit for Garrisonville, that it's not bottlenecking like the last exit where the HOV ends, and then everyone gets off. That bottleneck. Sometimes it takes me an hour, it can take me an hour to get from that exit to the Garrisonville exit, so I'm concerned. Seems like with the flyover, that is taken into consideration.</p>	<p>Thank you for your comment. Tolls will be based on the amount of demand for the HOV/HOT lanes. In order to maintain the posted speed, tolls will be raised to keep traffic free flowing at all times. Electronic signs in advance of HOT lanes segment entrances will display the current toll rate.</p>
	164	<p>I have couple question regarding this project.</p> <p>What is the design capacity, i.e. the number of vehicles, of I-95 prior to the project?</p> <p>What is the current demand of I-95? I wonder how great of the demand it has to be before decided that this corridor is in need of this kind of project.</p> <p>What is the expected capacity after the completion of this project?</p> <p>Thank you.</p>	<p>In general terms a freeway's capacity if measured by Level of Service and depends on lane capacity, interchange spacing, number of trucks, and geometric conditions. The traffic analysis (Interchange Justification Report) prepared for this project documents the conditions of the existing facility and the benefits of the proposed project. The Final Interchange Justification Report (IJR) will be available by end of 2011. Each location along the 29 mile project has different traffic characteristics and design capacity varies significantly between locations and the IJR must be reviewed to identify which specific location you may be interested in reviewing.</p> <p>Specific locations can be reviewed in the Interchange Justification Report.</p> <p>The demand and Level of Service improvements at specific locations can be reviewed in the Interchange Justification Report.</p>

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	165	<p>I cannot find on your site information that details the congestion relief your studies project the I-95 hot lanes would produce. Where can I find the studies that show how many motorists are expected to use the hot lanes, what kind of tolls they are likely to agree to bear and what the anticipated time savings will be on a trip along I-95 during different time periods?</p> <p>By requiring at least three passengers in the hot lanes at all times - unless tolls are paid - will you not push motorists who use the HOV lanes currently during non-rush hour periods into the main lines? What do your studies show will be the effects of that change on traffic in the main lines?</p>	<p>Thank you for your comments. Tolls will be based on the amount of demand for the HOV/HOT lanes. In order to maintain the posted speed, tolls will be raised to keep traffic free flowing at all times. Electronic signs in advance of HOT lanes segment entrances will display the current toll rate.</p>
	168	<p>I was unable to attend the September 29 presentation that was held in Stafford. I was hoping to find out information of the location of the proposed flyover for route 610 and the plans to transition traffic back into the main lanes when the HOV ends near route 610. Is there a web site that shows the proposed plans of the HOV work that is planned that would show the information I requested above? Thanks.</p>	<p>Thank you for your comment. The flyover near Route 610, Garrisonville Road will come from the HOT lanes and touch down just before Route 610. That will allow people to use 610 or to continue in the general purpose lanes to go south. The project plans can be seen on the project website at www.vamegaprojects.com.</p>

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	170	<p>3. No I-395 Improvements Necessary:</p> <p>3.1. What is the basis for VDOT’s assertion that the “project can stand alone without...improvements on I-395...”?</p> <p>3.1.1. What LOS levels are currently experienced along I-395? Are they not destined to only get worse? Yet you assert no improvements on I-395 are warranted.</p> <p>3.2. The EA states “Traffic forecasts for 2035 show total daily volumes on the I-95 general-purpose lanes increasing to...approximately 114,100 vpd south of the U.S. Route 1 interchange (and it notes others as well)... With these volumes, the level of service will deteriorate to “F” throughout most of the corridor.”</p> <p>3.2.1. That’s 24 years from now and, even then, the traffic at the above-noted interchange will only be half the volume we have on I-395 here in Alexandria today! But you assert no improvements are needed on I-395? Is one to assume that VDOT believes the LOS on I-395 today is acceptable and reducing “most of the (entire!) corridor” to LOS “F” is a laudable objective?</p> <p>3.3. The EA also states that “In the general purpose lanes the design year 2035 levels of service are generally E and F...”</p> <p>3.3.1. That’s what our Department of Transportation has planned for us - a 24 year plan that results in the general purpose lanes of our major transportation corridor operating at failing levels of service? Are you seriously supporting a plan consciously designed to fail?</p> <p>5. An Alexandrian Perspective:</p> <p>5.1. Much of the EA is written in such a manner as to say/infer that the HOT lanes terminate at the beltway and, implicitly, that there is thus no impact on I-395. Facts would not appear to support that.</p> <p>5.2. Many would take issue with the statement that the project has a “rational” end point. What is rational about terminating the HOT lanes a couple of hundred yards south of Duke Street?</p> <p>5.2.1. I-395 is already virtually gridlocked at rush hour(s).</p> <p>5.2.2. Now VDOT is expanding the HOV lanes by 50%. But HOV already travel free and will continue to do so. In turn, one logically concludes the 50% increase in capacity is to accommodate the HOT vehicles. Those are only HOT because they carry less than three people. In turn, when they get to Turkeycock/Duke (northbound), they will all be forced into the general purpose lanes – lanes that are already at virtual capacity. So</p>	<p>Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.</p>

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170 congestion on those lanes, through our City, only gets worse. But you suggest there is no impact on I-395? Please explain.

5.2.3. Given the increased congestion, many drivers will logically choose to then get off I-395 and wend their way through our local (“neighborhood”) streets. In that regard, a couple of additional quotes from the EA:

5.2.3.1. “(VDOT) currently proposes to connect the acceleration/deceleration lane from the Turkeycock flyover to the eastbound off-ramp at Duke Street”; and

5.2.3.2. “(VDOT...may include) extending the acceleration/deceleration lane from the Turkeycock flyover to the westbound off-ramp at Duke Street.”

5.2.4. What is the logic of adding to traffic already gridlocked on I-395 or using Alexandria’s neighborhood streets? Why is VDOT not pursuing a plan to (more) expeditiously get these people where they want to go rather than dumping them at Duke Street, miles short of their goal?

6. Where are the vehicles, in fact, headed? Why not get them (closer) to their destinations?

6.1. The vast majority of the HOT lane users are logically trying to get to points well north of Duke Street. Why do these lanes expedite their travel for 45 miles only to then dump them into what is already the most congested portion of their entire trip?

6.1.1. Several years ago there was a VDOT study that clearly indicated the primary destinations of HOV traffic entering Alexandria were Crystal City, the Pentagon and Potomac Yard (and, logically, DC).

6.2. Why was VDOT seemingly so intimidated by Arlington? It appears you did not do what was “right” and logical but only what was most expedient for you. How is the commuter to Crystal City, the Pentagon, Potomac Yard and DC well served by your decision?

6.3. What recent studies are there indicating the ultimate destinations of the people using the HOT lanes? In what manner has that influenced your decisions, most specifically as to where you are terminating the HOT lanes?

8. Width of lanes and shoulders:

8.1. Why is the most congested part of the entire corridor planned to have the narrowest lanes and shoulders? (South of Prince William Parkway: 12’ lanes and two 10-12’ shoulders. North of Prince William Parkway: 11’ lanes with one 10’ shoulder and one 3.5’ shoulder.)

8.2. What are the potential ramifications of

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	170	this to traffic on I-395?	
	176	<p>No evidence was offered that the traffic problems now at Dumfries would be prevented at Garrisonville.</p> <p>Design relies on visual enforcement, which fails now.</p>	<p>Thank you for you comments. The flyover near Route 610, Garrisonville Road will come from the HOT lanes and touch down just before Route 610. That will allow people to use 610 or to continue in the general purpose lanes to go south. The project plans can be seen on the project website at www.vamegaprojects.com.</p>
	186	<p>As a citizen of Arlington County (Fairlington), I am opposed to the proposed Hot Lanes Project along Interstate 95.</p> <p>The destruction to the landscape and the disruption to community life and traffic as evidenced in the current Beltway Hot Lanes Project is enough to eliminate this proposal.</p> <p>As I understand it, the lanes would stop at Edsall Rd. Ok, so we're funneling extra traffic on to a more narrow roadway - doesn't this create more congestion? Currently the HOV Lanes on 395 back up tremendously every day.</p>	<p>Thank you for your comments on the I-95 project. Unlike I-495, this project will be built within the footprint of the HOV lanes so there will be much less disruption.</p> <p>The HOT lanes will terminate just north of Edsall Road. Many carpools and transit vehicles will continue to travel north on the HOV lanes; some carpools and buses destined for locations along I-395 and toll-paying customers will exit the HOT lanes via a flyover ramp onto the right-side of the existing I-395. The ramp and new auxiliary lane along I-395 will provide sufficient room for vehicles to enter I-395. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p> <p>Two related but separate projects are also planned. One will connect the Seminary/Duke I-395 Auxiliary Lanes to improve traffic movement on the regular lanes and another will be an HOV/Transit ramp o link the HOV lanes on I-395 to the growing Mark Center. The HOV off ramp on I-395 to Eads Street will be widened to two lanes to improve safety.</p>

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	190	<p>The Potomac and Rappahannock Transportation Commission (PRTC) would like to pose a question related to the proposed I-95 HOT lanes design</p> <p>The question is prompted by the fact that the width of each HOT lane between the Prince William Parkway and the northernmost limit of the project is eleven feet, with adjoining shoulders that vary in width but are typically 3.5 feet wide on the western side and ten feet wide on the eastern side. Those dimensions are a matter of concern to PRTC, because PRTC operates extensive commuter bus service on I-95, employing buses that are 102 inches wide (8.5 feet) with mirrors on both sides of the bus that protrude outwards beyond the 8.5 foot dimension.</p> <p>PRTC's concern is that buses traveling at high speeds in lanes that are only eleven feet wide will be more at risk of "mirror clipping" incidents. If the HOT lanes marking remain in the same place whether the lanes are flowing northbound or southbound, the concern becomes most acute in the afternoons, because buses traveling in the right-most lane ("the slow lane") will have very little maneuvering room, what with a mere 3.5 foot width shoulder, to steer clear of a vehicle in the neighboring lane that encroaches on the lane the bus is using. In the morning, buses traveling in the right-most lane would have the ten foot shoulder as a sort of refuge area to steer clear of a threatening neighboring vehicle, lessening the risk of a mirror clip.</p> <p>All this said, PRTC's question is "could the HOT lanes be delineated differently depending on the direction of travel?" If the lane delineations could be shifted when traffic is flowing southbound to provide for a ten foot wide shoulder adjacent to the slow lane, the likelihood of mirror clipping incident could be lessened in both directions. Perhaps a shift as described could be accomplished with a combination of lane markings and overhead signage delineating the lanes?</p>	<p>Thank you for your comments on the I-95 HOV/HOT Lanes project. As you know, the Department of Rail and Public Transportation is coordinating the transit plans for I-95 and has met with transit agencies and local governments' transit operators.</p> <p>The project between Garrisonville Road and the Prince William Parkway has full 12 foot shoulders on both sides and two 12 foot lanes. North of the Prince William Parkway, the project includes a consistent shoulder on the east side of at least 10 feet; west side shoulders vary from 3 to 10 feet. The project also includes 14 emergency pull-off areas, which occur on both sides of the HOV lanes to aid distressed travelers and promote safe enforcement of the HOT Lanes.</p> <p>Much of the interstate system in Northern Virginia has similar characteristics to the I-95 HOV/HOT lanes project. There are currently 11 foot lanes with variable shoulders on the northern section of I-395, the Dulles Toll Road and other roads throughout the Commonwealth. All of which carry transit vehicles.</p> <p>Thank you for your interest in the project. VDOT is committed to a project-long community outreach program and a program of periodic meetings with your Board, its members, you and your staff.</p>

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	214	<p>The new terminus at Edsall Road could mean MORE traffic, not less, on I-395 and at the Department of Defense's complex at Mark Center.</p>	<p>The HOT lanes will terminate just north of Edsall Road. Many carpools and transit vehicles will continue to travel north on the HOV lanes; some carpools and buses destined for locations along I-395 and toll-paying customers will exit the HOT lanes via a flyover ramp onto the right-side of the existing I-395. The ramp and a new auxiliary lane along I-395 will provide sufficient room for vehicles to enter I-395. The operator will manage toll price levels downstream to control the number of vehicles exiting in this area. As result, we expect traffic conditions on this section of the I-395 regular lanes to be similar to what they are today.</p> <p>The ramp is located just north of Edsall Road to provide travelers opportunities to exit the HOV/HOT lanes to reach destinations along I-395, such as Duke Street and King Street. It is the only location that provides this important access, while not requiring the taking of private property or interfering with traffic operations at the major interchanges in the area. It also complements the existing, adjacent ramps connecting southbound I-395 to HOV in the evening.</p>
	216	<p>Recently we learned that the Duke Street merge lane on I-395 will be connected to the exit lane at Seminary Road as part of VDOT's work with respect to the HOT lanes, the expectation being more cars will be entering I-395 at Duke and exiting at Seminary. Survey crews have been in the neighborhood the past several weeks. It would appear to me that the overpass on I-395 will need to be rebuilt with substantial widening to accommodate an additional lane as well as shoulder space for immobilized or stopped vehicles. Rebuilding this overpass is a huge undertaking and I fail to see how it is within the scope of a "spot improvement" as we are told VDOT is characterizing the lane.</p> <p>Thank you for the opportunity to comment.</p>	<p>Thank you for your comments on the I-95 HOV/HOT Projects. VDOT is advancing a number of projects to help meet the transportation needs related to Mark Center, including a direct ramp from the HOV lanes onto Seminary Road and a new expanded lane on I-395 between Seminary Road and Duke Street to keep traffic moving on I-395. These improvements will complement the HOT lanes project to provide improved travel conditions in the area, but are being designed and constructed under a different VDOT contract.</p>

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	218	<p>The Involvement of Alexandria and Its Citizens</p> <p>We understand that the City Of Alexandria, on March 18, 2009 submitted a 3 Page document entitled “City of Alexandria, Virginia Comments on the I-95/395 HOV/Bus/HOT Lanes, March 18, 2009” to VDOT. This document raised a number of important issues and questions about this project. Yet the City asserts that it never received a reply from VDOT. As residents of Alexandria we were also surprised and chagrined that the State did not see fit to have any of the hearings for comment on this project in Alexandria. This in spite of the fact that it will have a very big impact on us.</p> <p>We were told that the HOT Lanes would stop at the beltway and your EA documents are written to imply that. Now we learn of your plans to funnel that traffic into the intersection at Duke and 395. What is rational about stopping the HOT Lanes a couple of hundred yards south of Duke Street? The state already knows from the traffic studies related to BRAC that all the intersections in and around BRAC are already failed intersections. Why in heavens name is the State of Virginia facilitating funneling more traffic on to Duke, Little River Turnpike, Van Dorn, and Beauregard? This makes absolutely no sense at all. You are facilitating SOV driving and are making already clogged roads much worse.</p> <p>What about the poor commuters? We know that most of the commuters will probably wish to go to the District of Columbia, Crystal City, the Pentagon, Potomac Yard. Why are you funneling them thru Alexandria’s streets? This will not help them or us. You need to assist them to continue down I 395 to their intended destinations. The residents of Alexandria around Duke, Seminary, King Street and Glebe Road do not need to have a lot of cut-through traffic from people who are trying to get to the above destinations.</p> <p>Interrelationships of HOT Lanes, Auxiliary Lanes, and BRAC Ramp</p> <p>We are also concerned about the suggestion that you intend to create an Auxiliary Lane from Duke to the Seminary exit by eliminating any pull off lane from Duke to Seminary. We Alexandrians were told of this when VDOT made a presentation that included it to the BRAC Advisory Committee. While we were</p>	<p>This project will not contribute to additional cut through traffic which already exists. The auxiliary lane and the ramp to Seminary Road for HOV and Transit will be studied and built under other contracts. However, their design and operational values will be compatible with the HOV/HOT lanes on I-95.</p>

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218 told that this would have another EA hearing as will the Ramp at Seminary into BRAC all of these proposals are interrelated and need to be considered together. Attached below is a statement and petition signed by 63 people prepared for the BRAC Advisory Committee hearing relating to the proposed ramp at Seminary to facilitate traffic going into BRAC at Mark Center.

As the petition make clear residents of the area know that the state plans to start the ramp at Sanger and that it will rise 30 feet above the road to the top ramp at Seminary. To do this they will have to take away the hillock and trees, which now separate Van Dorn and I 395. Then if the proposal for the Auxiliary Lane is approved that will take further land from the median where the hillock and trees are. What we residents fear is ending up with a tall ugly wall such as now exist at the Springfield Mixing Bowl and the Southwest Freeway in DC. It would look like a prison wall. This will lower the property values of all the residents who live on the Van Dorn side of I 395. This kind of solution devalues our quality of life and the life assets of a large group of citizens because our homes are often our largest single asset.

Further the proposed Auxiliary Road will result in more traffic coming up on to the other lower tier of Seminary. This rather defeats the rational for the HOV Ramp because it incentivizes people to take SOVs to BRAC instead of mass transit. The purpose of the EA and the NEPA process is to find out what impact transportation proposals will have on the people and communities in which such projects are proposed. The HOT Lanes, the Auxiliary Lane and the proposed HOV Ramp at Seminary are all interrelated. The policies and plans of all of them need to be treated and evaluated together.

ROW

Category	ID	Comment	Response
	2	Hello, Public Storage owns the property at 7150 Fullerton Road in Springfield. We just received the attached notice of public hearings re project design. Do the project plans contemplate acquiring any portion of Public Storage's property, whether in fee or easement, or for a temporary construction easement? Please send me schematics, drawings or plans showing the project design near Public Storage's property, and a plat of any potential or proposed taking of Public Storage's property, or a link to appropriate website page. I should be your primary contact for all matters regarding this project; all of my contact information is below. Please refer to the Public Storage property number in your correspondence: 08154. Thank you.	You received a letter because your property is adjacent to I-95. We have not identified the need for any easement from your property. If one should be required during construction, you would be contacted directly. Since this project is mostly being constructed within the existing HOV lanes, there is only one construction easement needed and, we have notified that property owner. Please do not hesitate to contact us if you have any other questions.
	15	She has two properties she thinks may be affected by the project, looking for answers regarding possible easements needed.	We have not identified the need for any easement from your property. If any should be required during construction, you will be contacted directly. The project is mostly being constructed within the existing HOV lanes.
	19	We own 55 acres along I-95 on the west side, north of 234. Will you be taking any of our land?	It does not appear that the project will need to acquire any additional right of way. Most of the work will be done within the HOV lanes. Thank you for your inquiry.
	67	Will the HOT lanes project impact my property? Where can I view the project plans?	It does not appear that the project will need to acquire any right of way. Most of the work will be done within the HOV lanes. The project plans will be available to view at the upcoming public hearings. The project plans are also available on the project website www.vamegaprojects.com .
	118	Use of HOV lanes already in place is free on weekends. It should remain free otherwise it would be considered as a right of way acquisition.	Thank you for your comments. We encourage you to visit www.vamegaprojects.com for additional information on the HOT lanes projects.
	167	Regarding the extension of the HOT Lanes from Edsall Road to Stafford. I own property along the south bound 395 area below Edsall on Electronic Drive. Will this area be impacted by the new planned extension of the HOT Lanes?	There will be no right-of-way needed for the I-95 project. If you are adjacent to the highway, and can give us either your address or your tax map number, we will locate it on a project plan sheet for you.
	177	Received a letter informing her of the public hearings. Wanted to make sure that her house was not being taken for ROW purposes. Asked if people would be contacted if ROW needs change.	Told her she received a letter to inform her of the public hearings as an adjacent property owner to the I-95 corridor, and that the project does not anticipate needing any additional ROW in her neighborhood. If any additional ROW is required, those affected will be notified.

Safety

Category	ID	Comment	Response
	103	<p>Since "get-go" with the Hot Lane construction ----- safety has been a major red flag. There is a major accident waiting to happen! Even construction of the "mixing bowl" did not raise such concerns.</p> <p>I have witnessed vehicles misreading exits, lane markings added with improper lighting. I find this especially true around the 495-Braddock Road area. It seems construction takes place during the day and often lanes change, exits are re-routed and NOT clearly remarked. I have found equipment parked blocking critical view points for drivers. I have witness vehicles mistaking equipment exits or entrances for lane exits and driving into equipment "parking lots."</p> <p>The construction company is doing a VERY poor job of marking the road with reflecting equipment, updating changes with additional safety signage, etc. There is not enough markings to assure a safe transportation environment much less communicating with drivers directional or redirect signage. Add darkness, poor weather conditions and vehicle volume and there is a major accident waiting to happen.</p> <p>I'm not in favor of the Hot Lane, but to put drivers at risk daily while this construction takes place is totally unacceptable. Please put or enforce safety regulations during this construction period.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes project. The HOT lanes are designed to promote safety on the road. Electronic technology will continuously monitor the lanes and identify incidents on the HOT lanes within seconds.</p>
	133	<p>While you have addressed the questions of noise pollution and air quality, I do not see any mention of the crime issue. Increased access to the area and metro systems have the potential to bring more crime to the area. Are there any plans to increase funding to the state police during this project? Your video indicates that there will be more troopers on the highway, yet the VA state police complain that they do not receive enough funding to thoroughly investigate accidents. This I learned after being hit by a semi-truck on I-95 and watching the police botch the investigation. You need to be prepared to make plans for the aftermath of the project, not just the project itself.</p>	<p>Thank you for your comments. There will be funding for additional enforcement on the HOV/HOT lanes from the HOT lanes operator.</p>

Sound Walls

Category	ID	Comment	Response
	6	She wanted to know if her noise wall would be torn down.	No noise barriers are anticipated to be physically impacted by the project. However, if noise barriers are affected by the project they are replaced in-kind or better.
	106	I am writing to request that a sound barrier be constructed on I-95 to lessen the highway noise in my neighborhood. I live on Paper Birch Dr in the Laurel Hill community of Lorton, between mile markers 163 and 162 on I-95. Sound barriers were put up recently for surrounding neighborhoods, but not ours. Thank you for your consideration.	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.
	108	I would urge you to build sound barriers north of exit 163 (Lorton Road) on the west side of 95. The noise from the highway within the Laurel Hill community is quite loud and there are many new residences along the highway.	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.
	122	More consideration needs to be made to the sound barrier wall along west side of I-95. I live in the Woodstream Community and the traffic noise is going to get worse with the HOT/HOV lanes. Not putting a sound barrier will also have a negative impact on resale of my home.	Woodstream is in CNE LL, on the west side of I-95 north of Route 610 (Garrisonville Road) in Stafford County. Portions of the development are still under construction and the homes are selling, notwithstanding their proximity to I-95. Some areas within CNE LL have sound levels that currently exceed the NAC. A noise barrier at this location has been determined to be feasible, but not reasonable under current evaluation criteria. However, the noise barriers that have been evaluated at this stage are based on the conceptual design for the project. The noise analysis will be performed again during the final design phase of the project, during which all noise-sensitive land uses will be re-evaluated to account for the latest engineering specifics.
	126	Noise barrier for Garrisonville Road is needed.	Insufficient information to identify a specific location. The sound walls that have been identified at this stage are based on the conceptual design for the project. The noise analysis will be performed again upon completion of the Final Design phase of the project, during which all noise-sensitive land uses will be re-evaluated to account for the latest engineering specifics.
	128	I am concerned about the impact on my house of the proposed noise barrier and its effect on property values and attractiveness.	As stated in VDOT's Noise Walls Fact Sheet (http://www.vdot.virginia.gov/projects/resources/noisewalls/About.pdf), many attempts are being made to construct noise barriers that are visually pleasing and that blend in with their surroundings. While their visual effects on property values are unknown, in terms of noise abatement, they can effectively reduce noise levels for people living next to highways.

Category	ID	Comment	Response
	134	<p>Then they widened I95 from Newington/Lorton/Woodbridge South to 4 lanes on each side and put up a bunch of ugly walls – destroying the landscape and trees – what is Northern Virginia coming to – it certainly is not appealing to see walls as a tourist driving down I95. And it changes the landscape – not allowing the sun to shine in and melt ice in winter – I noticed that this past winter.</p> <p>If folks buy near a highway, they know the cost of hearing traffic, some folks do not mind living near highways – I wouldn't do it but many buy near roads. Who wants to look at walls riding down a highway or even from your backyard or business – I am sick every time I see them. I like looking at businesses saying...oh, I need to stop in there one day. For instance, not sure why they put that 16 foot wall up at the Lorton exit – it is hideous.</p>	<p>Comment noted. As stated in VDOT's Noise Walls Fact Sheet (http://www.vdot.virginia.gov/projects/resources/noisewalls/About.pdf), many attempts are being made to construct noise barriers that are visually pleasing and that blend in with their surroundings. In terms of noise abatement, they can effectively reduce noise levels for people living next to highways.</p>

Category	ID	Comment	Response
	137	<p>Please see the attached letter from the Laurel Hill Community Association requesting the installation of sound walls along the western side of I-95 from Exit 163 in Lorton north.</p> <p>Dear Mr. Lynch:</p> <p>As President of the Board of Directors for the Laurel Hill Community Association, the homeowners association representing the 3,000 residents of Laurel Hill, I am writing to express our strong support for the completion of a sound wall on the west side of I-95 from the current sound wall at the Lorton exit stretching north to mitigate sound issues in our community.</p> <p>Several sections of Laurel Hill are located in very close proximity to I-95 South, just north of Exit 163, but unfortunately the noise studies related to the widening of I-95 took place before development in Laurel Hill had begun. As a result, the studies did not properly consider the large number of residents who would be dealing with noise levels in excess of the Fairfax County and VDOT thresholds, as has been the case for the past six years. Moreover, since the completion of an additional south-bound lane on I-95, the noise level along this corridor has increased significantly and the completion of a sound wall along this stretch of highway is not only feasible and reasonable, but a necessity.</p> <p>Sound mitigation along Section CNE N in Figure 9 of the above mentioned report is an issue of great importance for our community of 732 homes. Since this section of highway meets the distance and noise level requirements for federal regulations, as well as the required number of affected residents, the sound walls should be deemed “feasible and reasonable” based on the data and analysis included in VDOT’s “Preliminary Noise Analysis Final Report” and should be installed without further delay.</p> <p>The issue is of extreme importance to the members of the Laurel Hill community, one that affects both our quality of life and the value of our properties, and only the installation of sound walls can bring this situation into compliance with both federal and state distance and noise standards, as outlined in the VDOT report. Thank you for your consideration of this request.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>

Category	ID	Comment	Response
	146	<p>I live in the Laurel Hill development in Lorton, Virginia. I am asking you to please support the installment of a sound wall on the west side of I-95 near the existing sound wall on the Lorton Road exit and continue the sound wall northward. The traffic noise is so loud at times that it awakens my family while we're trying to sleep but it can be heard almost anytime of the day.</p> <p>The sound wall will definitely improve the quality of life for the many residents of the Laurel Hill community as well as the other communities along this area which are not presently protected by a sound wall.</p> <p>Thank you for your support.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	147	<p>As you plan out the I-95 HOT Lane project, please, please, please install the noise walls along the Lorton area (i.e., exit 163) to be at least half mile south and one mile north of the exit. Living in the Laurel Hill community the road noise from the current I-95 is quite loud, especially in the evenings. With the large number of homes that now exist in the Lorton area in proximity to the I-95 exit, building the sound walls will benefit many families and increase the quality of life.</p> <p>Building the HOT lanes will only increase the amount of traffic along the I-95 corridor. Building the noise walls along this corridor makes sense, where appropriate. It is appropriate, and necessary, to build the noise walls in the Lorton area.</p> <p>Thank you very much for your consideration.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	172	<p>I live in the Laurel Highlands community in Lorton and we've been informed that VDOT is considering extending the existing sound wall along I-95. I live in one of the townhouses near the interstate that suffers from significant road noise, especially at the back of the house where the master bedroom is located. I was very disappointed when the first sound wall ended in its current location because it did absolutely nothing to help with the noise on the back side of our house. The additional lanes of traffic will only make the problem worse. We would greatly appreciate it if you could help get approval for an extension of the wall that would benefit those of us that live beyond the existing wall.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>

Category	ID	Comment	Response
	173	<p>Question: Why is it that there are sections along I-95 with sound walls between the traffic and industrial complexes &/or residentially unpopulated areas, yet the section on the west side of I-95 north of exit #163 (Lorton Road) abruptly ends without extending complete coverage to the north end of the Laurel Highlands Townhomes subdivision?</p> <p>I understand “data analyses” comes into play with locations and lengths/heights of the sound walls, but surely there has been some oversight for the traffic noise implications to the residents of Laurel Highlands as a result of the point of termination of the said section of sound wall. I trust that this section along Laurel Highlands Townhomes will at least be re-evaluated?!</p> <p>Thanks for your attention to this situation.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	174	<p>I lived Laurel Highlands community and we hear the 195 traffic noise. Raise I95 Noise wall and cover the remaining Laurel Highlands community, so that noise pollution will reduce alt same time.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	175	<p>RE: laurel highlands my vote is for an additional wall.</p> <p>Thank you for your support and please let me know if there is any additional information you need</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	180	<p>I am a resident of Laurel Highlands and the additional sound wall is required or it will be impossible to live in this area.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	182	<p>Unfortunately I will be unable to attend the meeting where the sound walls will be discussed. Please take this as a vote of support for construction of the walls on the west side of I-95, just north of exit 163. I live in the Laurel Hill neighborhood and can personally attest to the noise. For 2 years, we lived at 8053 Paper Birch, which is the second house from the cul-de-sac backing up to I-95. The noise in the summer months, when full foliage was on the trees, was not as bad as the fall and winter months. From October through March or April, there were times where we could literally NOT hear the television due to the trucks, sirens, and train noises. The noise was a huge factor in us relocating to another house further away from I-95.</p> <p>If a sound wall should be constructed anywhere, the area I described should be considered.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>

Category	ID	Comment	Response
	187	<p>I am writing in support of installing soundwalls along I-95 in Lorton. I am a resident of the Laurel Hill community, and my house on Bluebonnet Drive is fairly close to the interstate, although not right along the road. Even though we are 10-12 houses away from I-95, I can still hear traffic all day and all night from inside my house, not to mention when we are outside trying to enjoy our deck and yard. This has often interrupted the sleep of my two small children. I am confident the sound walls will help diffuse some of the noise. In addition, when we originally searched for houses in the Laurel Hill community back in 2010, we specifically did not buy a house that we looked at which was closer to the interstate because of the noise. This has an impact on our property values. I do not understand why there are sound walls everywhere else along I-95, except this stretch that borders our community.</p> <p>I again strongly hope you consider the request of myself and many of my neighbors to install sound walls along I-95 in Lorton</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	188	<p>I am a resident in Laurel Hill community for last 7 years and having sound wall will greatly reduced noise at night and in weekends due to high volume of vehicles on I-95. We are in favor of having sound walls on I-95 around laurel Hill neighborhood.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>

Category	ID	Comment	Response
	189	<p>As President of the Board of Directors for the Laurel Highlands Homeowners Association, the homeowners association representing the residents of Laurel Highlands, I am writing to express our strong support for the completion of a sound wall on the west side of I-95 from the current sound wall at the Lorton exit stretching north to mitigate sound issues in our community.</p> <p>A section of Laurel Highlands is located in close proximity to I-95 South, just north of Exit 163, but unfortunately the noise studies related to the widening of I-95 took place before Laurel Highlands was completed. As a result, the studies did not properly consider the large number of residents who would be dealing with noise levels in excess of the Fairfax County and VDOT thresholds, as has been the case for the past six years. Moreover, since the completion of an additional south-bound lane on I-95, the noise level along this corridor has increased significantly and the completion of a sound wall along this stretch of highway is not only feasible and reasonable, but a necessity.</p> <p>Sound mitigation along Section CNE N in Figure 9 of the above-mentioned report is an issue of great importance for our community of 238 homes. Since this section of highway meets the distance and noise level requirements in federal regulations, as well as the required number of affected residents, the sound walls should be deemed “feasible and reasonable” based on the data and analysis included in VDOT’s “Preliminary Noise Analysis Final Report” and should be installed without further delay.</p> <p>This issue is of extreme importance to the members of the Laurel Highlands community, one that affects both our quality of life and the value of our properties, and only the installation of sound walls can bring this situation into compliance with both federal and state distance and noise standards, as outlined in the VDOT report. Thank you for your consideration of this request.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p> <p>The preliminary noise analysis has been completed based on the conceptual plans for the project. Noise impacts and potential abatement will be analyzed again during the final design phase of the project, during which all noise-sensitive land uses will be re-evaluated to account for the latest engineering specifics.</p>

Category	ID	Comment	Response
	193	<p>As you know we have been working on trying to get sound walls installed for years at the end our community, Laurel Hill (off of Silverbrook Rd) along I-95. We missed the last go around because our community was not on the master plan for the county at the time the study was done to build the walls, and we were told there were not enough residents living here at the time of the study to make them economically feasible. Since then our community has been built, as well as others close by us, and the new apartment complex is going in along the road as well. I live on the back side of the community, part way between the closest and furthest houses from the highway, and I can tell you that I hear the highway noise at my house and sometimes even from inside the house.</p> <p>So now is the time for the state and the county to do the right thing. Please approve and install the sound walls between our neighborhood and Route 95.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	194	<p>I want to express my support for plans to extend the sound wall located along I-95 South at Exit 163 (see section CNE N in Figure 9 of VDOT's HOV/HOT Lanes plan). I am a homeowner who lives in Laurel Highlands located in Lorton, Virginia. My home backs up and overlooks I-95 South just north of Exit 163. My home is currently not protected by the existing sound wall.</p> <p>I purchased and moved into my home in 2007. Since then, a fourth lane along I-95 was added and has significantly increased the noise along the highway directly affecting my quality of life, during the day and night. VDOT's HOV/HOT Lanes plan will further increase the number of vehicles traveling along that section of I-95 and will increase the noise even more than it is today. In addition, the increased noise associated with VDOT's plan will most definitely affect the already decreased value of my home and those of my neighbors. Extending the sound wall along the subject stretch of highway is a must. Please please please extend the existing sound wall located along I-95 just north of Exit 163.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	196	<p>We live in Laurel Highland Community 9147 Furey Rd Lorton VA 22079. My kids can not sleep well because of the noise of highway. It is very noisy. Please do consider putting more walls to reduce the highway noise. It will help whole community.</p> <p>Thank you in advance for you consideration.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>

Category	ID	Comment	Response
	197	I live in the laurel Highlands community (off the Lorton exit of 95), and as of right now, we do have a limited range soundwall in front of a number of townhouses that face and are within 50 yards of the highway. It would be greatly beneficial if the wall was to extend 100 yards on both sides. I understand there are budget constraints with projects like these, but for this wall to be effective it would greatly help by extending the length of the wall on either side.	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.
	198	I am a resident of Laurel Highlands and would like to see the current sound wall located at exit 163 off of I95 extended.	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.
	200	I am a member of the Laurel Highlands community and I strongly urge you guys to construct a sound wall along I-95 in order to dampen the tremendous amount of noise that the interstate generates. As these hot lanes come to a close we would like to be able to sleep at night.	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.
	210	I am writing to urge you to consider moving ahead with a sound barrier on the west side of US 95 between the Lorton Exit (163) and the point where the current sound barrier exist north of the exit at Pohick Creek (CNE-N Barrier).	The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.
		I suspect that the Laurel Hill community existed when plans were made to widen US 95, but our neighborhood is definitely impacted by constant highway noise (especially loud trucks and motorcycles). It seems unfair that our neighborhood has been overlooked for construction of these barriers when so many other neighborhoods in the 95/495 corridor have them.	
		I understand that there is a current consideration for the construction of a wall to minimize the noise we experience in our neighborhood. I ask that you consider putting up this sound barrier wall and making this work a priority for the benefit of our community.	

Category	ID	Comment	Response
	211	<p>I am writing to you with regard to the hope that sound walls will be constructed along I-95 at the edge of my community when the HOV/HOT lanes project is completed. My husband and I moved in to the Laurel Hill Community located in Lorton, Virginia in July of 2005. It became apparent to us immediately after moving in that the noise from all of the traffic along the I-95 corridor at the end of our street was extremely loud and distracting. We contacted our homeowner's association and Supervisor Gerry Hyland with regard to this and were told that it was hopeful that we would receive sound walls to reduce the noise levels in the near future when road improvements were done on the interstate.</p> <p>We were disappointed to see that we did not receive the sound walls when the additional lanes were added to I-95 this past year. It appears that every other single community as well as areas along the road with nothing more than small commercial businesses had the walls installed, but none were built along our community's section of the road where thousands of people reside.</p> <p>I would like to invite you to visit our community to listen to the noise levels. I can hear the road from inside my home during the day and evening hours, and when I am outside in the community the noise is even worse, depending on which way the winds are blowing. It is not just areas close to the road that you can hear the loud noise of big trucks speeding by. I can hear the traffic while visiting neighbors across the street from the South County High School which is blocks away from the road. I suspect with the additional traffic forecast to come our way with the BRAC changes and more growth expected in our area, the noise levels from the road will probably become even worse.</p> <p>It is my hope that this time around, when road improvements are made for the HOV/HOT lane project, that our community will not be forgotten. Thanks for giving Laurel Hill and the other adjoining community's serious consideration for the funding and installation of the sound walls.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>

Category	ID	Comment	Response
	212	<p>My name is Patty Stratton and I live in the Laurel Hill subdivision of Lorton, just adjacent to I-95. It is my understanding that there is a proposal to add sound walls along 95 at this stretch. I live further in in the community and I can tell you that sitting outside on our porch at night, we can clearly hear the traffic from 95 loud and clear. It is my understanding that when the last study was done, Laurel Hill was not even built and therefore, did not get sound walls. Our community is in desperate need of these walls. I feel that our properties are devalued because of the noise. Those poor neighbors that look out their back windows right onto 95! I can hear it loud and clear and I am on the other side. Please take into consideration the number of homes along this stretch. There are 732 homes in Laurel Hill alone. I'm not sure how many homes are in the Laurel Crest or Laurel Highlands subdivisions, as well as all those new apartment buildings going in. Our community desperately needs these sound walls. Thank you for your consideration.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	217	<p>This is to express the need and ask your support in putting up the referenced sound wall. I'm a resident of the Laurell Hill Community And like all in our community we see it as a necessary requirement. Thanks in advance for your support.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>
	220	<p>I am a home owner and on the HOA Board of Directors in Laurel Highlands's subdivision, in Lorton. I understand you are the POC to contact in support of our request to consider installing sound barriers between I-95 and our subdivision, which is adjacent to I-95. I hope this request will receive favorable consideration, as we really do need the sound barrier to help protect our homes and community from unnecessary road noise generated by traffic on I-95.</p> <p>Thank you for your time and consideration.</p>	<p>The final noise study and design will determine the final locations and heights of sound walls. Once the results are determined, we will work with the affected communities.</p>

Transit

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| <p>66 The transit and roadway capacity improvements will provide our region much needed travel options of particular importance given the anticipated impacts of BRAC on this part of our region.</p> <p>This project offers an important step forward for transit. Busses, vanpools, and cars with three or more riders – including sluggers – can use the new HOT lanes at no cost.</p> | <p>Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p> |
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Category	ID	Comment	Response
	78	Has anybody thought of using the space currently proposed for HOT lanes for either light rail or heavy rail transit? Unlike conventional (or commuter) railroad trains, light or heavy rail trains ought to be light enough to utilize existing or proposed bridges that were originally designed for highway trucks!	Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov .
	79	Consider Metro trains! Consider Metro Express busses to Wash DC or Pentagon. PRTC works but is not accessible for all at a frequency more than just early morning and afternoon committing.	Please see the report of the Department of Rail and Public Transportation on their plans for the I-95 corridor at www.drpt.virginia.gov .
	87	This is very discouraging. How will the "slug" system work? Doesn't look feasible. Public attn and funding should only go for mass transit. This project dedicates the center of our premiere highway to single occupancy drivers.	Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov .
	88	Lots should be large & constructed near the highway - this encourages slugging. Lots that are small & far away from the highway will hinder slugging because of number of riders/drivers won't match.	Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov .
	95	<p>- It would easily be possible to get a lot more cars off the road: extend HOV hours and provide more parking! HOV can start northbound at 5 am and go through 10:30 am, start southbound at 2 pm and extend til 7:30 pm. Use the saved money to build parking garages or arrange parking lot sharing with businesses (lots of virtually empty lots during the day); both lots in Garrisonville ("Mine Road" and "610") are completely full by 7 and people are forced to park elsewhere; scores of people have been ticketed and towed. This works against the intention of getting cars off the road to alleviate congestion (people feel compelled to drive). Additionally, more and virtual enforcement on the HOV lanes might be helpful.</p> <p>- Absolutely: when will VA get with the 21st century and start to consider alternative means of transportation? Even if it's more buses and vans at affordable rates that actually adhere to a schedule starting early in the morning and ending late at night?</p> <p>- From my perspective: we need to get away from the short-term thinking and planning and invest in the future. We tried the alternatives; as the "saying" goes: the definition of insanity is doing the same thing over and over again expecting different results.</p> <p>Thank you for your consideration and engagement!</p>	Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov .

Category	ID	Comment	Response
	99	<p>The Washington Post did an article about traffic in the area about 20-25 years ago. What it said was that people drove the highways till they got over crowded, then they sought other means of transportation. That was carpools, buses or mass transit. When the roads got wider and more uncrowded they went back to driving again.</p> <p>The best way to stop this to keep happening it to spend money on mass transit, specifically Amtrak/VRE. Spent the billion dollars on building tracks for Amtrak/VRE only so they are not slowed by CXS. I-95 can only get so wide and we may have reached that point.</p>	<p>The Department of Rail and Public Transportation has an I-95 Transit and TDM plan that outlines measures that will be taken to provide additional park and ride spaces and transit services in the corridor. For more information, please visit www.drpt.virginia.gov.</p>
	116	<p>I appreciate the opportunity comment. I attended your Springfield, Virginia information forum.</p> <p>I support provisions of the I-95 Transit and TDM Plan calling for an expansion of park-and-ride and a substantial increase in transit service levels to employment centers. A major investment in regional transit is essential if we are to change the commuting experience, reduce rush hour congestion, reduce the consumption of gasoline and improve the environment.</p> <p>I especially support increasing the number of bus trips to the Mark Center in Alexandria. This provision will provide a reasonable option for employees working near Mark Center. Providing 22 bus trips may increase bus traffic at the new transit center during AM/PM rush hour periods, impacting local transit service. There is also a possibility Mark Center would become a major bus transit hub for commuters working at nearby employment centers serviced by local buses from Southern Towers, increasing commuting traffic going south. The potential impacts should be considered as part of any long-term redevelopment of the Seminary and Beauregard corridors west of I-395.</p>	<p>Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>
	119	<p>Why not non-HOT lane alternatives? A very complicated system is being set up with great potential for failure to accomplish its goals. We should put more money into RAIL.</p> <p>VA should do much more to support new rail tracks!</p>	<p>Please see the report of the Department of Rail and Public Transportation on their plans for the I-95 corridor at www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	121	<p>I would prefer to not see clearing of the vegetated median for construction of additional lane miles. In lieu of more pavement, Virginia needs to construct high speed rail in this corridor, creating a true transit alternative that will remove SOVs from the general purpose lanes of I-95.</p> <p>High speed rail in this corridor is the better approach than buses that are limited in capacity, are less efficient in terms of fuel use/rider, and tend to generate higher rates of emissions.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes.</p> <p>Your comments about transit have been forwarded to the Virginia Department of Rail and Public Transportation for inclusion in their comment report. Please see the report of the Department of Rail and Public Transportation on their plans for the I-95 corridor at www.drpt.virginia.gov.</p>
	123	<p>Make sure VDOT buys land for future parking and easy access bus lanes. When the houses are built we can build parking lots and new lanes.</p>	<p>Please see the report of the Department of Rail and Public Transportation on their plans for the I-95 corridor at www.drpt.virginia.gov</p>
	124	<p>I am concerned that all the design relates to moving cars rather than people - what happened to the inclusion of any rail option??</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes project. Please see the report of the Department of Rail and Public Transportation on their plans for the I-95 corridor at www.drpt.virginia.gov.</p>
	127	<p>A study needs to take a close look to the feasibility of adding 1,200 spaces to Garrisonville HOV commuter lots. The afternoon rush hour is gridlocked on Rt 610 when existing van pools arrive in force and release passengers. Another 1,200 people on 610 in the evenings will not work without Rt. 610 upgrades.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes project. Please see the report of the Department of Rail and Public Transportation on their plans for the I-95 corridor at www.drpt.virginia.gov.</p>
	128	<p>I would like to have gotten more information regarding public transit options for Stafford to DC commuting.</p>	<p>Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>
	130	<p>Seems funding comes after road done. Also, Saratoga is almost done already but shown as "future".</p>	<p>Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>
	131	<p>I do not want further train construction in our area. Access to crime increases.</p>	<p>Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	134	<p>Mass transit especially convenient affordable bus service would be great...lots of buses running up and down the highway – very accessible, convenient and affordable...maybe then people will not drive their car, finally.</p> <p>The Mark Center is partially moved in and I am glad they have Mark Center Shuttles going back and forth from metro stations or Pentagon. I am glad there is no ramp or road built yet. That is the only way you are going to get folks out of their car, is to say take public transportation, then a free shuttle to Mark Center. I think that is fantastic.</p> <p>Metro rail is already packed and expensive so who wants to ride it. I personally like bus service the best, you can get on, ride comfortably, sleep and just get off when you get to your stop.</p> <p>Buses were even better before metro rail (came to Springfield). Then we were forced to take a bus to Springfield metro to encourage metro ridership.</p> <p>Used to be able to take a bus straight from home – Newington/Lorton to the Pentagon. Now you go to metro and can transfer to another bus...what a waste of time.</p> <p>Driving to metro, paying to park and taking metro is costly – over \$9.00 a day. Yet metro continually losing money they say. Why is the subway so successful in NYC – maybe we can take some cues from them.</p> <p>Back in the 70s and 80s – carpooling was bigger – it was pushed more readily. Now folks work all kinds of hours so they would rather drive solo instead of being inconvenienced with carpooling – consequently more congestion to alleviate.</p> <p>Rapid, reasonable priced bus service is the answer. It would be great to see buses up and down and easily available.</p> <p>I went to LA back in the '70s on business; you could ride a bus in LA forever for 50 cents. A lady I worked with before I left on the trip said we could ride really cheap – I couldn't believe it but it was true! At the time a bus here a short ways cost \$1.50-\$2.25.</p> <p>I read recently in the travel section, buses still reasonable in LA – \$1.50 for a long way. Here, no way.</p>	<p>The Department of Rail and Public Transportation's plan increases park and ride lots and transit access in the corridor. The additional parking spaces will also make it easier for 3 or more persons to for carpools and travel free on the HOV/HOT lanes. Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	134	<p>Years ago, even in snow the buses in VA were great...now not sure whether they will or won't come when it snows a few inches. Sometimes you had to walk a little further than usual, if the snow was a heavy one.</p>	
	170	<p>2. Roads v. Transit</p> <p>2.1. The public continues to be barraged with information from all directions, asserting that high capacity transit is the answer to congestion – at least roadway congestion – in suburban areas.</p> <p>2.2. Yet we continue to have our State transportation department seemingly insist that the best solution to the congestion is to accommodate yet more vehicles - the HOT lanes, the ramp for Seminary Road, now widening I-395 from Duke to Seminary.</p> <p>2.3. By definition, the HOT lanes encourage SOV use; what could be more counter-productive to supposed efforts to reduce traffic on one of the most congested roads in the entire country?</p> <p>2.4. Why does VDOT seemingly refuse to focus on high capacity transit, preferring to focus on the likes of the extensive HOT lanes?</p>	<p>The Department of Rail and Public Transportation has developed an I-95 Transit and TDM Plan that provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov.</p>
	171	<p>Need I remind you that the original intent of the HOV Lanes was strictly for public transit i.e. busses; only later was access expanded to high occupancy vehicles and motor cycles. The HOT model will now serve to punish the Commonwealth if too much of the originally intended constituency makes use of the lanes. In the interest of the public good this project should terminate immediately and the funds that were obligated toward it should be diverted to true public transit programs including expansion of commuter rail, commuter busses, and Metro.</p>	<p>Please see the I-95 Transit and TDM Plan that the Department of Rail and Public Transportation has published that will provide more park and ride spaces to encourage more carpools and transit usage. All drivers will have more choices that will benefit carpools, vanpoolers, transit riders, motorists, sluggers, businesses and communities throughout the area. Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>
	186	<p>I thought the intent was to have fewer cars on the roads. Doesn't this promote more cars?</p> <p>Enough with the cars - work on effective mass transportation that is convenient, cheap, and serves all areas of the metropolitan area.</p> <p>The fact that Tysons Corner will have 4 new Metro stops - but no planned parking or much sidewalk access to the Metro stops is a perfect example of how this areas DOES NOT PLAN!</p> <p>I live 2 stoplights off of 395 and when the BRAC building at Seminary is fully occupied and if Virginia develops Hot Lanes on 95, I will more than likely be a prisoner in my neighborhood.</p>	<p>HOT lanes will provide drivers opportunities to take buses and/or carpool to new places, such as connecting HOV on i-95 directly to new HOV/HOT on the beltway. Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	199	Far more cost-effective and lower-impact alternative solutions to reducing congestion in the I-95/I-395 corridor than building and maintaining new HOT lanes exist – such as investing public resources in HOV expansion to Fredericksburg, expanding bus service, and increasing HOV restrictions from 3 to 4 persons per vehicle.	Please see the report of the Department of Rail and Public Transportation on their plans for the I-95 corridor at www.drpt.virginia.gov
	202	<p>I am writing to comment on your I-95 HOT lanes project. In reviewing your project proposal, and assessments by independent third-party groups, I do not believe this proposal should proceed. I believe your proposal failed to perform a thorough assessment of alternatives, including extending existing HOV lanes, investment in bus and carpool facilities and service, investment in VRE service, and enhanced ride-matching technologies and approaches. Further, I believe that the HOT lanes could have a negative impact on slugging and carpooling and that they may undermine goals to reduce traffic related to the BRAC moves.</p> <p>I live in Manassas, and work in Washington DC. As such, I use the I-95 corridor, or alternately, take VRE to commute to work.</p>	<p>Thank you for your comments on the I-95 HOV/HOT lanes. The project would add a third lane between the Prince William Parkway and north of Edsall Road; improve the two lanes from the Parkway to Dumfries and add 9 additional miles from Dumfries to Garrisonville Road.</p> <p>This project encourages the use of HOV 3 and transit. The Department of Rail and Public Transportation has developed an I-95 Transit and TDM Plan that provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov.</p>
	203	<p>We are opposed to HOT Lanes. We need to build rail instead. More roads means more traffic, more dependency on foreign oil, more deaths, more pollution of air and water. Rail is safer, reduces traffic and congestion, cuts dependency on foreign oil and helps us to have cleaner air and cleaner water.</p> <p>The "Old Timers" along I-395 tell me that the politicians promised them rail when I-395 was built. Now is the time to build rail along I-395.</p>	Thank you for your comments. Please see the Department of Rail and Public Transportation's I-95 Transit and TDM Plan on their website www.drpt.virginia.gov .
	204	The current HOV lanes on I-395 work and could be improved by adding more express bus service into DC, rather than switching to HOT. It's time for VDOT to stop playing ready, fire, aim, and evaluate alternatives BEFORE making reflexive decisions.	The proposal continues the practice of letting carpools of 3 or more persons to travel for free or ride transit. The I-95 Transit and TDM Plan published by the Department of Rail and Public Transportation provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov .
	205	We need to stop thinking that getting a few people in lots of cars where they want to go is the best solution. Before we commit to spending taxpayer funds for bigger and more expensive roads, we need to thoroughly explore more efficient and environmentally friendly methods for mass transport.	Thank you for your comment. This project encourages the use of HOV 3 and transit. The Department of Rail and Public Transportation has developed an I-95 Transit and TDM Plan that provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov .

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	206	<p>I am an Arlington, Virginia business owner and resident. It is of extreme concern to me that the approach you may be taking to reduce cars on I95 is ill advised. Why would you make a decision that places billions of dollars on the line without evaluating alternatives?</p> <p>Proven alternatives, including investments in carpools, ride matching, buses, and VRE can achieve our common goals of reducing traffic, but they can also save significant tax dollars in the process.</p> <p>I'm all for investing in our infrastructure, but now more than ever is the time to use our resources wisely.</p>	<p>Thank you for your comment. This project encourages the use of HOV 3 and transit. The Department of Rail and Public Transportation has developed an I-95 Transit and TDM Plan that provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov.</p>
	207	<p>I think that HOT lanes unfairly impact those who are simply trying to get to work. I also think that we should strongly consider a light rail, carpooling, additional buses, ride sharing and more investment</p> <p>In VRE which I ride everyday. Even with delays, it is a reliable, safe form of transportation. It is important to consider the Citizens who are impacted by this additional tax and facilitate their ability to get to work where they ultimately pay taxes.</p> <p>Thank you for allowing me to comment.</p>	<p>Thank you for your comment. This project encourages the use of HOV 3 and transit. The Department of Rail and Public Transportation has developed an I-95 Transit and TDM Plan that provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov.</p>
	214	<p>I am deeply concerned about the direction of this project by VDOT, , which will essentially become a private toll road at the expense of the Metro DC slugging option and carpool system.</p> <p>VDOT has failed to evaluate alternatives other than a private toll road, including solutions that would expand slugging, carpooling, van pools, bus, and Virginia Railway Express (VRE).</p> <p>I strongly urge VDOT to evaluate the impact of HOT lanes on slugging/carpooling and I-395/Mark Center traffic. VDOT needs to look at real alternatives, including investments in carpools, ride matching, buses, and VRE. VDOT has a responsibility to ensure that carpooling and transit is not at risk in this multi-billion dollar project!</p>	<p>Thank you for your comments on the I-95 project. The Department of Rail and Public Transportation has developed an I-95 Transit and TDM Plan that provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	216	<p>As there currently are several major planning and building studies under review, namely Corridor C, the Beauregard Small Area Plan, ramp to Seminary West to serve BRAC-133, and the Landmark Van Dorn Small Area Plan implementation, it is critical that the HOT lanes project as well as the "spot improvement" lane-widening project take the big picture into account. The piecemeal approach to transportation - and, indeed, transit - planning is causing a good deal of concern in the Brookville Seminary Valley community. We need to have a clear overview as well as rationale stated and discussed with citizens of the West End of Alexandria.</p>	<p>The Virginia Department of Rail and Public Transportation has developed an I-95 Transit and TDM plan that provides for more park and ride lots, more transit, more opportunities to form carpools and vanpools. Please refer to their website at www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	218	<p>I do support HOV Lanes and Mass Transit because these approaches reduce the number of vehicles on our roads. As you are well aware Northern Virginia has now surpassed Los Angeles as the place in the country with the worst commuter traffic in the nation. Our residents have the most crowded roads, expend the most time in traffic and have to deal with the increasing pollution, noise, and congestion. These problems have had a serious impact on the quality of our lives.</p> <p>In spite of this and in spite of the fact that our region produces the largest share of the taxes for the state we get precious little back from the state of Virginia to address our problems. We believe many of our problems would be better addressed not with building more roads or HOT lanes but with improved funding for mass transit. Unfortunately the State of Virginia still places more emphasis on building roads rather than providing funds for mass transit. This seems counter-intuitive because in terms of life cycle costs mass transit is less costly than road building and moves a larger number of people where they need to go faster, with less noise, and air pollution than do roads and cars. Further in addition to the lower life time cost to the state it is less costly to the individual consumer because of less wear and tear on people's vehicles, lower insurance costs and the fact that many people taking mass transit are able to read or work on the bus or train.</p> <p>Many of us are convinced that if the \$80 million were devoted to improving mass transit, instead of the ramp, it would be a much better use of public funds. In addition, the ramp only addresses the people coming to BRAC from the South and the majority of the employees are going to be coming from the East, West and North. We sincerely believe that mass transit would move more people where they want and need to go faster and less expensively than a single ramp from the South. And it would remove cars from I 395, a route that is already at over capacity.</p> <p>Another problem is that the proposed HOT Lanes encourage the use of Single Occupancy Vehicles SOVs. What we should be doing is everything we can to encourage the use of buses, carpooling and slug lines, which assist in car-pooling. Instead this program and policy goes in the opposite direction and justifies, supports, and subsidizes SOV driving thru the design of the Hot Lanes and</p>	<p>Transit will play an important role in the HOV/HOT project. The Department of Rail and Public Transportation has developed an I-95 Transit and TDM Plan. This plan calls for more park and ride lots to enable people to form more carpools, aids sluggers, and for more transit usage. Please refer to their website at www.drpt.virginia.gov.</p>

Category	ID	Comment	Response
	218	"guarantees" of profits to the private company building them. That is pretty dismal.	



HOV/HOT LANES

What is a TMP? (Transportation Management Plan)

TMPs are required for all major highway projects in Virginia. TMPs mitigate work zone impacts during project construction by:

- promoting the safety of all users
- maintaining efficient traffic flows in areas effected by construction
- minimizing vehicles in work zones
- communicating with the community

A TMP provides coordinated strategies to be used to manage work zone impacts. These strategies include:

- traffic operations and incident response plans
- temporary traffic control measures and devices
- transit, telework and ridesharing programs
- public information and outreach initiatives