

EXHIBIT NO.

1

WS

10-13-09

Update on Commonwealth HOT Lanes Project and Department of Defense BRAC-133 Project at Mark Center

City Council Work Session

October 13, 2009

Update on Related Transportation Issues

- HOT Lanes Issues
 - Transportation
 - Legal
 - Community
- FHWA Study of 14th Street Bridge Corridor Project
- Department of Defense (DOD) BRAC-133 Project at Mark Center

High Occupancy Toll Lanes History

- November 2002 City passes resolution opposing HOT lanes access to Seminary Rd.
- January 2005 CTB approves HOT Lanes Concept
- June 2005 Arlington requests access at Shirlington/Glebe
- October 2006 VDOT signs agreement with Fluor-Transurban
- Fall 2008 City Council presentation on HOT Lanes from VDOT; Council asked VDOT for additional information

History

- January 2009 FHWA approves NEPA Categorical Exclusion
- March 2009 City Council Adopts resolution withholding support until concerns are addressed, City asks VDOT detailed questions
- June 2009 Parkfairfax/VDOT meeting on HOT Lanes
- July 2009 Mayor sends letter to Transportation Secretary Pierce Homer opposing the project
- August 2009 VDOT agrees to hold off project construction inside the Beltway to work with Alexandria and Arlington
- August 2009 Arlington Co. & Mr. West file lawsuits.
- September 2009 Fairfax County Board of Supervisors sends letter to Governor requesting Seminary termination of HOT Lanes

Background

- HOT lanes fulfills VDOT's prior plans to expand I-95/395 from 2 to 3 lanes
- State's 6-year construction budget has lost over \$4 billion dollars due to decreases in revenue.
- HOT Lanes concept allows VDOT to fulfill expansion commitment with minimal capital investment.

Benefits

- Project will provide VDOT with \$195 million for transit enhancements in the region
- HOT Lanes will increase capacity of I-95/395 corridor
- HOT Lanes will provide direct transit access to Seminary Road / Transit Center

Concerns

- Categorical Exclusion short-cut process
- Cut through traffic in Alexandria and impacts to neighborhoods
- Impact on mass transit and use of HOV Lanes
- Noise –construction and traffic impact
- Traffic analysis did not include impacts to local street network
- Too many signals proposed for Shirlington Circle
- Should Shirlington Circle and Seminary Rd be HOT Lane exits?
- HOT Lanes join already congested regular I-395 traffic lanes at Eads St
- What happens at the 14th St Corridor?

Status of Hot Lanes Project

- Due to economic conditions/recession the project has been unable to attract financing
- VDOT evaluates different options:
 1. Constructing the project in phases
 2. Eliminating Shirlington access or otherwise reducing the scope of project

Lawsuits Update (City Attorney)

- Mr. West lawsuit
- Arlington County lawsuit
- Prince William County lawsuit (pending)

Discussion

14th Street Bridge Corridor

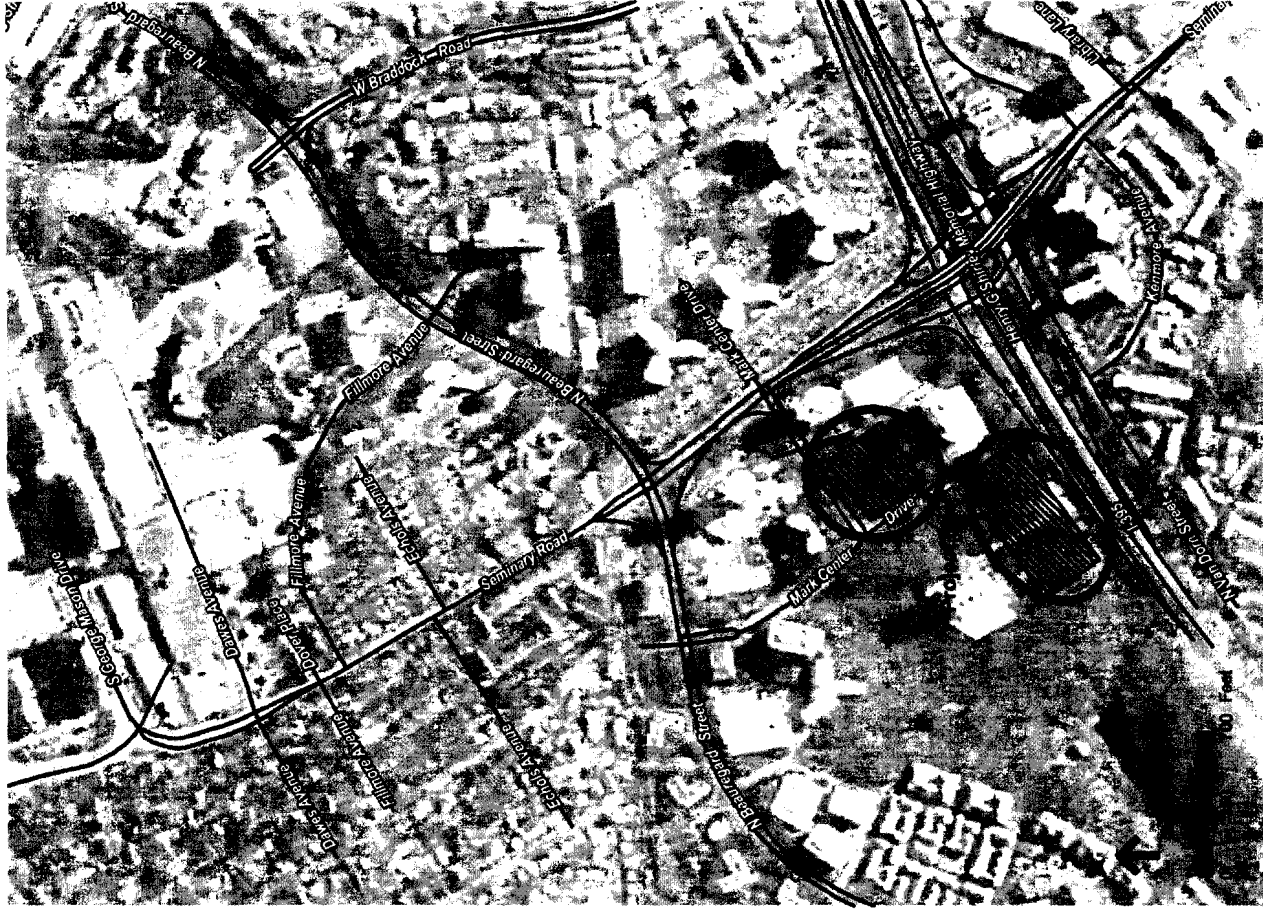
- **FHWA is currently working on an Environmental Impact Statement for improvements to D.C. area beyond the 14th St Corridor**
- **Many options, including HOT Lanes, are being considered for the bridge. No bridge lane expansion planned**
- **VDOT and Alexandria staff continue to provide feedback to FHWA on this project**

Discussion

BRAC 133 Study Area

- . 6,409 FTE's
- . 2,216 Daily Trips
- . 27% From North
- . 38% From South
- . 20% From East
- . 15% From West
- . 40% non-SOV

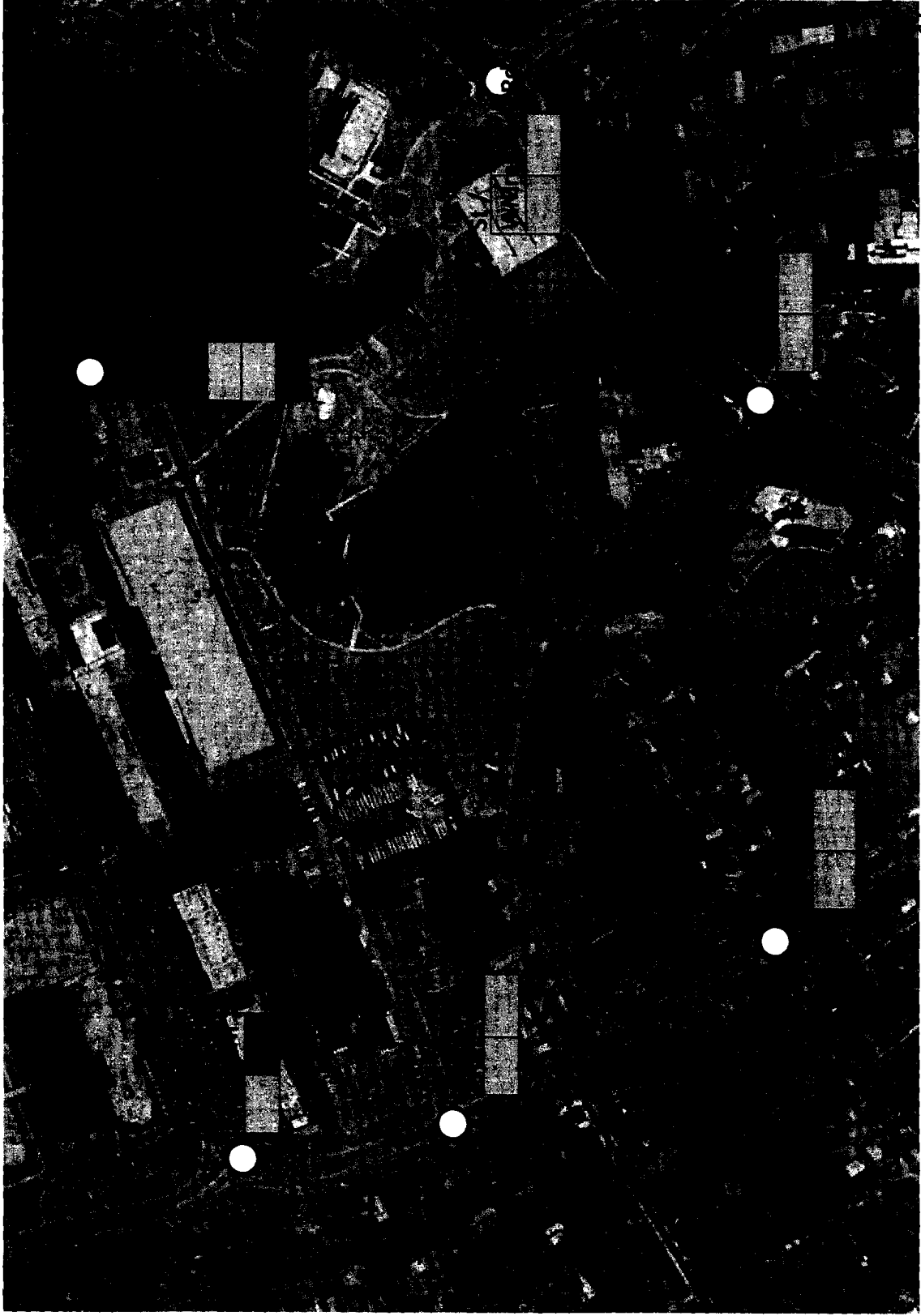
Program planned by Dept. of
Defense



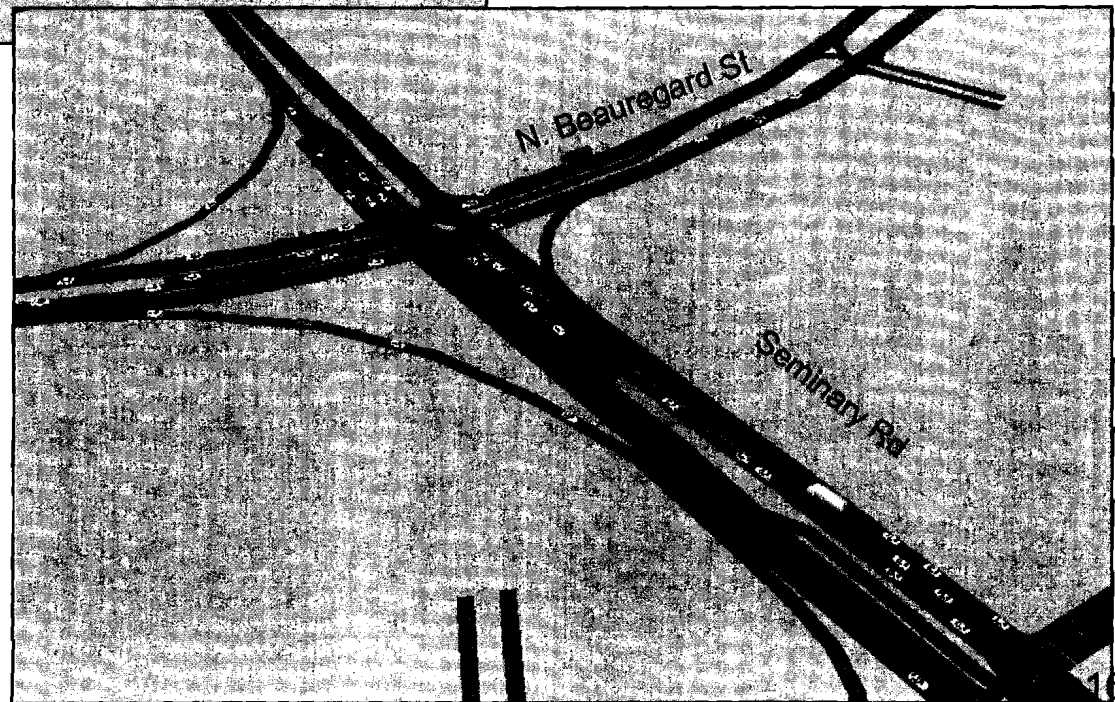
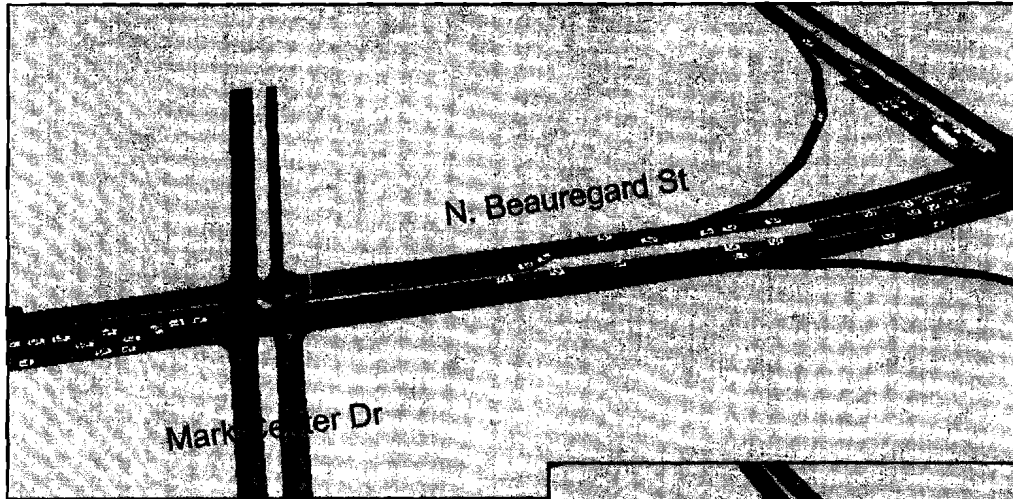
Base Conditions - Levels of Service



Base Conditions - Levels of Service



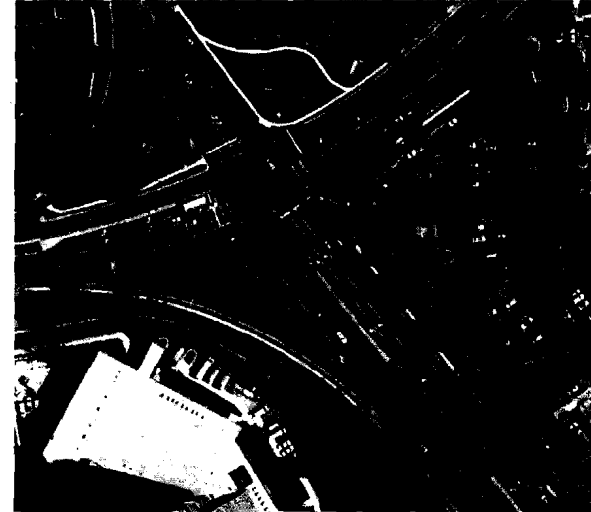
2013 Base Conditions - AM Peak Hour Traffic Simulation Results



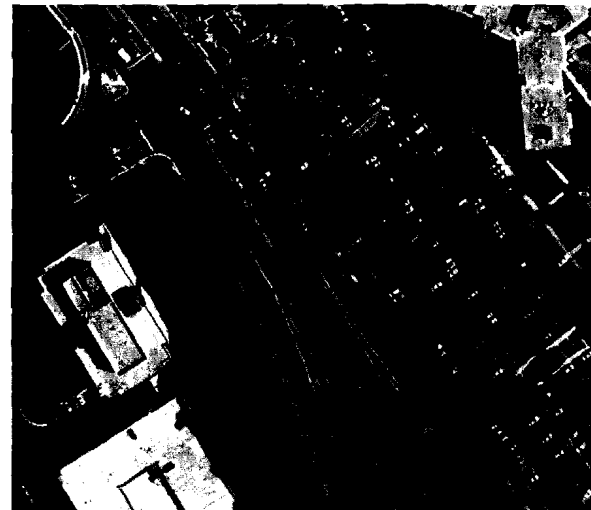
Seminary/Beauregard Changes

Lengthening of the Left Turn Storage Bays on Seminary Road and on Beauregard Street

- Seminary Rd / N. Beauregard St.
Increase westbound Seminary Rd left turn storage length from 250 ft to 390 ft.



- Seminary Rd / Mark Center Dr.
Increase westbound Seminary Rd left turn storage length from 210 ft to 500 ft.



Seminary/Beauregard Changes Addition of Left Turn Lanes



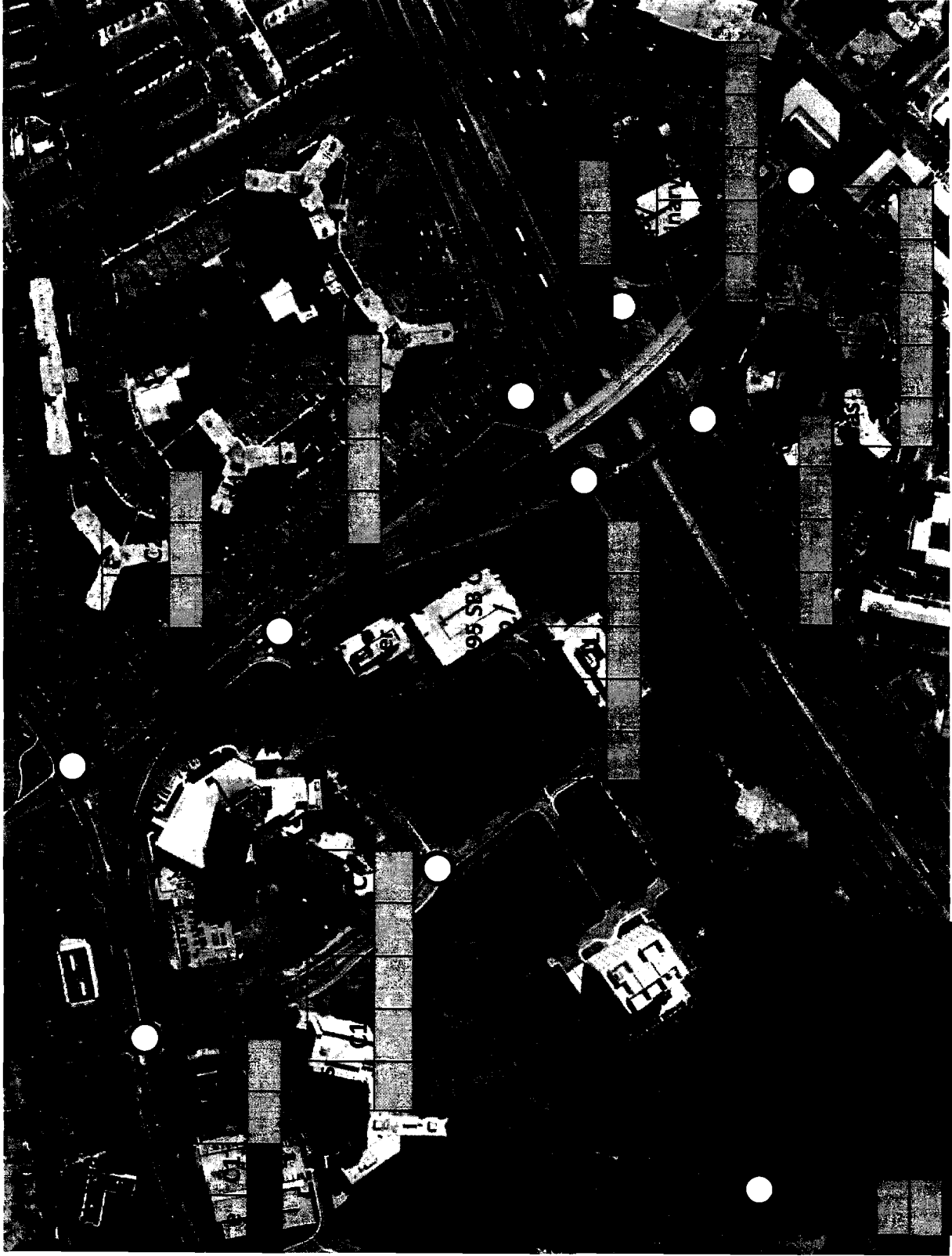
- N. Beauregard St / Mark Center Dr. southbound left-turn lane along N. Beauregard St. from a single to a dual left turn lane

- Seminary Rd / N. Beauregard St. westbound left-turn lane along Seminary Rd. from a dual to triple left turn lane

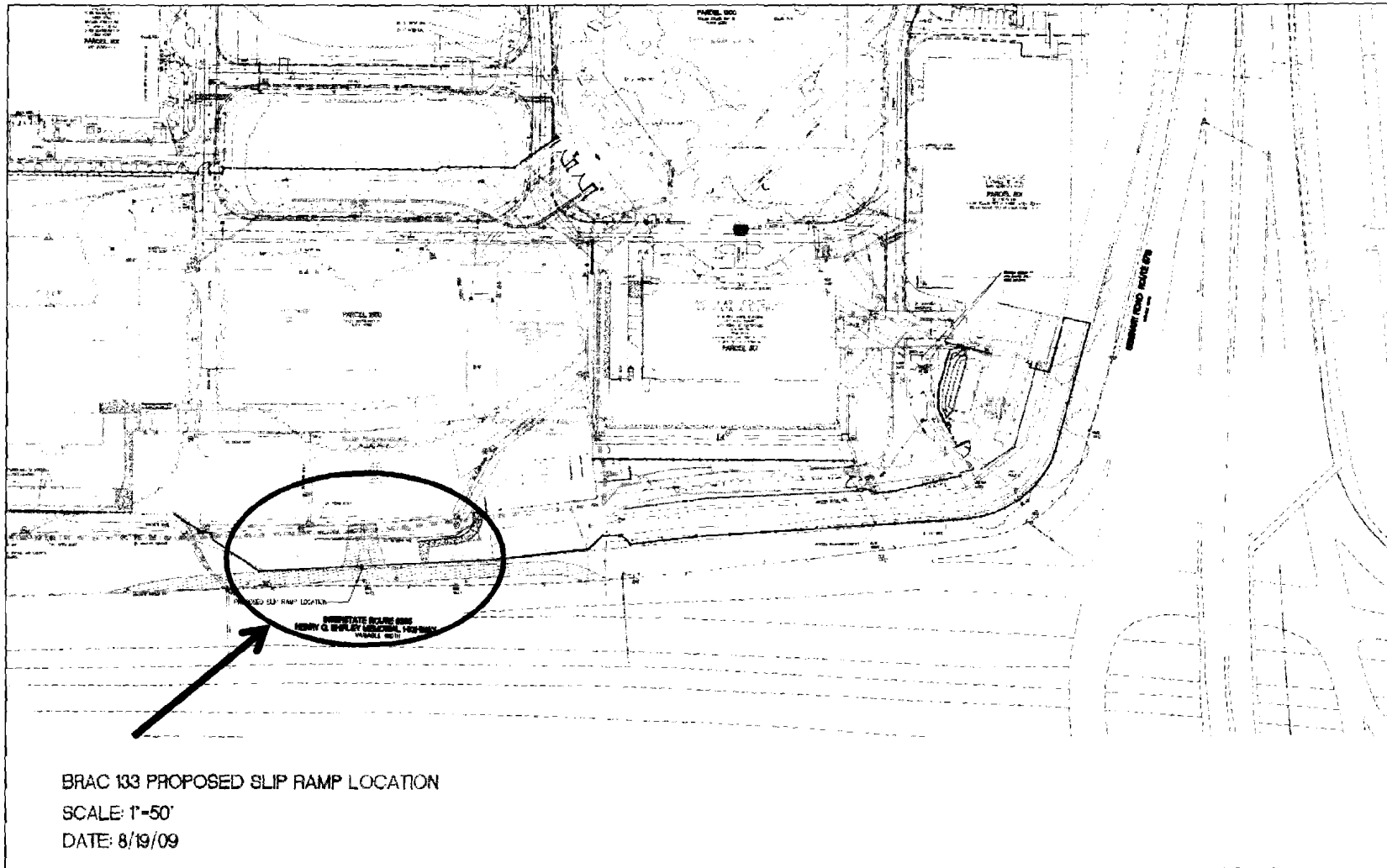
Scenarios Evaluated by VHB Consultants

- 2013 Build Alternatives
 - C1 - New ramps to the BRAC 133 South parking garage w/o additional left turn lanes.
 - C1L - New ramps to the BRAC 133 South parking garage with additional left turn lanes.
 - C2 - New ramps to Mark Center w/o additional left turn lanes.
 - C4 - Additional left turn lanes only without new ramps.

2013 AM Build Alternatives - Levels of Service



Concept 1- New Direct Access Ramp From I-395 Ramp to Army Garage



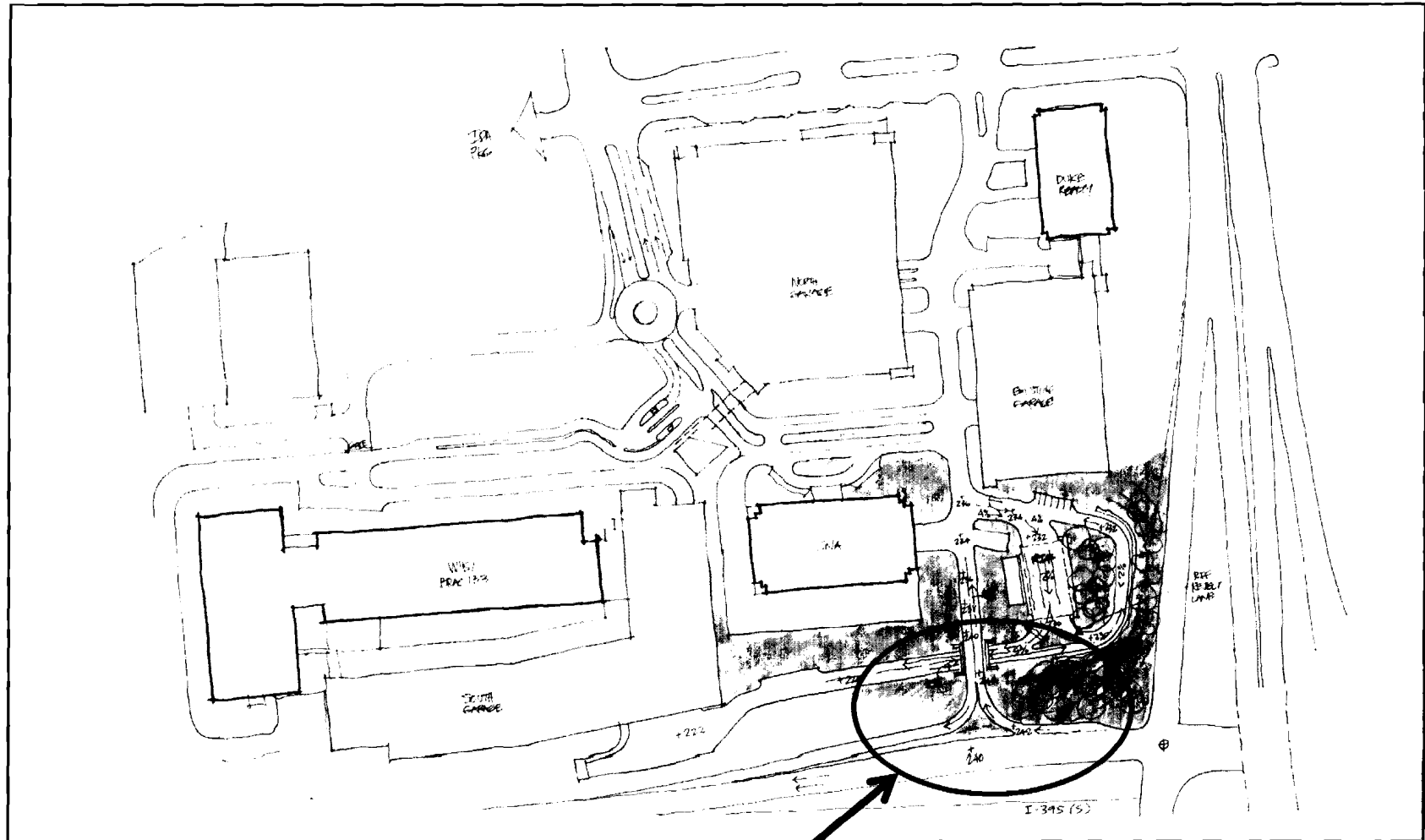
Concept 1 - New Ramps from the I-395 ramp to BRAC 133 South Parking garage

- Benefits
 - Improves the overall operational performance at critical intersections during AM and PM when compared to 2013 Baseline Conditions
 - Does not require major reconfiguration of the geometry along existing roadways except at the new ramp

Concept 1 - New Ramps from the I-395 ramp to BRAC 133 South Parking garage

- Disadvantages
 - Involves some ROW impacts, including undergoing interchange modification procedure for the new ramp
 - Possibility of vehicle spill-back, which would affect the operations along the I-395 southbound on-ramp
 - Not able to accommodate all the project trips

Concept 2 - New Direct Access Ramp From I-395 Ramp to Mark Center



Concept 2 - New Ramps to Mark Center

- Benefits
 - Improves performance compared to 2013 Baseline Conditions and Concept 1 at critical intersections during peak hours
 - Accommodates most of the project trips

Concept 2 - New Ramps to Mark Center

- Disadvantages
 - Significant ROW impacts at new access ramp, including undergoing an interchange modification process
 - Major construction efforts required due to grade separation
 - Possibility of vehicle spill-back, which would affect the operations along the I-395 southbound on-ramp
 - DOD Remote Inspection Facility (RIF) precludes this option

Concept 3 - New Ramps From I-395 Ramp to South parking garage & Mark Center

- **Benefits**

- Improves operational performance compared to 2013 Baseline Conditions and Concept 1 at critical intersections during AM and PM.
- Additional capacity provided via two separate direct ramps based on destination and less congestion will be anticipated at the direct access points to the Mark Center
- Accommodates the most trips of all alternatives considered.

Concept 3 - New Ramps From I-395 Ramp to South parking garage & Mark Center

- **Disadvantages**
 - Significant ROW impacts at the new access ramp, including undergoing an interchange modification process
 - Major construction efforts required due to grade separating the access ramp under tight spacing requirements and reconfiguration of the I-395 southbound on ramp
 - Possibility of vehicle spill back, which would affect the operations along the I-395 southbound on ramp

Concept 4 - Additional left turn lanes only on Seminary Rd and on Beaugard St without new ramps

- **Benefits**
 - Improves traffic operations at the critical intersections mostly during AM peak hour conditions compared to the 2013 Baseline conditions
 - Reduces ROW impacts compared to other concepts

Concept 4 - Additional left turn lanes only on Seminary Rd and on Beaugregard St without new ramps

- **Disadvantages**
 - Operational improvement is limited to the project trips accessing the site during AM only
 - Potential spill-back at turn bays due to heavy left turn volumes
 - Requires longer crosswalks at the Seminary Rd / N. Beaugregard St intersection
 - Not able to accommodate all of the project trips

Summary of Findings

- All of the evaluated alternatives would be expected to provide operational benefits but at varying levels
- Direct access to the garage only does not provide enough improvement to eliminate the need for the additional left turn lanes on Seminary and on Beauregard
- Direct access to the site provides the most improvement but still requires the additional left turn lanes on Seminary and on Beauregard

Summary of Findings (cont.)

- Providing the additional left turn lanes on Seminary and on Beauregard only does not accommodate the projected traffic demand
- To ensure the existing ramp operational performance standards are not compromised below a level which is unsafe/unacceptable

Summary of Findings (cont.)

- **Potential Interim Improvements**
 - Lengthening of the storage bays especially for the left turns at the critical intersections
 - Expediting the construction of placing additional left turn lanes (Concept 4)
 - Lane widening for the left turn receiving lanes
 - Improving the signage and pavement markings for these critical left turn movements
 - Seminary Rd southbound right turn improvements at intersection of Seminary Rd / George Mason Dr

Interchange Justification Study (IJR) for the proposed I-395/Mark Center Interchange

- VDOT develops several direct access scenarios
- The IJR will be analyzing impacts to the Interstate system
- Draft submittal due to VDOT in January

Direct Access Ramp Issues

- NEPA / Winkler Preserve impacts
- IJR Operational Analysis
- Operational impacts to I-395 and to Seminary Rd.
- Cost of construction

Discussion

Thank You



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10/14/2009 10:31 AM

Please respond to
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Subject COA Contact Us: Working session on I-95/395 HOT lanes

WS
10-13-09

Time: [Wed Oct 14, 2009 10:31:44] Message ID: [16089]

Issue Type: Mayor, Vice Mayor, and Council Members
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City: Alexandria
State: VA
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Email Address: rickflet@comcast.net
Subject: Working session on I-95/395 HOT lanes

Dear City Council,

Thank you for holding the working session on I-95/395

HOT lanes last night, and inviting citizens to attend. As a member of the Parkfairfax Ad Hoc HOT Lanes Task Force in attendance, I was impressed with the depth and breadth of your presentation and discussion. And as one very closely involved in production of our summary of activities document, the commendation from Mayor Euille on that was truly appreciated. I can assure you that all research and writing was done by Task Force members. We hope you find it helpful.

From the session last night, it is clear that

Council is grappling hard with the pervasive negative impacts on Alexandria from this proposed project. Though the "hot spots" of

Shirlington Rotary and Seminary Road deservedly get the attention of nearby neighborhoods like ours, your consideration of them within the context of City-wide and regional impacts is absolutely right. I cannot fathom why

Mark Center was chosen over other locations as the BRAC 133 site. The City faces a set of very difficult choices on how to deal with BRAC 133 traffic and other impacts, in the context of the larger impacts that adding HOT lanes to I-95/395 will cause.

Comments: Certainly the Commonwealth thrust this project upon localities and residents, due to the absence of adequate public funding for transportation. Sadly, it could well worsen vs. reduce congestion and pollution for years to come. I agree that General Assembly legislation to deal with state transportation funding shortfalls, as well as provide much better oversight of public-private partnerships, is a good idea. I was glad to hear Del. Englin is working with Council on this, via the legislative package.

Meanwhile, though, Alexandria and the other localities - and their residents - must act how and where we can, to mitigate the serious impacts this project will likely cause. I understand your points about deferring legal action against the project, though I hope Alexandria will have standing to take it when/if we need to. But one action the the Council can appropriately take very soon is to pass a stronger resolution that opposes the project. Council members last night discussed many of the key reasons why opposition, vs. withholding support, is now warranted. VDOT and Fluor-Transurban have clearly not supplied adequate answers to repeated questions from Alexandria and its residents, about the project's major impacts on us.

Along with other members of our task force and neighborhood, I welcome the opportunity to further discuss the project and its impacts on Alexandria in the October 17 session with City Council. Thank you for this opportunity, and for continuing to work hard on protecting the City and Parkfairfax from this project.

Sincerely,
Rick Fletcher