



**Reinstate I-66 Spot Improvement #2 in FY 2013-FY 2018 TIP
Statement of Mark Looney, Chairman, Northern Virginia Transportation Alliance
To National Capital Region Transportation Planning Board
July 18, 2012**

The Northern Virginia Transportation Alliance recommends and requests that the National Capital Region Transportation Planning Board support the reinstatement of westbound I-66 Spot Improvement #2 into the FY 2013-FY 2018 Transportation Improvement Program (TIP).

I-66 is one of the region's most important transportation corridors. Year after year the TPB's own analysis also shows that it is one of the area's most congested with eastbound lanes being congested more hours of the day than westbound.

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that opened in December 2011 has significantly improved traffic flow throughout the day and demonstrates that an additional lane can be added in a contextually sensitive manner. Falls Church and east Arlington residents have improved access to their homes as do residents throughout the corridor.

Additional I-66 west- and east-bound capacity is essential to transit supportive densities and improving accessibility to many regional activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport. Loudoun and Prince William counties benefit and as does regional homeland security preparedness.

The recently completed I-66 Multimodal Study Inside the Beltway also shows that the multimodal packages that add a lane in both directions provide the most multimodal flexibility and do the most to reduce congestion and improve transit and vehicular travel times.

For this reason the Alliance urges the Virginia to also fund Spot Improvement #3 and an additional eastbound lane, between the Dulles Connector and Route 29/Spout Run and that these improvements be included in the next TIP

The Alliance also endorses the following projects for inclusion in the FY 2013-FY 2018 TIP –

- **I-395/Seminary Road Reversible Ramp**
- **I-66/Vienna Metro Station Transit Ramp.**
- **Route 7 Widening** – Six-lanes from Rolling Holly Drive to Reston Ave.
- **I-66 to US 15 Widening** and reconstruction of I-66/Route 15 Interchange
- **Route 28 Widening** – Between Route 234 Bypass and City of Manassas
- **US Route 1 Six-laning..**
- **Prince William Parkway Six-Laning.**
- **Dulles Corridor Metrorail Phase 1 and Phase 2 Funding**
- **PRTC – Bus acquisition and replacement**
- **Virginia Railway Express – Rolling stock acquisitions/facilities/tracks, storage yards**

The Alliance urges the TPB's adoption of these recommendations.

Arlington Coalition for Sensible Transportation
Statement to the National Capital Region Transportation Planning Board
by Allen Muchnick, president, July 18, 2012

I'm Allen Muchnick with the Arlington Coalition for Sensible Transportation (or ACST). Since 1999, **ACST has advocated "wiser, not wider" management improvements to I-66 inside the Beltway to most effectively move more people and minimize highway congestion and travel times.**

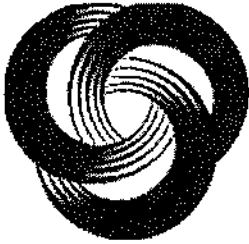
In a March 2009 resolution, the TPB wisely directed the Commonwealth of Virginia to complete a long-delayed long-range planning study for the I-66 inside-the-Beltway multimodal corridor before proceeding to construct 2.5 miles of added westbound I-66 travel lanes in two segments, the so-called "Spot Improvements" #2 and #3. Thanks to this crucial TPB action, VDOT initiated its I-66 Inside-the-Beltway Multimodal Study in July 2011 and released a final study report one month ago today. While this study was not as full, fair, open, or complete as ACST and others might prefer, nothing is perfect, and **VDOT's I-66 Multimodal Study was a vital and commendable start toward developing a much-needed long-range management plan for this major regional corridor.**

VDOT's I-66 Multimodal Study report and cover letter to the TPB did not reach the TPB previously; however, an executive summary of the report is being distributed here today. As those documents describe, **the I-66 study report recommends strategically implementing an integrated multimodal package of highway management, rail and bus service improvements, transportation demand management measures, pedestrian and bicycle facilities, and limited highway widening over the next 28 years. Unfortunately, aside from the Dulles Rail project, most of those measures, including running only 8-car Metrorail trains during peak periods, are currently not in the CLRP.**

A key finding of VDOT's study is that--without expanded congestion management such as HOV restrictions or tolls--adding travel lanes to I-66 would undermine the objectives of moving more people and reducing travel times and highway congestion along the corridor. Yet, in funding the construction of "Spot Improvement" #2--a 1.6-mile fourth westbound I-66 travel lane--in the FY 2013-2018 TIP today, the TPB is advancing a project that will prove counterproductive until expanded HOV restrictions or tolls are finally put in place.

We urge the TPB to discuss the I-66 study's recommendations this fall and to expeditiously achieve regional consensus on how to best expand HOV restrictions and/or tolls on this key highway.

ACST supports converting I-66 inside the Beltway into a High-Occupancy/Toll (HOT) facility, in both directions--during peak periods only--as soon as feasible and in advance of any further highway widening. Doing so would 1) immediately eliminate highway congestion and shorten auto and bus travel times, 2) effectively address the difficult HOV enforcement problem and increase ride-sharing and transit use, 3) maximize freeway access for off-peak travel, and 4) generate much-needed revenue to strategically implement the many vital and otherwise unfunded I-66 Study recommendations. While tolling an existing freeway is controversial, toll roads are now an essential and accepted part of our regional travel network, and effective regional leadership can sell the public and key officials on this change. I-66 has existed as an HOV facility and Metrorail line for nearly 30 years. A regional agreement to effectively manage these key assets is decades overdue.



GREATER WASHINGTON
Board of Trade

Statement of Robert Grow
Greater Washington Board of Trade

National Capital Region transportation Planning Board
The Honorable Todd Turner, Chairman
July 18, 2012

Chairman Turner, members of the Transportation Planning Board. I am Robert Grow, Senior Director, Government Relations for the Greater Washington Board of Trade.

I am here to speak in support of the TPB reinstating the westbound I-66 Spot Improvement #2 in the FY 2013-FY 2018 Transportation Improvement Program (TIP)

The westbound I-66 Spot Improvement #1 (Fairfax Drive to Sycamore Street) that was successfully completed and opened in December 2011 has greatly improved traffic flow and has strengthened our region's emergency preparedness infrastructure. It is important that we build on this progress.

I-66 is one of our region's most important transportation corridors, providing a critical link to numerous major activity centers including the District of Columbia, Ballston/Rosslyn, Tysons Corner, Reston/Herndon and Washington Dulles International Airport as well as Loudoun and Prince William counties. I-66 is also a major regional evacuation corridor and essential to regional homeland security preparedness.

Please reinstate this very important project. Thank you.



AAA Mid-Atlantic News Release

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TPB APPROVAL OF AIR QUALITY CONFORMITY DETERMINATION OF THE 2012 CLRP AND FY 2013-2018 TIP

Statement by Mahlon G. (Lon) Anderson,
Managing Director of Public and Government Affairs
AAA Mid-Atlantic

AAA Mid-Atlantic commends the Transportation Planning Board for approving and adopting Resolution R1-2013 appertaining to the Air Quality Conformity Determination of the 2012 financially Constrained Long Range Transportation Plan (CLRP) and the FY 2013-2018 Transportation Improvement Program (TIP).

As to the FY 2013-2018 TIP, we support the included six projects. These projects, particularly the I-395 Auxiliary Lane, Northbound from Duke Street to Seminary, will improve the quality and the safety of the daily commute in an area that suffers from the worst traffic congestion in the entire nation. We commend the TPB voting to approve the Manassas National Battlefield Park Bypass, which has been on the drawing boards for years, although we hope the 2035 construction date will be advanced considerably. Thank you for breaking the impasse on this. We regret to say, it was our fondest hope that more projects would have been included. Given that we have some of the nation's worst congestion, we are far behind the eight ball now and much more is needed to get our region of the top of the most-congested-in-the-nation list.

Having said this, we support the TPB's finding that the 2012 CLRP and the FY 2013-2018 TIP conform to the requirements of the Clean Air Act Amendments of 1990. Your timing is impeccable as the region swelters from the hottest July on record. By adopting the Air Quality Conformity Determination you will ensure that the significant reduction in the amount of pollution caused by automobiles in the Washington metro region will continue. This is of paramount importance because the smog standards are now more stringent than ever before for the average concentrations of ozone at ground level over an eight-hour period.

Credit stronger environmental safeguards and reductions in air pollution emissions, for clearing the air and for reducing the number of unhealthy ozone days in the Washington metro area and other parts of the country, scientists say. Though 35.4% of households in Washington, D. C. proper do not own a car, the region has just shy of four million registered vehicles. Under the mandates of the Federal Clean Air Act, those local vehicles, which are cleaner, are required to burn cleaner summer fuel blends designed to cut down on smog in the Washington metro area. This is vital and paramount because 1.5 million people who live and move and have their being in the Washington-Baltimore region fall within the sensitive groups impacted by unhealthy air quality. ###