



Commonwealth of Virginia

General Assembly
RICHMOND

August 5, 2015

The Honorable Aubrey Layne
Secretary of Transportation
Commonwealth of Virginia
Patrick Henry Building, 3rd Floor
1111 East Broad Street
Richmond, VA 23219

Re: Questions Regarding Commuter Concerns with VDOT Plans to Convert Interstate 66 to HOT Lanes

Dear Secretary Layne:

As representatives of the hundreds of thousands of commuters who use Interstate 66 from Front Royal to Rosslyn each day, we collectively have a great interest in the Virginia Department of Transportation's (VDOT) plans for I-66, including proposals to widen portions of I-66 and to convert some, or all of the lanes of I-66 to High Occupancy Toll (HOT) lanes.

We write collectively to ask you for information on VDOT's plans so that we can respond quickly and accurately to questions from our commuting constituents on one of the most important, and potentially expensive, transportation projects in the Commonwealth over the next decade. As I am sure you are aware, this project has the potential to impact – both positively and negatively – the daily lives of hundreds of thousands of our constituents.

We are aware that VDOT has segmented the I-66 projects into "inside 495" (D.C. line to 495) and "outside 495" (495 to Haymarket) subprojects. Where appropriate, please distinguish in your answers to these questions whether your responses differ with respect to each subproject.

Given the speed with which VDOT is moving forward with this project, we would sincerely appreciate your response to these questions on or before August 28, 2015.

1. Please provide the federal or state statutory or regulatory authority, or the authority delegated to VDOT by the Governor, the General Assembly or a multi-state transportation planning consortium, to convert some of all of I-66 to HOT lanes, to repeal the current Clean Fuel Vehicle (CFV) plate exemption to the High Occupancy Vehicle (HOV) lane use rules during peak travel times on I-66 or to change the current HOV-2 (two person carpool) requirement to an HOV-3 (three person carpool) requirement either during peak travel times or throughout the day?
2. Please provide information as to whether VDOT's authority under Question 1 is mandatory or discretionary – in other words, please distinguish where VDOT is acting directly to comply with a state or federal statutory mandate and where VDOT has discretion to use its expertise in these areas to make decisions based on the totality of the administrative record?
3. Please provide the documents, studies, internal or external analyses, meeting minutes or records, or any other relevant records underlying VDOT's current proposal to convert portions of I-66 to HOT lanes, including VDOT's proposal to repeal the current Clean Fuel Vehicle (CFV) plate exemption to the High Occupancy Vehicle (HOV) lane use rules during peak travel times on I-66

and VDOT's proposal to change the current HOV-2 (two person carpool) requirement to HOV-3 (three person carpool) requirement either during peak travel times or throughout the day.

4. With respect to Question 3, please specify separately and in detail the congestion mitigation impacts, and the toll revenue impacts, that VDOT's CFV repeal and HOV-3 change will have, including references to the publicly-available analyses and studies to support these impacts.
5. To date, we are not aware that VDOT has made available to the public any of the documents, studies or analyses in support of the CFV repeal or HOV-3 change proposals. Why have these documents not been released to the public, when these proposals are a fundamental construct upon which VDOT's overall I-66 proposals are built? When will VDOT be releasing this information to the public?
6. None of the public meetings VDOT has conducted to date has focused on the impact of the proposed I-66 changes on the highway's users – our commuting constituents. Will VDOT be conducting public meetings and soliciting comments from our constituents on the I-66 proposals, including the HOT lanes, CFV repeal and HOV-3 change? If so, when? Will there be a public comment period on these proposed commuter-specific changes? If so, when? How will VDOT be sure the public is aware of these commuter-specific proposals in advance of any public meetings or comment periods?
7. Why is VDOT proposing HOT lanes on I-66 with tolls in both eastbound and westbound directions during morning and evening hours, inside 495 without added vehicle capacity through additional traffic lanes? What measures will be taken to mitigate the adverse impact to traffic this proposal will have on US 50, US 29, and neighborhood streets in McLean, Falls Church, and Arlington? How will the funds generated from the tolls inside the beltway be allocated?
8. What can be done to mitigate the impact of the proposals on our constituents that have the CFV plate exemption or take advantage of the HOV-2 for commuting on I-66?

In advance, thank you for your attention to this letter and to our questions. We look forward to working with you on this important Commonwealth transportation project and to assuring that the needs of our commuting constituents are balanced with VDOT's comprehensive development goals and the proper and prudent stewardship of taxpayer funds.

Sincerely yours,



Delegate Timothy Hugo
Majority Caucus Chairman
Member, Virginia General Assembly



Senator Mark Obenshain
Member, Virginia General Assembly



Delegate Rich Anderson
Member, Virginia General Assembly



Senator Jill Vogel
Member, Virginia General Assembly



Delegate Michael Webert
Member, Virginia General Assembly



Senator Richard Black
Member, Virginia General Assembly



Delegate David LaRock
Member, Virginia General Assembly



Delegate Mark Berg
Member, Virginia General Assembly