


City of Alexandria, Virginia

MEMORANDUM

DATE: FEBRUARY 4, 2011

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: JAMES K. HARTMANN, CITY MANAGER 

SUBJECT: CONSIDERATION OF STAFF REPORT ON THE PROPOSAL FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) TO CONSTRUCT A HIGH OCCUPANCY VEHICLE (HOV) RAMP (ALTERNATIVE F) AT SEMINARY ROAD AND I-395

ISSUE: Request to support advancement of Alternative F and elimination of Alternative G from the Scope for Long Range Road Improvements Analysis related to the BRAC-133 Project.

RECOMMENDATION: That City Council receive this report and schedule it for consideration on Saturday, February 12, following the briefing by VDOT representatives.

On February 12, I recommend that City Council:

- (1) Endorse the recent action by the Virginia Department of Transportation (VDOT) to advance implementation of a High Occupancy Vehicle (HOV)/transit ramp Alternative F (Attachment 1) at Seminary Road and I-395; and
- (2) Indicate that Council also concurs with the elimination of Alternative G (Attachment 2) from further analysis.

DISCUSSION: VDOT has been conducting an analysis of long term road improvements to mitigate the traffic impacts of the BRAC-133 facility being constructed at the Mark Center, which is due to open on September 15, 2011. The City and the federal Office of Economic Adjustment have been paying for these studies. Various studies have demonstrated the likely adverse impacts on traffic operations of this facility, with 6,400 personnel arriving and leaving daily. In a letter dated February 2, 2011 (Attachment 3), VDOT announced its decision to advance and fund the construction of an HOV/transit ramp at the Seminary Road and I-395 interchange, consistent with Alternative F. While VDOT made its HOT Lanes announcement at the same time, this HOV/transit ramp is a separate project. The cost estimate for Alternative F is \$80 million to \$90 million. VDOT estimates that the project could commence in late 2012.

VDOT is recommending elimination of Alternative G for the following reasons:

1. The necessary traffic operations analyses would require an additional 3-6 months;
2. The cost for Alternative G is estimated to be \$180 million to \$200 million which is more than double the estimate for Alternative F;
3. The aesthetic impacts of a flyover at this location;
4. The ramp operational characteristics of Alternatives F and G are comparatively similar; and
5. Alternative G is a more complicated project and would take much longer to construct.

With the elimination of Alternative G from further analysis, VDOT expects to greatly expedite the construction of the HOV/transit ramp at Seminary Road and I-395 will begin in 2012. VDOT has requested that Council support elimination of Alternative G from further analysis. Staff supports this request. VDOT staff will be available at the Saturday, February 12, 2011, City Council meeting to provide an overview and address Council's questions.

FISCAL IMPACT: VDOT has indicated that it would seek federal funds (such as Defense Access Roads funding) to pay for this Seminary Road ramp, and even if federal funding does not occur, or occurs only in part, that the State will find the balance through the issuance of Garvee bonds. The State is handling this project as if fully funded and plans to proceed expeditiously to implement it.

ATTACHMENTS:

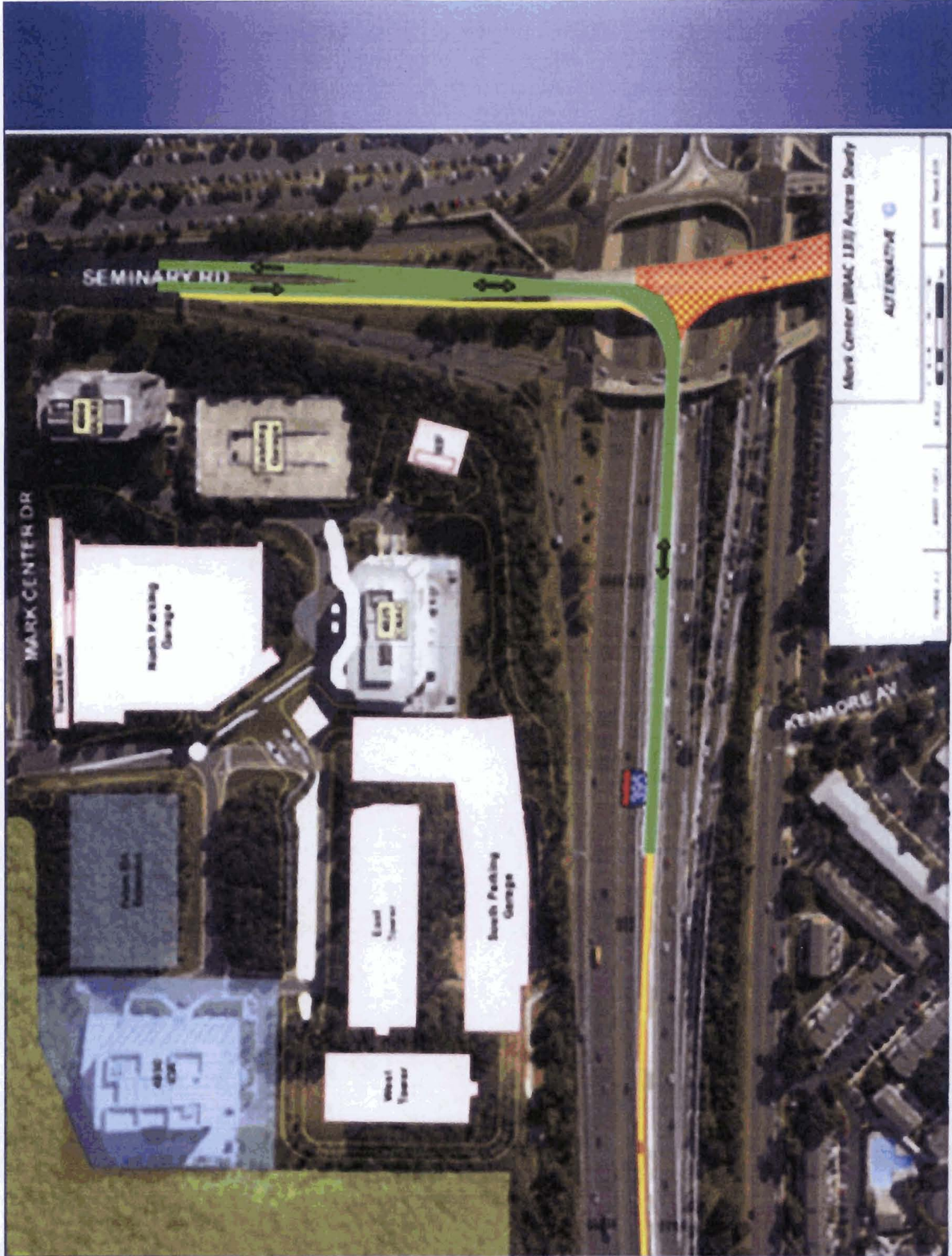
- Attachment 1: Alternative F
- Attachment 2: Alternative G
- Attachment 3: Letter from Secretary Connaughton

STAFF:

- Mark Jinks, Deputy City Manager
- Richard J. Baier, P.E., LEED AP, Director, T&ES
- Abi Lerner, P.E., Deputy Director, T&ES
- David B. Grover, BRAC Coordinator, T&ES

Alternative F







COMMONWEALTH of VIRGINIA

Office of the Governor

Sean P. Connaughton
Secretary of Transportation

February 2, 2011

The Honorable Sharon Bulova, Chairman
Fairfax County Board of Supervisors
12000 Government Center Parkway,
Suite 530
Fairfax, Virginia 22035-0071

The Honorable William Euille, Mayor
City of Alexandria
301 King Street, Room 2300
Alexandria, Virginia 22314

The Honorable Chris Zimmerman, Chairman
Arlington County Board,
Suite 300
2100 Clarendon Boulevard
Arlington, Virginia, 22201

The Honorable Corey A. Stewart, Chairman
Prince William County Board of Supervisors
1 County Complex Court
Prince William, VA 22192

The Honorable L. Mark Dudenhefer, Chairman
Stafford County Board of Supervisors
3 Legal Court
Stafford, Virginia 22554

The Honorable Benjamin T. Pitts, Chairman
Spotsylvania Board of Supervisors
PO Box 99
Spotsylvania, VA 22553

The Honorable Thomas Tomzak, M.D., Mayor
City of Fredericksburg
PO Box 7447
Fredericksburg, VA 22404

Subject: Advancing New I-95 HOV/HOT Lanes Project, HOV/transit ramp at Mark Center

Dear Chairman Bulova, Mayor Euille, Chairman Zimmerman, Chairman Stewart,
Chairman Dudenhefer, Chairman Pitts, and Mayor Tomzak:

Traffic congestion in the I-95/395 corridor is negatively impacting the economy and quality of life of the citizens of your localities. Growing employment at military sites affected by the Base Realignment and Closure Act (BRAC) is bringing new quality jobs to the region, but we are currently unequipped to meet the resulting transportation needs.

Upgrades to this critical corridor have been delayed for too long. The Commonwealth is taking immediate action to advance a package of improvements to address these critical needs and bring congestion relief and new travel choices to the region.

- (1) VDOT is initiating a new I-95 HOV/HOT Lanes Project and beginning the environmental review process to enable the project to move forward to create an HOV/HOT Lanes network on I-95 from Garrisonville Road in Stafford County to Edsall Road in Fairfax County, as well as link the lanes directly to the new I-495 Capital Beltway HOT Lanes and into Tysons Corner.

New I-95 HOV/HOT Lanes Project, HOV ramp at Mark Center

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- (2) VDOT is advancing plans to construct a direct ramp from the existing HOV lanes on I-395 to Seminary Road which will connect the growing Mark Center site to this expanded regional transit and HOV network. The ramp will be restricted to transit and HOV use only.
- (3) The Commonwealth is working with affected localities to develop and fund Park & Ride expansions and transit service to help maximize this new HOV/HOT network.

VDOT previously developed the I-95/395 HOV/HOT Lanes project to expand highway capacity, enhance carpooling opportunities, and fund transit in the corridor. Unfortunately, the project has been severely delayed due to a lawsuit filed by Arlington County. The delay has had a detrimental impact on the timing, scope and private finances of the project as originally envisioned.

The Commonwealth has worked for more than 18 months to resolve Arlington County's lawsuit against the project and individuals involved in the project. Despite efforts on both sides of the dispute, we have been unable to reach a settlement agreement.

VDOT has initiated a new HOV/HOT Lanes project so that we can move forward and deliver critical improvements to the region quickly. VDOT will undertake an environmental review process for the project that will extend and add capacity to the HOV lanes on I-95 to create an HOV/HOT Lanes network from the vicinity of Edsall Road in Fairfax County to Garrisonville Road in Stafford County. The project will also add new access points and connect directly to the I-495 Capital Beltway HOT Lanes, currently under construction.

The new HOT Lanes project will not include originally planned construction of six miles of HOV/HOT Lanes on I-395 in Alexandria or Arlington County or upgrades to key interchanges at Shirlington and Eads Street in Arlington County. Those lanes will continue to be restricted to HOV, transit, eligible hybrids, and motorcycles during rush hours.

The new I-95 HOV/HOT Lanes project will also relieve one of the worst traffic bottlenecks in the region where the existing HOV lanes currently end at Dumfries. Active management and dynamic tolling will be used to manage traffic across the HOV/HOT network, enhance incident response, provide reliable travel times, and reduce violators. Carpools with three or more people, vanpools and transit vehicles will have free access to the HOV/HOT Lanes network.

The new project will create a seamless, regional network of managed lanes connecting the I-95 and Capital Beltway corridors and serve Virginia's growing employment centers and military sites, including Tysons Corner, Ft. Belvoir, and Quantico. The network will create a free-flowing path for transit and provide the region's travelers new options, including first-time opportunities for carpooling and transit in many locations.

The Commonwealth will work with local jurisdictions in the geographical area of the new project to finalize and fund Park & Ride expansions and transit improvements to be delivered in parallel with the HOV/HOT Lanes project.

Concurrently, VDOT will proceed with plans to construct a new single-lane, reversible ramp to connect the existing HOV lanes on I-395 to Seminary Road. This ramp will provide direct HOV and transit access to Seminary Road to address the anticipated impact of the opening of the BRAC facility at the Mark Center. The ramp will be open only to HOV and transit.

New I-95 HOV Lanes Project, HOV Ramp at Mark Center
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We are committed to working collaboratively with local jurisdictions on the new I-95 HOV/HOT Lanes project scope and Seminary Road HOV/transit ramp to ensure we address the needs of adjacent communities and all travelers, including carpoolers, sluggers, and transit operators.

VDOT will submit these improvements as two separate amendments to this year's National Capital Region Financially Constrained Long-Range Transportation Plan. We will soon commence a series of technical sessions with local jurisdiction staff and other stakeholders to provide more detail on the design and operations issues we know are important to you and your constituents. These priorities include, but are not limited to, issues such as access points, traffic operations, interfaces with adjacent roadways, noise abatement, safety and incident management, stormwater management, the efficient movement of transit vehicles, and long-term service quality on the HOV/HOT network.

VDOT and its partners have launched a renewed communications and outreach program to keep residents and travelers informed as the new I-95 HOV/HOT project and Seminary Road HOV/transit ramp proceed. VDOT will host citizen information meetings as part of the environmental review process for the improvements, currently anticipated to be held in late 2011.

VDOT expects to complete federal environmental review requirements for the new HOV/HOT Lanes and to be prepared to begin construction by the 2012 construction season. Environmental reviews are expected to begin for the new HOV/transit ramp at Seminary Road in 2011, with construction commencing as early as 2012.

The Commonwealth will provide funding to support the improvements, along with a substantial equity commitment from the private sector for the HOV/HOT Lanes project.

Together, these improvements will be critical first steps in VDOT's effort to ultimately extend the HOV/HOT Lanes network to Spotsylvania County.

Now is the time to address the urgent transportation needs in the I-95 corridor – it is critical to the quality of life of our citizens and to our economic prosperity. We look forward to working collaboratively with you to advance this important package of improvements.

Sincerely,



Sean T. Connaughton

SC/ja

Cc: Members, Alexandria City Council
Members, Arlington County Board
Members, Fairfax County Board of Supervisors
Members, Prince William County Board of Supervisors
Members, Stafford County Board of Supervisors
Members, Spotsylvania County Board of Supervisors
Members, Fredericksburg City Council
The Honorable Gregory A. Whirley, Commissioner, Virginia Department of Transportation
Mr. Mal Kerley, Chief Engineer, Virginia Department of Transportation

13.1
2-8-11



COA Contact Us: BRAC 133

Karen German to: william.euille, frank.fannon, kerry.donley,
alicia.hughes, delpepper, paulcsmedberg, rose.boyd,
jackie.henderson, elaine.scott, rob.krupicka,
linda.owens, elizabeth.jones

02/07/2011 04:24 PM

Please respond to Karen German



Time: [Mon Feb 07, 2011 16:24:53] Message ID: [27504]

Issue Type: Mayor, Vice Mayor, and Council Members

First Name: Karen

Last Name: German

Street Address: 1475 N Highview Lane, Unit 307

City: Alexandria

State: VA

Zip: 22311

Phone: 202-371-7121

Email Address: kdgerman@gmail.com

Subject: BRAC 133

Comments:

Good day - I heard last week that VDOT approved construction of a new ramp from I-395 to the Mark Center Dept. of Defense complex (currently under construction) off of Seminary Road. As a resident in that area, I was thrilled to hear this! However, reports are that construction on the ramp is slated to begin at some point in 2012, yet the DOD complex is expected to be up and running in September 2011. Everyone in my community (Townsquare at Millbrook) feels the opening of the complex should be delayed until the road work is completed. I would like to know what I can do to voice my opinion and keep abreast of the situation. Are residents permitted to attend the BRAC Advisory Group meetings to voice our concerns? (I believe the next one is scheduled for Feb 16 at 7:00 pm) Would that be the best route? I would greatly appreciate hearing from you with any advice and insight you can share - Thank you in advance for your kind consideration!

Best regards,

Karen German



COA Contact Us: 395 HOT Lanes

william.euille, frank.fannon, kerry.donley, alicia.hughes,

Greg Cota to: delpepper, paulcsmberg, rose.boyd, jackie.henderson,
elaine.scott, rob.krupicka, linda.owens, elizabeth.jones

Please respond to Greg Cota

02/07/2011 02:03 PM

13.1
2-8-11

Time: [Mon Feb 07, 2011 14:03:40] Message ID: [27499]

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: 7039310981

Email Address: grcota@hotmail.com

Subject: 395 HOT Lanes

Thank you very much for your steadfast opposition to the installation of HOT lanes on I-395 through Alexandria. We especially appreciated your show of support by passing the city council resolution against the project and by attending our VDOT public meeting and our HOT Dog Roast back in 2009.

Comments: My neighbors and I in Parkfairfax were very pleased with VDOT's recent announcement that the 395 portion of the project would be shelved - and that attention would be turned to addressing the impending traffic nightmare at the BRAC site.

We hope that Arlington will continue its lawsuit until VDOT and the Federal Highway Administration rescind the wrongfully granted Categorical Exclusion for the HOT lanes project - and we hope that you will support Arlington in these efforts.

Thanks again,

Greg Cota

13.1
 2-8-11



Fw: Alexandria City Council support of GARVEE bonds for I-395 ramp from HOV lanes to Seminary Road

Michele Evans

to:

Jackie Henderson

02/10/2011 10:42 AM

Cc:

Christopher Bedwell

Show Details

Follow up from Feb 8 council meeting

From: Bernard Caton

Sent: 02/10/2011 10:31 AM EST

To: vasetate35@aol.com; district30@senate.virginia.gov; DelAEbbin@house.virginia.gov; david.englin@gmail.com; DelCHerring@house.virginia.gov

Cc: City Council; Jim Hartmann; Michele Evans; Mark Jinks; Rich Baier; Abi Lerner; David Grover

Subject: Alexandria City Council support of GARVEE bonds for I-395 ramp from HOV lanes to Seminary Road

Senators and Delegates--I spoke to each of you (or your aides) yesterday about the City's support for GARVEE funding, contained in the Governor's transportation package, for the ramp from the I-395 HOV lanes to Seminary Road. Below is a letter from the Mayor reiterating City Council's support for this position. Bernie Caton

Senators Saslaw and Ticer
 Delegates Ebbin, Englin, and Herring

February 10, 2011

Subject: Access to Mark Center & BRAC-133 site from I-395 HOV lanes

Dear Dick, Patsy, Adam, David, and Charniele:

As you know, one of the most serious transportation issues facing the City of Alexandria is access to the new BRAC-133 facility at the Mark Center. The City and VDOT have developed a list of short and medium-term projects (widening roads, providing additional turn lanes, etc.) that will help reduce congestion on some of the roads surrounding Mark Center (although these improvements are still unfunded), and it is working with the Department of Defense on transit alternatives to help with the anticipated congestion in the area.

One of the most pressing needs is access to and from the Mark Center area from the I-395 HOV lanes. The City has worked with VDOT, and continues to do so, to identify an appropriate means of providing such access. As you know, VDOT announced last week that it is proceeding with the planning for, and ultimately the construction of, a reversible ramp to get BRAC-133 workers, as well as others who

work in the vicinity, to and from the HOV lanes. Since this will serve only transit and high occupancy vehicles, it should provide a significant benefit to those who live and work in the area by reducing traffic congestion.

The biggest obstacle to the provision of access to the HOV lanes has been the lack of funding.

The City was told last week that VDOT will seek federal funds for the project, but will itself provide whatever funds the federal government does not contribute (up to the full cost of the project). The source of these funds would be the federal Grant Anticipation Revenue Notes (GARVEES) that are provided for in the Governor's transportation legislation. I understand that this legislation has passed both the Senate and the House in different forms, although both provide for GARVEES. The City Council discussed this legislation last night, and Council supports the GARVEES portion of the legislation.

As the House and Senate work to reconcile their different versions of the Governor's legislation in the remaining weeks of Session, I ask that you support the GARVEE provisions. With the GARVEES, we believe the State will be able to provide a significant component to addressing the traffic demand that will come with BRAC-133.

If you have questions about this issue, please contact Bernie Caton or me.

Sincerely,

Bill Euille